

SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



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MAY

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NATIONAL LIBRARY OF AUSTRALIA CARD N° & ISSN 0586-0261
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AS A PERIODICAL (CATEGORY B)

TO GO TO SUTHERLAND,Starting at the G.P.O.--

Before the advent of Georges
River Bridge ("Tom Ugly's") punt
services catered for all traffic.

Keep along George St. to Grace Bros.:
turn left along City Rd. and follow trams
to Newtown Bridge; bear left and St.
Peters Station is soon reached. Cross
bridge here and turn down second road on
right (May St.) This road runs straight into
Unwin's Bridge Rd., passing Sydenham
and Tempe Stations, where the road bears
left and Cook's River road is rejoined.
This road is good except for two broken

patches of about 100 yards each.

On rejoining Cook's River Rd. , turn right, when bridge over river is immediately crossed,
and the road is good and easy to follow to Rockdale, where tram lines are crossed.
Continue straight down hill, then up and then down and up again, where Moorefield
Racecourse** is passed on left. The tramlines are met here and followed for about 100
yards, when turn right around Gardener's Arms Hotel, and a long straight, road in
excellent condition, is followed. The road is easy to follow from here to Hurstville Rd.,
which is met at right angles, turn left, and so to Tom Ugly's Point (12½ miles). The
Georges River is crossed by punt here.

On leaving the punt the road is excellent and easy to follow, past Cronulla Rd. on the left
at top of hill.

About 2½ miles further on tram lines are met, running through bush on the left, and
another road to Cronulla turns off here. These lines are followed along an excellent road
to the Sutherland Council Chambers, where turn left and cross tram lines and Sutherland
is entered.

-- Geo. Heavens Source:

"Evening News" Motorists' Guide 1922.

** Moorefield Racecourse: portion of this is now part of the St. George Technical
College and Captain Cook High School complex.

* * * * *

Argyle Cut: when work started on this in the 1840s, it separated two classes of people.
On the northern side was Bunker's mill, peopled by the colonial aristocracy, and on the
Sydney side were the working classes, the original settlers of The Rocks.



The advent of the steam tram was largely responsible for a great influx of settlers.

Auction of
"SUNNYSIDE ESTATE"
CRONULLA

With the advent of the steam tram in 1911, a great stimulus was given to the opening up of tracts of vacant land along the tramway route or adjacent to it.

"Sunnyside Estate" was bounded by Curranulla Beach Road, (Kingsway), Willarong Road, Dianella Street and Cawarra Road, with Gordon Street dividing the two smaller subdivisions, and Sunnyside Avenue separating them from the large Willarong Rd. parcel.

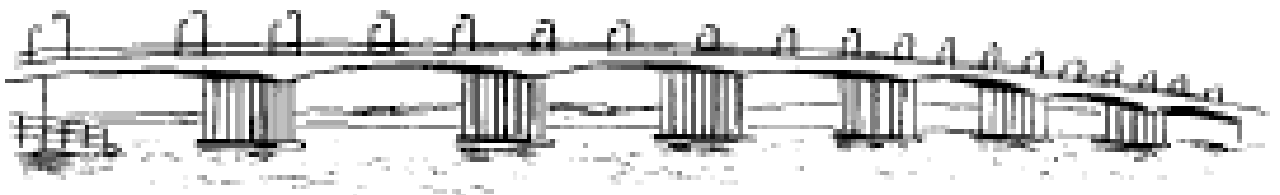
The auction was held on "8-Hour Day", Oct. 1, 1915, when approximately half the lots were sold on the opening day, the sale being conducted by Mr. C.O.J. ("Joe") Monro on behalf of the vendor Mr. Frank Cridland.

According to the auction brochure, prices per foot front-age ranged generally from £1-3-0 to £2-0-0, with a few fetching above that -- one block sold at £2-10-0 per foot. Terms were £2-0-0 deposit per lot, the balance by 60 equal monthly payments with interest at 5% on quarterly balance.

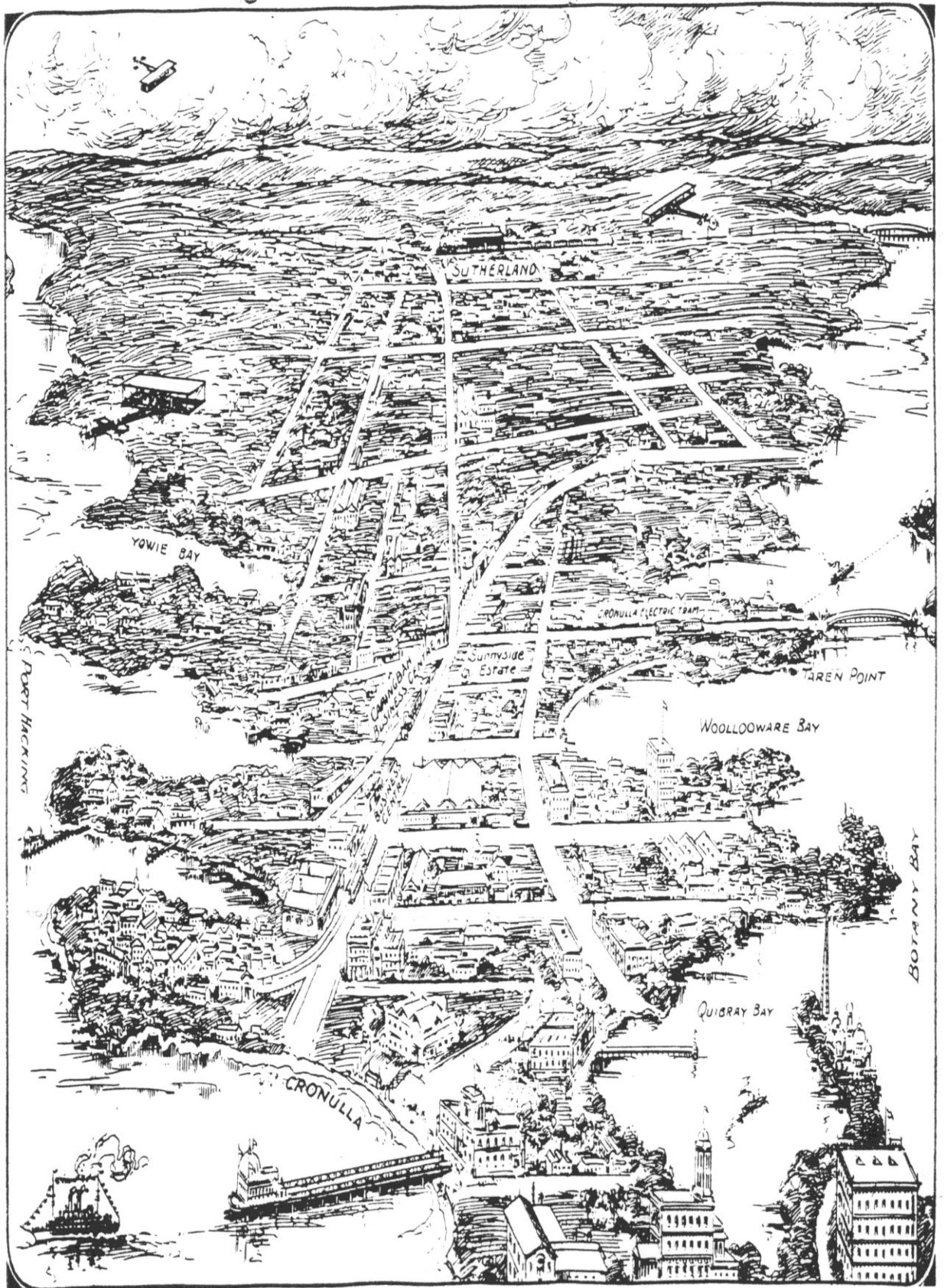
The brochure was printed on glossy white paper, with photographic illustrations showing the developing centre of Caringbah and a panorama of Cronulla. At this auction date it would seem that the name of Caringbah was still unofficial, it being referred to each time as "Caringbah". It was originally Highfield, but with the establishment of a Branch Post Office and Telephone Bureau, it was to be proclaimed as Caringbah.

The brochure pointed out that when the Government laid out the township of Cronulla (then Gunnamatta) in 1900, prices realised only a few shillings per foot; but 15 years later the same lots were selling for £20-0-0 per foot.

"It is only within the last 10 years that the Cronulla-Port Hacking District started to move, but during the last 5 years (1910-1915), and since the advent of the tram connection



Captain Cook Bridge, opened in May 1965, spans Georges River from Taren Point to Rocky Point, which was the terminus of the old Sans Souci steam tram.



Bird's Eye View of Sutherland-Cronulla District drawn to Scale, with Improvements as they will probably appear in the near future.

"Joe" Monro's imaginative illustration of the development of Cronulla to Miranda as he envisaged it.

between Cronulla and Sutherland Railway Station, the growth has been phenomenal and places it as the fastest growing suburb around Sydney, besides being the most popular surf bathing and tourist resort in NSW

"The vehicular traffic has also increased, necessitating the installation of a duplicate punt at Tom Uglys Point, both of which, however, cannot cope with the heavy traffic at busy times (i.e. weekends and holidays), and to relieve this still another punt connection is now being made across Georges River between Sans Souci and Taren Point", wrote Mr. Monro in his attractive publicity booklet.

At this time in 1915 there was already agitation for "a through steam train service" from Cronulla, with Caringbah being the first station from the beach.

The fact that the water main from Miranda to Cronulla passed in front of the Estate; the streets had all been planted with ornamental trees; the soil was of a rich loam, with a subsoil of red clay in which at a depth of from 8 to 10 feet permanent water could be struck on the highest ground in the driest season, were all subtle selling points.

A study of the accompanying map is astonishingly revealing, showing an amazing forecast of development "in the near future". Based on contemporary conditions and probable expansions arising there from, and the fact that the "Tramline from Sutherland to Cronulla, and the main driving road from Sydney converge and pass by the Estate", and that Willarong Road (North) "connects with the Hew Punt from Taren Point" to the "Sans Souci steam tram terminus" and is also "going to be the Main Road to the South Coast out of Sydney as soon as the road-making operations are completed", is an ingenious forecast of southern development.

It was planned that an electric tram service be established along Taren Point Road over a bridge at Taren Point -- but we had to wait until 1965 before such a crossing, The Captain Cook Bridge, was built.

South Cronulla is shewn as being densely developed, as also all the area eastward to Woolooware Bay, where it would appear that both "high rise" (of up to 5 storeys) and industrial development were planned. However, the waterfront amusement centres with their promenading piers with steamer cruises were too grandiose for investors. The large 3-storeyed and towered building at the bottom right suggests this was to be the Shire Council's Administrative Centre -- for many years the subdivision of the Shire into two separate entities had long been discussed, both before and following World War I.... Were the strange-looking biplanes for "joyrides" or for outside transport?

" 'An electric railway to Cronulla is definitely projected', vide Minister's Estimates, SM Herald 23-7-'15" was also stated by Mr. Monro in his brochure of the "Sunnyside Estate": but "Joe" had to wait until December 1939 before this forecast

eventuated. Gone now are many of the "ornamental trees being planted all over the Estate", although some large trees now exist; but multi-storey buildings, widened and cemented motor roads and industrial areas (and the pollution there from) are not conducive to peaceful residential settings.

All in all, and considering the huge upsurge of development throughout Sydney and its environments, especially after World War 2, this intriguing map amazingly forecasted at least some idea of the future potentiality of the Shire -- and the ingenious imagination of "Joe" Monro: today he would no doubt have been emphatically declaiming "I told you so:"

-- M. Hutton Neve

Source: Brochure and Auction Map in the possession of Mr. F. Midgley.

"SCANDAL" AT CRONULLA BEACH

The Hurstville Propellor reported 21-7-1919, that "at Kogarah Police Court, Inspector Roberts, of the Sutherland Shire Council, proceeded against Blanche Shying and Henry Cerchi for lying on the beach at Cronulla clad only in bathing costumes. Each of the defendants were fined 10/- and 6/- costs.

"Sutherland Shire Council in the only council that has secured special permission to prosecute persons for this offence, as an enclosure has been provided for sun-baking purposes".

The following week an anonymous writer, "Surfer" stated:-

"The excuse offered (i.e. by the Council) is that enclosures have been provided for sun-baking purposes. The only enclosures I have been able to find are the dressing sheds themselves, where sunbakers are compelled to lie on hard-wood battens. It is the surfing pastime and health-giving relaxation that has made Cronulla and brought Sutherland Shire into prominence; consequently the civic fathers should cater more for the surfer and entice him more to the district. It was an individual ** who made the Sutherland-Cronulla tramway possible. But for him Sutherland's only claim to recognition would be its cemetery".

** refers to the late Clr. "Joe" Monro.

A simple accident caused quite a commotion on the Taren Point to Sans Souci punt during the recent holidays. In packing the punt a motor car accidentally bumped another car and caused the electric light bulb on the rear of the car to explode with a loud report. Passengers on the punt immediately concluded that something catastrophic had happened, but their fears were soon allayed when the drivers of the respective cars explained the simple accident.

-- Hurstville Propellor: 25-4-1919

This delightful piece of direct advertising was put out by Nelson's probably about sixty years ago –doubtless shortly after the firm started in the small township of Caringbah (then Highfield).

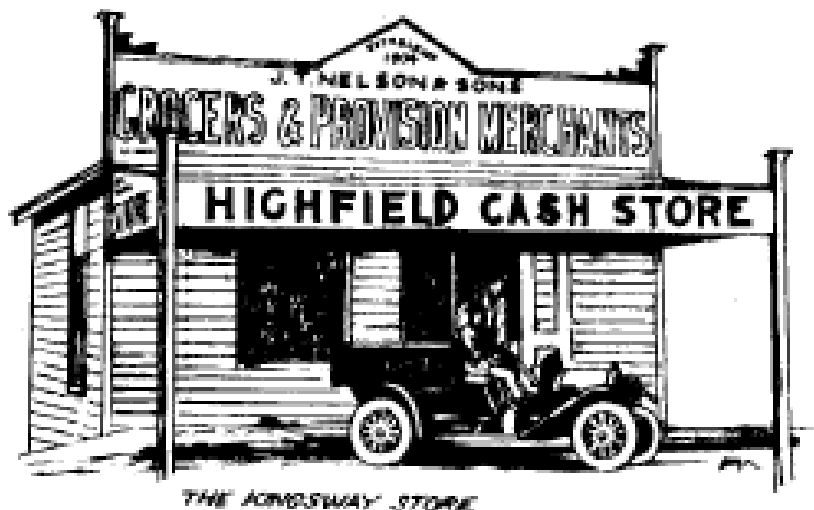
J. T. NELSON & SONS,

What Lord Nelson said:-

"England expects that every man this day will do his duty"

"And They Did"

And we bear the name of "Nelson",
And proud we are to bear
A name the world has honoured,
And quoted everywhere,
And as Nelson won his contests,
We hope the same to do
In all the lines we proffer
Kind patrons unto you.
We have groceries and crockery,
Tinware, glassware, ironware,
And brushware and provisions,
And other lines most rare.
We are noted for our bacons,
Housewives praise us for our hams,
And always recommend us
For our well-selected jams.



"Nelson Brothers" ask a trial,
When they will their duty do,
And without the least denial,
Do the best they can for you.

-- Fred Midgley

St. George Hospital: Proposed Museum: Dr. Ben Haneman, medical historian of the district, is endeavouring to establish a museum at The St. George Hospital. He wishes to collect old documents, old pictures, photographs, memorabilia, ephemera and the like. He undertakes to copy material and return it to the owners, and also to ensure to see that it is placed in the museum, which will be established at the St. George Hospital.

Dr. Haneman may be contacted on 'ph. 579 5151.

The Hospital has now been established for nearly ninety years, and has grown from the small cottage hospital to the to the great establishment that it is today. Nevertheless, buildings alone do not make a hospital -- it exists solely for the purpose of care of patients.

Before the Sutherland Shire Hospital was established, St. George was the nearest for Shire residents. Perhaps there may be some member who trained there; or others who had connections with the Hospital. If you can help, ring Dr. Haneman.

-- Extract Hurstville Hospital Society leaflet, March 1980.

* * * * *

GENERAL "DO'S" and "DON'TS" AT A PUBLIC MEETING:

1. Listen carefully to what is being said. Make sure you understand a point before commenting on it.
2. Don't interrupt another speaker to make a point. Wait until he has finished speaking.
- 3.. When you have something to say, speak up clearly and distinctly so that all present may hear you without difficulty.
4. Use language that is clear, concrete and grammatical. Don't use emotional terms.
5. As a rule, make your comments brief. Don't complicate the issue by introducing two or more points simultaneously.
6. Speak to the point. Don't obscure the discussion with irrelevancies.
7. Don't exaggerate, distort, or oversimplify what someone has said.
8. Don't monopolize the discussion. Give others a chance to be heard. Don't get involved in a personal conversation with other members of the panel.

- Geo. Heavens.

The DONALD MACKAY MEMORIAL, Caringbah

Little is known of one of the most outstanding of onetime Shire residents, the late Donald Mackay, C.B.E.. It is doubtful if many people are even aware that there is a memorial in Caringbah to this "last of the Australian explorers".

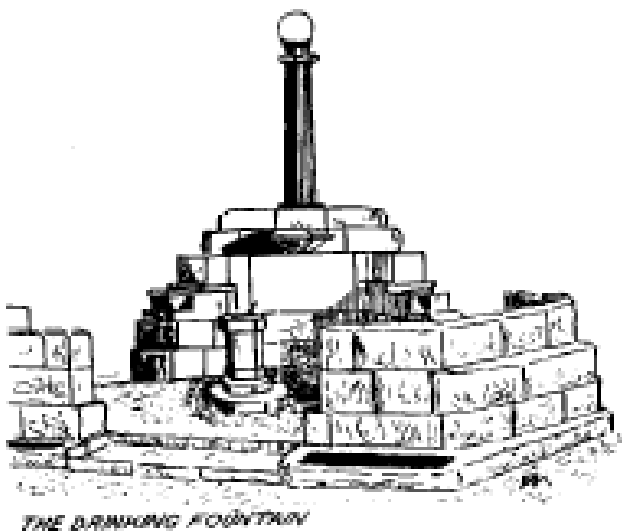
The Caringbah RSL Club meet in the "Mackay Memorial Hall" in Mackay Street. This short street was previously the southern end of Cawarra Road, bisected by the railway in 1939. The block of land on which the Club stands was donated by Mr. Mackay, and when the RSL building was erected the RSL asked the Shire Council to rename this short road "Mackay Street", about 10 years ago, to which the Council willingly assented.

Donald Mackay was born at Yass 29-6-1870; when his father Alexander died in 1891 he left his large and valuable Murrumbidgee River station holding to his two sons as joint owners; and Donald used the income from this to finance his love of exploration.

His first venture was to Sturt's Stony Desert in 1898 to search for gold; and in 1908 he explored part of the interior of Papua: but it was his four exploratory trips into the western and central Australian territory which established his name as a dedicated explorer -- although the Governments of the time did not seem very enthusiastic in recognising the achievements of privately financed discoveries.

Between 1930 and 1937 he financed three well-equipped aerial surveys of the inland west, discovering much new information, and carrying out detailed mapping of the vast areas covered.

To commemorate the success of his 1935 exploration his wife Amy presented to the Shire Council an unique memorial, it being unveiled on Saturday July 13, 1935. The design indicated



The Donald Mackay Memorial as it appeared when erected at the corner of Port Hacking Rd. and the Kingsway at Caringbah.

the Mackays' love of all living creatures, as shown by the inscription... "Come ye to the waters" (Isaiah 55,1), the fountain providing separate drinking facilities for humans, small troughs for horses and dogs, a bird-bath and bubblers --with a step provided to enable small children to reach the bubbler . There was also a sundial, and the structure was topped by a bronze pillar with a 14 inch diameter opal lighting ball. Variegated local sandstone, mostly rock-faced, was used for the flagging, fountain and surrounding seats and walls. Mr. Thomas D. Esplin was the designer and supervising architect.

However, as settlement around Caringbah grew and traffic continuously increased, the siting of the memorial posed growing hazards. When the complex traffic lights system was planned for this important road junction it was obvious that the memorial would have to be moved. By this time, about 1970, it had unfortunately attracted vandals -- discarded foodstuffs, bottles and papers littered the area semi-enclosed by the walled seats; and the sundial and bubbler had been damaged.

On the recommendation of the Shire Engineer in 1972 the memorial was moved to the small park adjacent to the Caringbah Hotel. Here it was reconstructed in a more simple shape --minus the horse and dog troughs, the bubbler and sundial and the seats; and the area behind landscaped.

As this had in the past been the area where the local RSL held their Anzac Day Service the column was engraved with the words "Lest We Forget", and it now serves as an RSL commemorative site....

But it seems rather a pity that the actual name of Donald Mackay does not appear on the memorial. It would then serve the dual purpose of the remembrance of Anzac Day, and the remembrance of "the last of the Australian Explorers" -- and a local man.

Donald Mackay died at Sutherland Shire Hospital in September 1958 in his 89th year; his wife Amy predeceased him, and there were no children. He donated all his comprehensive maps and reports to the Australian Government and the Mitchell Library.

-- M. Hutton Neve

Sources: F. Midgley Notes: Caringbah RSL: Shire Engineer's Dept..

WANTED TO PURCHASE: S.C.A.M. July 21, 1951.

Pigs and Calves of all description. Billy Mac's. Ph. Cron. 313.

Black or Crossbred Cockerels 3 to 6 months. Apply SCAM.

Piano - suit Sunday School. Ring LB5758.

FOR SALE:

Vermont Stud Farm: day-old started Pullets and Cockerels, Sat.. L. Harris, 91 Willarong Rd. Caringbah.

"ALL FOR A QUID" -- And the New Guard

It was mid-1930 and I was working at Judd's Brickworks at Mortdale. The topic of the day was always "Employment": and the first question when we met would be, "Are you working?" The answer was usually "rationed" or "on the dole" and I began to wonder when my turn was coming; and come it did, on the Friday payday. I had only three days' pay to collect, for it rained two days that week, and we did not get paid for wet days -- no holiday pay, of course; so my grand total pay was £3-0-0.

The whistle blew at 3 O'clock for payment of wages. Harold Judd came along and tried to tell us of the position, but it was too much for him, so he called his clerk, Jack Gordon to do the talking. Jack said that, as we all knew, there were approximately 8 million bricks stacked in the yard and all the kilns were full -- about another ½ million -- and there were no brick orders: and so our services were no longer required.

I looked around for about 3 months for work without any success, and finances were getting very low. There was only one thing left for me -- to sink my pride and register for the dole. When I got to Boyle's Hall (Sutherland) and joined the queue I looked around and saw men of all walks of life waiting to receive food relief; and that helped me a little. My food allowance for the fortnight for my wife, self and one child was 28/-. Eventually old Dick Hodgson (I can mention his name now for he has been dead many years) came to me and said, "Mick, I can give you a job on my poultry farm, but I can't afford more than £1 a week". I knew he couldn't, so accepted the position. The thought of having that one pound in solid cash was wonderful.

By this time the dole inspectors were engaged in checking recipients, so I said to Dick, "What if the inspectors come?" -- for I was allowed to earn only 10/- per week without affecting my dole allowance; and even so I had to fill in a questionnaire every fortnight stating my income. Dick said, "Tell them you have just started". That was on a Monday, and sure enough on the Tuesday two inspectors arrived, and on being questioned I told them that I'd just started that morning. I made sure I stated my 10/- income on my next questionnaire. My hours on the job were from 7.30 a.m. to 5.0 p.m., and to midday on Saturday.

While there New Guard was well in the news. I never knew Dick Hodgson was a member until he came to me and painted a very gloomy picture of the revolution which he said was now threatening, and asked me to join. I thought of the quid, of the New Guard -- and I had to say "yes". He told me they were having a meeting on the following Wednesday night at eight; he wouldn't tell me where, but said we could walk there in ten minutes and that he would call for me. When he arrived we walked across to an area of land between Sylvania Road and Manchester Road, which was Walker's orchard and

slaughteryard. Here men seemed to come from all over the Shire -- amongst them prominent businessmen. I guessed there must have been between two and three hundred. We were formed into ranks, and the next thing Eric Campbell arrived and addressed us on the situation. As far as unemployment demonstrations and protest meetings were concerned, we had to break them up. Someone asked, "What are we going to break them up with?" Campbell replied, "If you are near a paling fence pull one off and use it." We were also issued with armbands of different colours, depending on rank. My colours were red and purple -- and they were mostly in my pocket.

Dick picked me up one night to go to Sutherland where an unemployment meeting was taking place. I think it was to ask the Government to supply more milk for babies. We were not required there. The next occasion was a big rally by Eric Campbell. Dick again picked me up, with several others, in his T model Ford truck. No one (except Dick) seemed to know where we were going. We set off through Hurstville, along Stoney Creek Road and crossed a creek and through the bush, and came to a big open paddock at Dumbleton (now Beverly Hills). That, by the way, was the main area for the big two-up schools. I hope we did not disturb them: We were formed into ranks --and there seemed to be thousands of us. A platform was erected, and along came Eric Campbell, with a megaphone to address us. Dick and I were so far back that we could not hear a word he said, but when Dick clapped, I clapped.

Our next big day was in the city where there was to be an unemployment march; and we had to wear our armbands for identification. We went by Dick's truck to the city, parked it, and walked down George Street to the Town Hall. When the march started Dick said to me, "Put your armband on", but that was just what I didn't want to do. A scuffle broke out, and a mass of men seemed to come onto the footpath, and I was forced up against a big plate-window -- which was concave; but with the weight of men and the shape of the window I somehow slithered out of the mob. I couldn't find old Dick or the truck, so I walked to Central and caught the train home. That was on a Saturday.

When I went to work on the Monday I had to tell Dick some white lies about not being able to find him at the meeting be-cause of the crowd. That, however, finished me with the "New Guard": but I had to go through all that against my will, for the sake of "a quid a week"

-- Mick Derrey.

* * * * *

Cronulla Drought: water has been conveyed to Cronulla for many weeks past, and on Monday last it was considered that if the dry spell continued for another fortnight every tank and well in Cronulla would be absolutely dry. However, on Tuesday a heavy fall of rain occurred and filled many of the smaller tanks, thereby relieving the anxiety for a time.

-- Hurstville Propeller: 21-2-1919

REMINISCENCES OF A SUTHERLAND RESIDENT

Mr. Arthur Sleep came with his parents to Sydney in 1917 from a farm near Gainder situated on a branch line from Maryborough in Queensland, when aged 17.

Farming had been something of a tradition in the family, and to come to Bondi and buy a boarding house was something of a transition. However, the venture lasted on six months, for Arthur Sleep's parents felt that this was not the life for them, and turned again to farming.

They didn't return to Queensland, but instead bought a poultry farm in 1918, between Manchester and Sylvania Roads, next to Mr. Thacker. Here they ran 500 laying hens, the produce from the farm being taken to the market by a local carrier Bill Bedford, who had a four-wheeled waggon on which a number of yapping dogs rode. The Sleeps stayed on this farm for five years, then moved to Oak Road, off President Avenue. The railway to Cronulla later cut through the property. Here they ran poultry and grew peas and beans extensively.

Arthur Sleep drove the four-wheeled buggy to market in Sydney, leaving at 5 o'clock in the morning, arriving at his destination about 7.30 a.m..

In 1918 Arthur Sleep was cutting bakers' wood at Warrambul with a mate Jim Sullivan for two months. Both men had a horse and dray, the wood being consigned around via Audley. Sullivan had his own method of making tea, by putting the tea leaves into the billy of cold water, and then bringing it to the boil. Arthur described it as the vilest tea he'd tasted!

Another job of wood cutting in 1920 was on an estate of 50 acres of white gum on the western side of the railway line at Como, a job which lasted six months. The wood was cut for the boilers and use of the hotel at Como, and had to be cut in 3 foot lengths, consigned by dray to the hotel, and carried up the steps at the rear of the building, the latter part being extremely hard work.

Albert and Les Muston asked Arthur to supply them with wood for their bakery in Sutherland. He accepted 25/- a cord, and began cutting oak "behind" Engadine on the



Old Illawarra Road (Woronora Road). Arthur road from Sutherland and started at 7.30, cutting two cords a day. The next morning he would take the horses and dray and consign the wood to the bakehouse.

Arthur Sleep bought his first motorbike, a 10 horsepower Big X Triumph, from a shop-garage at Taren Point. The Triumph had a priming cock on the cylinder head. He often road to the "half" open-air pictures opposite the site of the Hotel Cecil on a Saturday night about 1919.

A close friend, Phil Stieneg, a German, worked for Miss Mondel on her vineyard at Caringbah. Stieneg's parents had a vineyard north-west of Sydney, and the two friends often rode their motor bikes there on weekends.

The next job Arthur turned to was ploughing and harrowing in the district for 25 shillings a day. Chaff was then 2/6d a bag, and a bushel of corn was 1/6d. With his dray he carried bricks for the Sutherland Brick Works, getting three or four loads a day, for which he was paid 10 shillings for 500 bricks -- a drayload.

He then worked on the construction of the Menai-Liverpool road in 1923, and camped on the job, returning at weekends. Several Menai residents also worked on this job, including a man who rode back and forth each day on a bicycle with only one crank and pedal, as he had a wooden leg.

When this work was finished Arthur went to Kyogle where his father was building a house for a cousin; and on his return got a job on Sutherland Shire Council, with a black horse and dray which his father bought from local resident Ossie Cook. After six months, however, the black horse died and was then replaced with a grey mare.

The ganger was "Tiger" Green. On Friday afternoons the Council began a garbage collecting service, and it was Arthur's job to collect from about 1)4 shops in Sutherland. He worked for 5 years for the Council, then lost his job under the re-turned soldiers' preference. When he returned from Kyogle he brought a wife with him, and they eventually resided near the corner of Princes Highway and Acacia Road. Being a keen tennis player he constructed a tennis court on his property with a horse-drawn scoop and plough borrowed from Sutherland Council. When rock was encountered it was blown out with explosives. It was the Depression years, butte still found work with the horse and dray. A farmer at Miranda, was approached as he had the right kind of yellow loam for a tennis court, and Arthur was told he could have it. With higher sides on the dray it was transported a yard at a time. The tennis court, "Rainbow", was well known, and the club encouraged boys to play tennis by coaching them.

While Arthur was working at the Tile Works in Sutherland the manager was Bill Pearce. An unfortunate accident occurred when an employee, Herb Whitehall, fell off the roof and was spiked by a pick handle, dying several days after from internal injuries. Operating the pug mill was a job which required

extreme caution because of the two big mixing blades. Arthur worked on it for six months for 5/- a day -- 25/- a week. When he left on a Friday evening a new man took over the job on the Saturday morning, but unfortunately slipped on the wet clay and fell into the pug mill, and had a leg cut off at the knee.

This is a brief story of an interview with Mr. Arthur bleep in March. His story of working in Queensland and Kyogle will be told in a future Bulletin.

-- Fred Midgley

MOVE TO RESTORE HARGRAVE HOME

at Stanwell Park

The State and Federal Governments have been asked for funds to restore the 19th century home of Australia's "father of flight", the only remaining memorial of the pioneer aviator. This would mark the centenary of Hargraves's experiments at Stanwell Park.

Lawrence Hargrave was famous for his kite models, which were used world-wide as prototypes for flying machines and for meteorological purposes.

He designed eighty engines, of which 36 were built. His famous radial engine with fixed cylinders was used until superseded by turbines.

The bulk of Hargraves's working models were sent to the Munich Museum in Germany before World War II, where many were lost -- Australia showed little interest at the time. Ten years ago the remainder were returned to Sydney to be housed in the Sydney Museum of Applied Arts and Sciences.

The Hargrave family home, which was built between 1873 and 1883, has been listed by the National Trust (NSW).

-- Extract Leader, 27-2-'80.

George's River Bridge Traffic: the Bridge Tollmaster reported that the traffic for October 1936 amounted to 89,169 vehicles, giving a revenue of £3096-17-1. This was an increase of 40%, while bicycles for the month showed a falling off of 72.

--Extract Propeller: 19-11-1936.

N.B.: the bridge was opened May 1929, and the toll was lifted in 1952.

Hornsby/Thornleigh: when Constable Samuel Horn and Chief Con-stable George Henry Thorn cleared a north shore region of bush rangers in the 1830s, they were rewarded with land which later became Hornsby and Thornleigh.

D'ye Ken John Peel? The writer of this famous English hunting song, John Woodcock Graves, lived in Tasmania from 1833 until his death in 1886.

AUSTRALIAN HISTORY NEGLECTED IN SCHOOLS



The First Fleet -- 1788

I was amazed to read in the Sydney Morning Herald (Apl. 15) that "New South Wales is one of the few places in the world where students can complete their entire 13 years of schooling without learning the history of their own country".

The Secondary Schools Board is now considering a junior secondary history syllabus. This would mean that students who studied history in their first four years would learn about the story of their own country.

"The history syllabus committee has proposed that Australian history be the core of the history course which all students would have to study. For the rest of the course, students could choose from a range of history options."

The SMH continued:-

"Teachers in NSW have enjoyed non-prescriptive programmes for some time, and many feel that any attempt to tell them what to teach is an insult to their professional ability".

Surely the Education Department has the pre-emptive right to decide what is to be taught in the schools, and a study of Australian history should be compulsory.

"A much smaller group (of teachers) may object because it believes that European history is more important".

Although there are doubtless many foreign-born migrants who will subscribe to this, the foundation of Australia was basically and largely British -- i.e., Anglo-Saxon-Celt; the national language is English, and all who migrate to this country knew that before coming here.

The United States requires that all migrants seeking American Citizenship (i.e., naturalisation) must not only be able to speak reasonable English but also have some basic knowledge of American history; and it is



"Tom Thumb", with Bass and Flinders, and young Martin.

a compulsory subject in all schools.

Professor Manning Clark, Australia's outstanding historian, has for years fulminated against this lack of knowledge of Australian history, and it is only within the last few years that any consideration has been given to the subject.

Australian history has been an option-al subject in Australian universities only in the last 10 years, so that the number of qualified history teachers is still small, For the first time, Australian history will be an optional subject for those taking the Higher School Certificate this year.

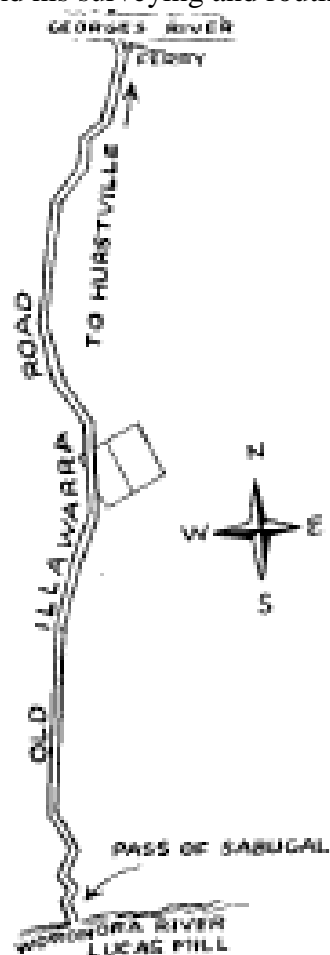
The belief of Mr, Brian Cowling, the Education Department's history curriculum consultant, is that in general parents want their children to know Australian history. However, as they themselves were not taught it in their schooldays, they cannot help the children. There is also the added difficulty that many ethnic groups are campaigning for bi-lingual subject teaching, and amongst these are those who believe that a knowledge of general European history (in which English history would be only a minor part) is the more important

Australian history should basically deal with two concepts -- a general know-ledge and a local one. When considering Aboriginal history in overall, this should also refer to the local scene. In dealing with Australian exploration, some attention should be paid to Sir Thomas Mitchell and his connection with the pre-shire -- his naming of the "Parish of Southerland -- the first Parish south of Georges River", and his surveying and routing of the "Old Illawarra Road" and his naming of the Parish of Heathcote: the local explorations of the three teen-agers Geo. Bass, Matthew Flinders and William Martin, When discussing the importance of the building of the first railways in NSW, it should be emphasised that the extension of the railway across Georges River led to the opening up of the pre-Shire; and that the advent of the Sutherland/Cronulla Steam Trams led to the development of much land along its route and to the growth in particular of Miranda to Cronulla.

Mitchell's "Old Illawarra Road" from Georges River to Woronora River.



Sir Thos. Mitchell



This is where a local Historical Society could offer in-valuable help -- if asked; but unfortunately a small minority of teachers seem to look with disfavour on any "outsider" instructing "their" children. However, I have found that many of our local teachers welcome assistance from our Society --others, quite frankly, do not know that we would be happy to co-operate with them -- and a few do not know that we even exist:

As this is an English-speaking country, founded almost entirely by those of British nationality (English, Irish, Scots and Welsh) it is essential that we support the proposal of compulsory teaching of Australian history in both primary and secondary junior schools.

- M. Hutton Neve

* * * * *

STRING

The other night whilst watching on TV a programme called "The Faces of China", I noticed a Chinese merchant wrapping dried herbs. This took me back over sixty years.

Our grocer, McIlwraiths, used to do exactly the same --fold three corners to the centre, roll into a parcel and tie with string, finally making a little loop to go over your fingers for carrying.

This is now a lost art of grocers here today, but still in practice in China.

-- G. H..

MRS. CLUGSTON'S WELL: The other day I was talking to Ellis Dahl-Helm in Sutherland Civic Centre. Ellis had been employed in the construction of the building.

He said to me, "See that pillar? We had to go down to 28 feet to get a solid bottom for her, and it was black soil all the way down". I commented, "That's strange".

"Well, not so strange," Ellis replied. "When I was a boy I filled in Mrs. Clugston's well, which was situated exactly where that pillar stands. That's why we had to go down so far".

.... And when the Civic Centre is some day demolished the contractor will wonder why on earth would anyone go down 28 ft. to put in a pillar:

-- G.H.

* * * * *

July 4, 1776: celebrated as Independence Day, commemorating the separation of the American Colonies from England.

Aug. 4, 1900: birthday of H.M. the Queen Mother.

A DASH TO LOFTUS

On a Saturday afternoon in the early 1920s Joe Cotton of Menai challenged Tom Stapleton of Sutherland to a horse race from the Royal Hotel in East Parade Sutherland to Loftus station. The event was put into verse by the late Alf Midgley some fifteen years ago from the story told to him by his father. It reflects a period of Sutherland's earlier days when so many sporting events were held from the Royal and Railway Hotels.

The drinkers outside the Royal waited
For the horse race to begin,
And stood with breaths abated
Having placed their bets on the one to win.

Joe Cotton sat the horse he bought --
It had been on the racecourse in its prime,
And on this charger Joe often sought
Out on the roads to clip off time.

Tom Stapleton leaned and stroked his horse's mane,
And smiled at how he'd taken up the bet
Of the brash young man who from Menai came,
Determined, because he hadn't been beaten yet.

Joe's horse sneezed and tossed its head,
And swished an impatient tail,
Tense like its rider whose hair was fiery red,
Keen to rush on the Loftus trail.

The signal's gone, the riders heed;
The race begins with a throaty cheer,
And while horses and riders strained for the lead,
The mob dashed inside for a beer.

Side by side they galloped along,
Their shirts billowed out in the breeze;
The course ahead was none too long,
As they whipped and urged with pressing knees.

Two steaming breaths and eight hooves pounding
From rutted road the flying dust,
Through bushland the onrush sounding;
To win this sporting challenge was a must.

Bent low in the saddle they rode,
Getting the most from each steed,
But Tom's horse near the end soon showed
That it could easily take the lead.

Joe and his mount soon slipped behind,
For the ex racehorse it was done,
But Joe didn't seem to all to mind,
For Tom the race had won.

-- Fred Midgley

- - - - -

Horse-drawn trams continued in Adelaide until 1917, partly because of their popularity with the public.

THE WORONORA WELL

Bob Angus wanted water for his garden, so as Sutherland had no water supply, he decided to dig a well.

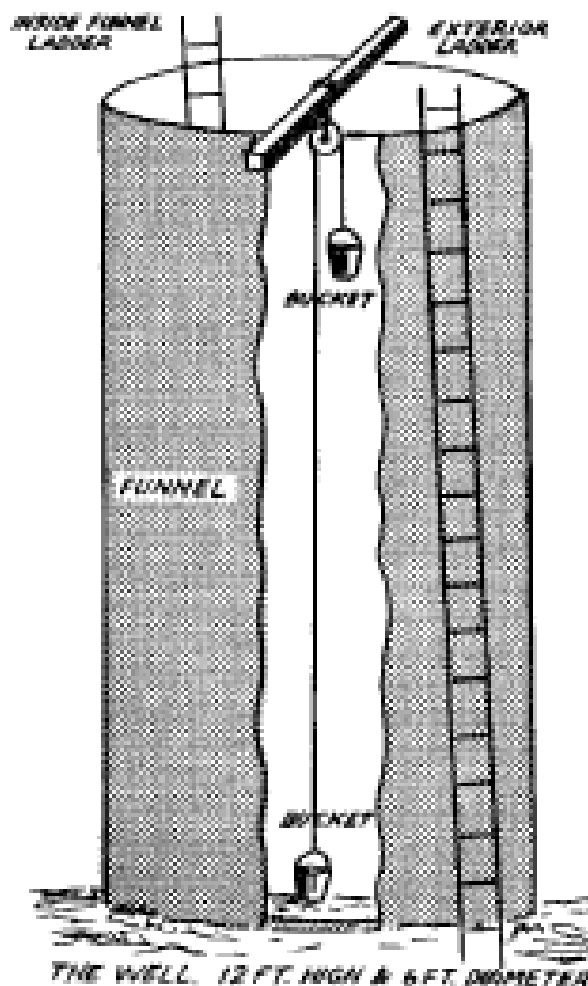
The ground at Woronora River where he lived is all sand, so Bob bought an old steamship's funnel about 12 feet high and about 6 feet diameter, and had it floated from Sydney up the river to his land. The funnel was stood erect over the site of the proposed well; a piece of 4 x 3 hardwood spanned across the top with a pulley block tied to it, and a rope with a bucket on each end through the pulley.

Three men were needed to operate it, so Bob recruited John Bowles, Bill Vance and my brother Roy -- one to fill the bucket one to climb the ladder inside the funnel and bring down the empty bucket, and one to stay up top and tip the dirt over the side, and Bob spread it around the yard as it accumulated. My brother started on top receiving buckets of dirt and tipping it over the side; John Bowles just dug dirt and filled the buckets and Bill Vance -- the runner, as he was called -- when a full bucket was up and had been emptied, would hold the empty bucket and jump.

This would convey the full bucket to the top, where Roy would empty it. This was repeated all day long --fill, climb, empty and jump; fill, climb, empty and jump: and as the earth was removed, so the funnel sank into the ground.

It was hard work and hot inside the funnel, but Bob had thought of that and kept the men supplied with plenty of beer and a drop of Scotch to keep the cold away; while Mrs. Angus kept a supply of sandwiches and tea always on hand. When the hole became deep, the dirt became heavy, as it was by then full of water.

The men worked from day-light until after dark, as I remember. When they had sunk that funnel they were so drunk and so dirty that they had to be carried into the river and washed, and then put to bed. The three men slept all day Sunday, and could not walk on Monday -- they were very sad cases--



but the funnel was down -- and is still there, I guess. Bob planked the top, and fitted an electric pump, and subsequently had the finest garden on the river.

Bob has long since passed on, but Mrs. Angus still lives on the property with a nice garden. The well is now redundant as plenty of fresh water now comes through from Woronora Dam.

-- Geo. Heavens

Monkey loose in Cronulla' Cronulla's sensational event this week was caused by a monkey, which is owned by a local resident. Several days ago it escaped from captivity and is still at large. There is not a tree in Gunnamatta Park that it has not climbed. All kinds of tricks have been resorted to in order to capture him, but all to no purpose. At the time of writing the monkey was having a joyride on a cow's back -- much to the cow's disgust:

Hurstville Propeller: 25-4-1919.

Note: he was finally captured by a coat being flung over him. This was long before Mrs. Ivey Alcott came to Cronulla and founded her small private zoo -- which included monkeys.

"The Hundred of Woronora": this was the first name given to the pre-shire following Surveyor General's completed survey of the district in 1835. The "Hundred" was a mediaeval division of land that would support a knight and 100 retainers. By 1840 the name had been changed to Heathcote (and at first Woronora) and the word "Hundred" dropped.

Popularity of Tennis some 50 years ago: this club last weekend secured the hat trick by annexing all three matches played.

No. 1 Gents. beat Cammeray in 6 sets 40 games to 2 sets 25 games. No. 2 Gents. against Hampton had a 7 sets to 1 win. The four Gents. doubles went to 5 all before being decided, which gives an idea of the evenness of the good tennis, together with the Sutherland fighting spirit. The Ladies in their mid-week competition have again won 7 to 1 against Iona last week. Then again this week the deferred match with Hawthorn was accounted for by 6 sets to 2.

Source: S.C.A.M. 30-5-1931.

G. Heavens.

(Amongst the menfolk, amateur cricket was also well organised and very popular. Today, surfing largely detracts from local cricket -- as well as tennis; and now, also there is a very much greater variety of sporting activities from which to select for both men and women; while organised juvenile sport provides a "feeding ground" for senior competition. - Ed.)



Spinifex Hopping Mouse

ENEMY OF BOTH
WILDLIFE AND
FARM ...
THE FERAL PIG



Sugar Glider

Non-native animals that have "gone bush" are referred to as feral animals.

The first settlers brought with them cats, dogs, foxes, rabbits, deer, pigs, goats, cattle, sheep, donkeys, horses and camels. All of these "exotic" (imported) animals affect the native fauna by competing for shelter and food, by predation, or by changing habitats to the extent that these become unsuitable for native fauna.

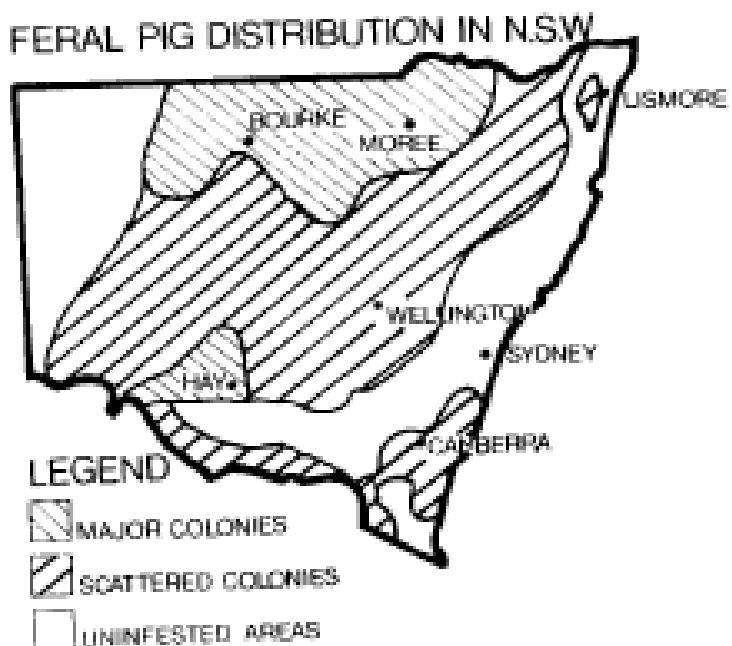
Of all feral animals the pig is perhaps the worst, for it is an omnivorous beast which seems to relish any material as food. There is virtually nothing that it will not eat -- the eggs of waterfowl, young animals, carcasses, grass, roots, and even the soil itself.



Usually no trace of the victim is left; hides and bones, entrails, stomach contents and flesh are cleaned up so thoroughly that not even an odour

Even the platypus is not safe from the savage feral pig.

This diagram gives some idea of the widespread infestation of the feral pig in this State. It is fast, savage, speedy, and hard to shoot.



remains: Rooting and digging for tubers break up the soil, besides despoiling the scenic beauty and creating situations in which erosion may occur. Pigs change the structure and balance of wetlands by wallowing, breaking up foreshores, and killing waterfowl or consuming their eggs. Their sharp small feet and foraging will prevent previously damaged areas from regenerating. Feral pigs will ruin improved pastures, flatter crops and kill young lambs and calves.

The Australian feral pig has bred from those which escaped from early settlers who often left their pigs to fend for themselves in swamps and scrubland. Other pigs have escaped from damaged farm buildings, or because of lack of control have wandered away from settlements. Some feral colonies have been deliberately founded by releasing unwanted domestic pigs; and in recent years some countrymen have liberated well-bred animals to improve feral stock for hunting and shooting sport.

The feral pig which roams the bush and swampland today is like the domestic pig although often poorly developed and are mongrelised, but the original stock -- Berkshire or Tamworth etc. -- is easily recognised. They are commonly black or dark red, but a high proportion are spotted or of lighter or mixed colour. Wild sows may weigh as much as 100 kilograms -- over 200 lbs -- while some boars weighing over 150 kg. (over 300 pounds) have been shot.

The feral pig has but one native enemy, the Australian dingo, but the dingo has for many years been reduced in numbers by poisoning, trapping and shooting; and on all farmlands where this has occurred the feral pig problem is increasing.

Of recent years, however, sympathetic scientific studies are being made of the dingo, Australia's only native dog; and these are suggesting that the dingo may be a much maligned animal and not the dangerous killer so strongly pictured. In fact, there is already some evidence that many a "dingo" is a one-time domesticated dog gone bush. A dog, hunting, is often seen only fleetingly; and many a large dog, of similar colour and build, has been taken for a dingo -- and discovered to be a domesticated animal only after it had been shot. The dingo naturally prefers to hunt native fauna for food; but when its habitat has been cleared for farming, straying stock, especially young lambs and tiny calves, are often the only food available -- it is kill or starve. This is especially true of the dingo bitch with a litter of young pups; she cannot roam as far as a dog dingo, for the pups cannot be left for too long; and in pig country there is the added danger of a marauding feral pig.

It is thought that the dingo came to the Australian mainland with the last immigration of Aborigines, about 10,000 to 15,000 years ago. It acclimatised, was easy to train as a hunting dog, and was easily domesticated -- many a small Aboriginal child had a pet dingo which it had reared from a pup.

In the difficult terrain of thick scrub and swampy areas perhaps one way to combat the ravages of the feral pig is to

leave the dingo alone when feral pig colonies are known to exist; the dingo bitch usually has two to four pups in a litter the sow may produce from six up to sometimes ten -- and young piglets running in the scrub make tasty morsels for a hunting dingo:

-- M. Hutton Neve

Source: National Parks & Wildlife publications.

* * * * *

SOCIETY GENERAL NEWS

13th ANNUAL GENERAL MEETING

The usual well-attended Annual General Meeting was held on March 14, with Clr. Michael Addison taking the Chair for the Election of Officers: this resulted:-

<u>President:</u>	Mr. H. Ivers
<u>Deputy President:</u>	Mr. Geo. Heavens
<u>Vice Presidents:</u>	Mr. F. Midgley, Mrs. A. Griffiths
<u>Hon. Secretary:</u>	Mrs. M. Taplin
<u>Hon. Treasurer:</u>	Mr. S. Stedman
<u>Hon. Archives Officer:</u>	Miss D. Olliver
<u>Hon. Research and</u>	Mrs. M. Hutton Neve <u>Publicity Officer:</u>
<u>Executive Committee:</u>	Mrs. E. Gumbleton, Messrs. D. Archer, B. Griffin, K. Matthews, M. Pearson.

An appreciative Vote of Thanks was unanimously carried to the Shire Council for their valuable support and co-operation, and also for the use of the Staff Recreation Room for meetings.

* * * * *

Exhibitions C'tee: Messrs. F. Midgley (Convener), D. Archer, B. Griffin.

Excursions C'tee: Mesdames A. Griffiths (Convener), A. Cutbush, E. Gumbleton, R. Wikham; Messrs. D. Archer, D. Eatch.

It has not been possible to meet in the short time since appointment to plan forward outings, but we are going ahead with arrangements for a visit to "The Hills District" (Castle Hill, Baulkham Hills, etc.) on Sat. May 17, 1980, which was mentioned by the President last month. Suggestions from members of places of interest to visit will be welcomed by this Committee.

Publications C'tee: Mr. G. Heavens (Convener), Mesdames M. Hutton Neve (Editor), E. Ford; Messrs. D. Archer, B. Griffin, F. Midgley.

Society General News -- contd.

February General Meeting: devoted to selected films.

April: Mr. Keith Johnson, President of the Australasian Genealogical Society, gave an Address on the history of The Rocks and some of the historic buildings therein. This was preceded by a 15-mins. sound-film kindly loaned by the Sydney Cove Re-Development Authority.

Apex Ladies' Auxiliary: in March Mrs. Hutton Neve gave an illustrated Address to this group, dealing partly with general Shire history and specifically with Engadine history.

Girl Guides: in April Mr. Geo. Heavens gave an illustrated Address to Miranda and Gynea Guide Companys, illustrating this with one of his local movie films.

Menai Exhibition: to assist renal P & C, Fred Midgley organised an exhibition with material drawn entirely from the Menai area. There was an excellent display of the history of the district in photographs; old residents, parents and children-- and of course Fred himself -- provided varied items used in pioneer days; all of which, especially to the numerous "new settlers", was of great interest.

Inspection of Pioneer Buildings: in mid-April Mr. Michael Annesley, Mrs. M. Hutton Neve, and two architects from the Heritage Council examined three old buildings in the Royal National Park, with a view to considering their preservation, viz. "Lamont's Cottage" (c.1890s), "Hilltop" (Thompson's -- c. early 1920s), and "Gogerley's" small sandstone cottage. This last one the most interesting -- it may have been built 1835/1840, and probably no later than the early 1850s. "Lamont's" is on resumed NP ground, but the other two are on privately owned land within the Park. A report will be made to the Heritage Council by their officers.

Presentations: Mr. F. Knight (at present a Shire resident, but who is shortly moving to the Brisbane Waters district), has presented several interesting historical photographs. His son, her. Graeme "night, of Daley's Point, has given "on indefinite loan", a facsimile engraving of the plaque at Inscription Point at Kurnell, erected by the Australasian Philosophical Society in 1821.

* * * * *

"Speeding" Motor Cars: by 1909 the excessive speed of motor cars through the Shire led the Shire President to report on an interview with the Treasurer of the Motor Club of N.S.W., who said they were endeavouring to put down "this furious driving; twelve or fifteen miles an hour was fast enough".

(Shire Minutes 16-1-1909). In 1912 a motorist was fined for "speeding" through Sutherland township at 20 m.p.h..

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 August issue should be handed in no later than July 11 (Friday 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 being paid to the Society.

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

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 Shire 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: Ph/ 521.2578.

**** Please note President's new address and 'phone number.

FIXTURES

Speakers

May 9: North Cronulla Life Saving Club

Mr. H. Brown, National Secretary Life Saving

June 13: Association of Australia.

Mr. L. Lane. The Cox Family.

July 12: Mr. A. Cameron. "Experiences With/On H.M.A.S.

Voyager".

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Excursion

May 17: "The Hills District".

Fares: Adults (Members) ... \$4.00

(Visitors) ... \$4.50

Children = half-price. Leaves Cronulla 8.30 a.m.

" Sutherland 9.00 a.m.

Return to Shire approximately 5.00/5.30 p.m.

Bookings are in the hands of Mrs. E. Gumbleton (524.1660), who will answer enquiries as well as make reservations for you.