

SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



No. 33

AUGUST 1980

Price: 10 cents

CONTENTS

THE "OLD DIGGER" AT MIRANDA	M. Derrey
N.S.W. EDUCATION CENTENARY	M. Hutton Neve
ELECTRIC TRAINS: Sutherland/Waterfall	F. Midgley
CRONULLA RED CROSS DIAMOND ANNIVERSARY •
LUGARNO FERRYMAN'S WAGE IN 1927	F. Midgley
IMPRESSIONS ... "THIS ENGLAND"	V. Lamb
£10,000 OF MYSTERY HISTORY	G. Heavens
LAST BOTANY BAY TRIBAL ABORIGINE	B.J. Madden
AN AUST. "FIRST" FOR MENAI FIRE BGDE.	F. Midgley
GEORGES RIVER PUNT (1864)	S.M. Herald
HORSEBACK TO ILLAWARRA
1930-1980	M. Derrey
A TRIP TO BATHURST IN 1861	M. O'Connell
ST. STEPHEN'S CHURCH/Camperdown Cem.	R. Sowden
SHIRE ROADS & PUBLIC TRANSPORT 1920s	F. Midgley
GOLD RUSH AT MIRANDA	M. Derrey
"THE DISCOVERY OF WORONORA"	G. Heavens
SOCIETY NOTES	M.H.N.
HERE & THERE
PRESIDENT'S NOTES	H. Ivers
HISTORIC' SITES	N.P.W.L. Service
MOSMAN'S BAY	E.A. Ancher
ILLUSTRATIONS	F. Midgley

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THE "OLD DIGGER" ATMIRANDA

Having read so much from time to time of the "Old Digger" and the monument it occupied inspired me to turn my memories back to 1919 and to write what I knew of the Old Digger.

It was the brain-child of the Miranda Parents and Citizens' Association to have a monument erected in honour of the Miranda young men who enlisted in World War 1 and who had been pupils of the school.

Mr. George Evans, a bricklayer who lived on the Kingsway near Kareena Road kindly consented to mould a statue in cement.

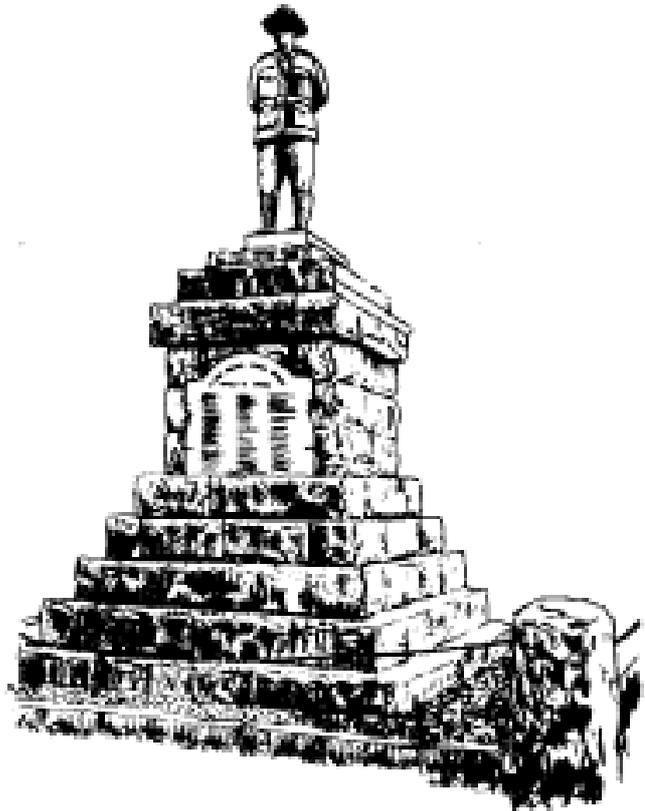
On its completion it was placed on the stone monument (on which was engraved the young men's names) in the school grounds on the corner of the Kingsway and Kiora Road Miranda. The statue was small -- approximately five ft. six in height, and not eight ft. as stated by others.

The stone for the foundation was quarried in Sylvania Rd., in the valley halfway between President Av. and the Kingsway, from a quarry where tons of stone for ballast for the tram track was removed.

After the statue was erected the Miranda Parents and Citizens Association objected to its appearance, so they decided to pull it down and bury it -- which they did, in amongst a clump of stringybark trees where the Miranda Hotel now is. The old diggers of Miranda resurrected it and stood it up against a tree, and on it placed a placard saying "Old soldiers never die, they only fade away"; with another sign saying "Rejected and despised by the Miranda Parents and Citizens Association".

Being at the watering standpipe for the Sutherland-bound trams, passengers would often get a laugh. The last time I can remember the old statue was standing to attention in old George Evans' yard in view of tram passengers, about 1922 or 1923.

-- Mick Derrey



N.S.W. EDUCATION 1880 — 1980 Centenary Celebrations in Shire

As this is "Centennial Education Year," schools throughout NSW are organising various functions. During Education Week" (Aug. 10 to 16) Shire schools are arranging their own local programmes. In this connection, the Society has arranged a week-long Historical Exhibition in co-operation with Sutherland Public School.

Prior to 1848 education in the Colony of New South Wales was neither free nor compulsory. On January 1st of that year the "Board of National Education" decided to establish "common schools" for the instruction of Colonial youth in an elementary curriculum. Before this, schooling had been almost entirely in the hands of the Churches, with the Church of England predominating. The stumbling block upon which the varying authorities clashed was that of religious instruction, this creating great division in the population for many years.

In 1867 Henry Parkes' government introduced the Public Schools Act to provide a free elementary education for all children. Even so, many children did not attend school at all or only occasionally. So, varied arguments having failed to gain the support of all parents concerning regular attendance, The Public Instruction Act 1880 now made attendance compulsory.

The first Government school in the pre-Shire was that established in the Illawarra Construction Camp at Scylla Bay Como. This "Woronora Public School" opened 16-2—1884 in a small temporary wooden building with Mr. John Halstead in charge, there being an average attendance of 56 -- although the inaugural enrolment for the first year was 85. Later in the year the school name was changed to Como. The school closed in mid—1885 when the camp moved to Heathcote. There was then no school at Como until a new one was built in 1921, providing for 56 pupils.

The first record of a district school was that opened by Miss Clara Rice in a verandah-room of her parents' home overlooking Georges River near Horse Rock Point Sylvania, towards the end of 1883. This closed a few months later when a government public school was opened on April 6, 1884, the Teacher in Charge being Mrs. Maria Meyer.

On July 30, 1886 Mr. William Bramley, a storekeeper in the infant settlement of Sutherland presented a petition on behalf of the residents to the Minister of Public Instruction asking for the establishment of a local school. It was stated there were about 75 residents in the locality, many with children. Most of the men worked either as timbercutters for the Sydney markets, or otherwise were employed in scrub-clearing and road-making, or were associated with the new steam railway.

A site of 2 acres was resumed from the Holt-Sutherland Estate Land Coy.. at a cost of £1,163-6-8, the freehold being given by the Hon. Thos. Holt without compensation. This site is that of the present Sutherland Public School.

The original school was a small wooden building constructed by Mr. James Booth for £145-0-0, providing for about fifty children. The school opened in March 1887 under Mrs. M. Meyer, who had been transferred from Miranda.

A separate Infants' school was established about 1928, and in 1944 the Intermediate School for secondary education was opened, this being a new building constructed in 1929.

Since those early beginnings Sutherland Public School has continually progressed. After World War 2 the Department of Education launched an ambitious building programme, establishing a number of high schools throughout the Shire. The "Intermediate" was closed, pupils attending the various new secondary schools in their area; and the Intermediate buildings reverted to infant and primary classes only.

Miranda Public School was opened on April 6, 1884, with Mrs. Meyer in charge, she having been transferred from Sylvania, where Miss Clara Rice took over. Sylvania closed in 1891 owing to most of the resident families having moved out of the district; it was not re-established until 1925.

Miranda then became a "central school", with children from nearby districts being transported by horse coaches, this including children living in the Cronulla district.

In 1910 Cronulla was given a small wooden building containing two classrooms, being built in what is now Monro Park, with provision for about 90-odd pupils. This school served the growing township until a large brick building was opened in Burraneer Bay Road (at Gunnamatta Bay) in 1925 with an initial enrolment of 384 pupils.

An Infants' school was opened in Burraneer Bay Road (near Gannons Road) in 1893 for the small children of the nearby surrounding areas. It closed in 1908 when Miranda Central School was opened, but was re-opened as an Infants' School in 1952, becoming a full primary school in 1960.

After the end of World War 2 the Shire experienced a "population explosion". At the end of 1945 there were approximately 27,000 residents, but by 1960 this had increased to a little over 111,000. Infants and/or primary schools were erected in the many new residential areas throughout the Shire, to be followed by numerous district high schools.

Today's primary curriculum is very different from the original "Three Re" of Reading, 'Riting and Reckoning (arithmetic), and the varied functions organised during Education Week amply demonstrate the broad interests of today's general primary education -- a far cry from the scattered small schools in the early days of the pre-Shire.

-- M. Hutton Neve

EXTENSION OF ELECTRIC TRAIN SERVICE
FROM SUTHERLAND
TO WATERFALL

The integration of the Eastern Suburbs and Illawarra electric rail-way to Waterfall marked the end of an era.

The familiar rail-motor service which ran for more than half a century commenced between Helensburgh, Waterfall and Sutherland on September 3, 1928, has now been relegated to history.



The rear of the G.M. diesels and the acrid smell of burnt fuel from the overhead exhausts as the cars began moving out of the Sutherland station southwards, earned them the undignified title of "the stinker". They were also known as the "squirt" and the "tin hare" -- the last acquired because they were introduced about the same time as the inauguration of the tin hare greyhound coursing.

In the beginning seven services each weekday were provided, with two extra services to Helensburgh, with eight on Sundays and four on Saturdays, all to Waterfall.... A far cry to the more frequent services in later years with three cars coupled together.

Capacity allowed on the cars was 52 passengers, but they have been known to carry a hundred "sardined and hanging out the doors". Mr. Charles Cheetham, who drove from 1933 for 20 years, recalled, when the cars were loaded like this, it took careful driving because the excessive weight brought the "cow-catcher" in frequent contact with the rails, sending out a shower of sparks.

The early rail cars were equipped with 50-gallon petrol tanks. The Leyland petrol motors had four gear changes and were harder to handle than the diesels driving through torque converters.

Some of the men who shared the driving through the earlier years were George Garrat, Jack Kelly, Joe Henderson, and -- Penfold. Guards were Bill Smith, Fred Le Qure and Clifford Try.

Thirty-seven of these familiar rail cars, each 42 ft. 6 ins. long, were built between 1923 and 1930. C.P. H.3, which was based at Sutherland, is destined for preservation in the Rail Transport Museum at Thirlmere.

-- F. Midgley

* * * * *

Aug. 4. 1914: declaration of World War I between England and Germany.

Aug. 7. 1533: Elizabeth I born (Elizabeth Tudor).

CRONULLA RED CROSS DIAMOND ANNIVERSARY

The following is the text of a speech delivered by NSW Red Cross Director of Branches, Mrs. Nanette Rudge, at Cronulla RSL Club, on the occasion of the 60th anniversary of the Cronulla Branch of the Red Cross, on May 23, 1980.

According to the "Roll Book of the Branches in New South Wales" the Branch functioned continuously from its formation in 1914 to 1920, when it is shown to have been disbanded or closed down.

There is no mention in the Annual Reports for these years of this action having been taken -- but neither is the Branch included in the lists of Branches active during the financial years 1921-1926. The Branch was reformed as a "New Branch" in August 1926, and has been listed in each Annual Report since that date.

If the existence of the Branch is to date from 1914 its Diamond Anniversary would have occurred in 1974; but if 1926, when it was reformed, is regarded as the start of its operation, it will not have completed sixty years of continuous activity until 1986.

If, however, the two periods of continuous activity --1914 to 1920, and 1926 to 1980 are accumulated, then the Branch will have functioned for sixty years during 1980, and in arranging to celebrate its Diamond Anniversary during the present year, has probably considered it to have been in recess from 1920 to 1926, rather than its having been "disbanded" or "closed down", as shown in the Roll Book, and has deducted this recess from its total period of its functioning as a Branch.

On October 16, 1913 a meeting was held of a number of persons who felt that a period of peace was the right time to make preparations for the care of the sick and wounded in any war which their country might find itself engaged, and it was resolved by those present to form a Branch, in Sydney, of the Red Cross Society. Nothing further was done in 1913 to give effect to the resolution, but in the autumn of 1914 several classes were formed under the auspices of the Society for the purpose of giving, and receiving, instruction in First Aid and Nursing.

With the outbreak of war in 1914 a cable was sent to England by Lady Helen Munro Ferguson, wife of the Governor-General, seeking authority for the establishment of an Australian Branch of the Society, and in September 1914, a Branch to be known as the Australian Branch of the Red Cross Society was authorised and a New South Wales Division constituted. Without waiting for the formal authority to arrive, an Executive was formed and operations commenced on August 11

just one week after the outbreak of the First World War.

The first Annual Report of the Division (Nov. 30, 1914), covers the period from the start of operations : 336 Branches had been formed, with 249 in the country and 87 in Sydney, and include two at Cronulla, one of them designated "Cronulla 2". The actual date of their formation and their foundation membership is not on record, but from their inclusion in the published list it is clear that they were amongst the earliest to be formed. That they were active is also evident from the disclosure in the Report that between them they contributed "51 soldiers' bags, 8 hospital bags, and more than 200 miscellaneous articles" to the funds that had been set up in aid of the war effort.

In the second Annual Report of June 30, 1916, only one Cronulla Branch is listed, with 41 members; this would suggest that the two previous Cronulla Branches had been amalgamated.

In July 1915 Miss Rosa E. Piper, the first Hon. Secretary of the Cronulla Branch, made her home available as a convalescent home for sick and wounded soldiers returning from active service abroad. In the second Annual Report of the Division it is stated: "Cronulla flies the first Red Cross flag over convalescent homes in the State".

The "Red Cross Record" (Vol. 1, No. 9, Sept. 1915) noted:

"The Cronulla Red Cross Society has been busy. Sewing meetings are held every Thursday afternoon ... The Committee have done their best to make their Home for wounded soldiers a success. The Home is beautifully and conveniently situated and is in every sense a "home'. The Executive are helped by a Voluntary Aid Unit which renders great assistance. The ladies are supported by a strong men's committee which helps financially and assists in every possible way".

Again the "Record" reported in its February 1916 issue (Vol. 2, No. 2): "Cronulla was the first of all the Homes to start. Just for a week or so Cronulla hung fire. The bungalow cottage by the sea was a pioneer and the soldiers were shy of it and its voluntary aids. Then six boys were sent down to stay. Within a week the word had passed round the Base Hospital, and Matron Keenman reported that all the boys were worrying her to send them to Cronulla: Since then it has been always full"

The Home was closed in December 1916, together with most of the other NSW Convalescent Homes, for ample military accommodation by this time had become available.

The activity of the Cronulla Branch was, however, in no way reduced. Spinning and sewing circles were set up and met regularly. A depot for selling baskets made by returned soldiers was established. Regular donations were made to various funds operating for the benefit of the men on active service and also their dependents. In one year these contributions amounted to £431 (\$862.00). During the influenza

epidemics of 1920 the preparation of invalid food was under-taken; Branch members helped in the nursing of sick persons, and in cases where whole families were stricken, they did their housework and cooking.

There is nothing on record regarding the Cronulla Branch for the years ended June 1920 to June 1926; but on August 30, 1926, a meeting was held to reform the Branch, which has since functioned continuously and actively.

Membership of the Cronulla Branch has fluctuated over the years. From an initial membership of 41 it climbed to a maximum of 506 in 1944-1945; but over the years since its inception an average of 82 members has been maintained.

Over the past five years the members of the Cronulla Branch have forwarded \$2573 for 1978/1979; \$2863 for 1977/1978 (this was a record); \$2812 for 1976/1977; \$2296 for 1975/1976; \$2339 for 1974/1975: a total of \$12,883 over these five years.

“DOLLY”

Fred Midgley's Granny Dawson had a horse called Dolly. She was seldom used and, as Granny put it, "she was too flash". The horse would take about an hour to catch, and when put in the sulky she would back all around the paddock -- no matter how you whipped her; she would go only in reverse -- a very defiant animal.

Grandfather, a Yorkshireman, decided he could be as pigheaded as Dolly, so he drove some nails into the swizzlebar on the sulky; and when the horse backed the nails would stick into her hide, and this soon cured Dolly of the sulky-backing habit.

Everything was good now, and a few days later Granny decided to go into Sutherland to shop and to call and see her daughter Lily and the twins on her way.

All went smoothly until Granny went to pull up at Lily's at Menai. The shafts of the sulky ran forward as the horse stopped, and Dolly received a good sharp stab "in the goat", as Grandfather put it.

Dolly took off at a mad gallop, turning the sulky over, tossing Granny and the contents hither and yon. Granny received a badly broken arm which had to be set by Dr. Sanbrooke in Sutherland.

The sulky lost a little paint, and Dolly had only her dignity hurt; but after this unfortunate incident the horse and outfit were sold.

The moral of this story -- don't drive nails where they are not meant to be driv!

-- Geo. Heavens

LUGARNO FERRYMAN'S WAGE IN 1927

The toiling ferryman who hand-winchd the ferry across the Georges River at Lugarno was the subject of much debate by the State Government and Sutherland Shire Council when new tenders were called for its operation.

It was at least three men's work, and it was not child's play to wind the old punt over by hand all the week: many times the man was eating his meals whilst travelling over.

The daily press hit out in the Evening News of July 14, 1927 with an article headed "Modern Charons" and "Government Sweating", while the Hurstville Propellor, a weekly, referred to it as "Local Slavery Under a Labor Minister".

The Sutherland Shire Councillors said they were not out on a labour-sweating mission over the appointment of a ferryman at Lugarno. The Shire had control of the ferry, which had to be kept running seven days a week, making the hours worked 168.

The travelling public had to be accommodated at all and any hour if required to be ferried over the river.

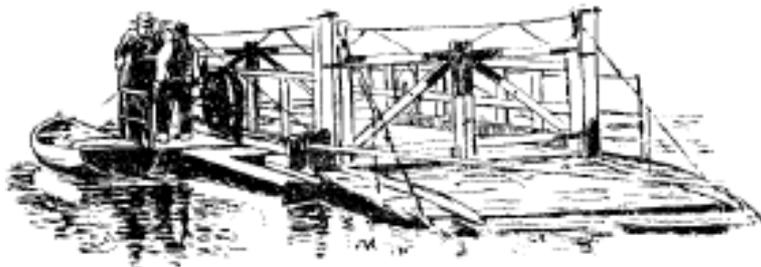
Four tenders were received, ranging from £4-12-3 to £16-0 per week, The Shire Councillors considered it could not be worked in the interest of the travelling public at the lowest prices quoted, and recommended the tender of Mr, Peake, who had rendered faithful service for the last four years, be accepted.

Mr, Peake originally worked he ferry by himself, having to get out of bed every time it was required during the night, but later he had paid a man to help him. The total remuneration then for working the crossing way £468.

Peake's new tender for the work was £832, and the Council thought it was reasonable for the service given. The Local Government Department was agreeable to Peake's tender being accepted, but would not increase the Government subsidy over that of the last year.

Clr. Shaw suggested that Council should tell the Department that it would not be a party to sweating men. The Shire President, Clr. Monro, said that the punt was in the metropolitan area, on a main road, so he did not see why Council should pay anything to maintain it.

The President then remarked that the Department evidently



did not know about the enormous increase in traffic over the river. He added that when Council asked the Government to place one of the unused steam punts at Tom Ugley's Point in service at Lugarno, they offered to sell it to the Council; but the punt remained high and dry at Sylvania and rotted away.

Clr. Hand suggested that the matter should be brought to a head by Council refusing to accept a tender and stopping the punt.

This eventually happened. The ferry ceased operation in August 1927 and did not operate again until the re-opening on April 14, 1928, when a power-driven six-ear ferry went into service. In the meanwhile the Government and Council argued the matter, and local residents and travellers suffered by having to detour for nine months through Sutherland to get to Hurstville.

-- Fred Midgley

Source: Sutherland Shire Council Local History Library.

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Memorial to First Fleet:

A special memorial to mark the arrival of the First Fleet in Port Jackson in 1788 was unveiled at Circular Quay on July 2 by the Lord Mayor Alderman Nelson Meers.

The memorial is a large square block of granite donated to Sydney by the City of Portsmouth, from where Captain Arthur Phillip and the Fleet set sail for Australia.

-- Sydney Sun: 2-7-'80.

* * * * *

Some Brief Items From Council Minutes:

Shire Council Minutes were handwritten until 23-9-1912. The first typed Minutes were dated 8-10-1912.

Clr. Hill, after a visit to Cronulla Beach, advised Council he had decided to seek authority to prosecute sunbathers basking on the beach clad only in bathing suits. (Minute 1-7-1912).

During the year 1922 no less than 101 head of stock straying on Shire roads were impounded.

* * * * *

Randwick Monument to Captain Arthur Phillip this may be seen at Phillip Bay (once called Yarra Yarra Bay meaning "place of many trees"-- although there are none today). The stone plinth with plaque was erected by the Royal Australian Historical Society in the 1950s to the memory of the great man who sailed the First Fleet to Australia. This historical little bay was most popular for picnics at the turn of the century when wild-flowers and eucalyptus trees flourished on the gentle slopes behind the beach,

-- Extract: "A Randwick Ramble":

Randwick Historical Society: 1978

IMPRESSIONS from "DOWN UNDER"... or

"This England"

"The Lord Chamberlain is commanded by Her Majesty to invite Mr. & Mrs. Victor Lamb to a Garden Party at Buckingham Palace on Tuesday, 25th July, 1978, from 4 to 6 p.m."

This exciting invitation greeted me and wife Madge on our arrival in Britain and was the highlight of six weeks' wonderful holiday in the U.K. Often I am asked -- "what do you think of England?"

England to us was many things -- mainly people; people constantly on the move by bus, by 'plane, train, bicycle; young people carrying enormous haversacks, thronging the streets and crowding into the Underground: and friendly bus conductors and drivers, policemen, shopkeepers, and proprietors of "bed and breakfast" establishments.

England was stories, folklore, legends -- like the ghost of Mrs. Baines in Chapel Street Penzance; the little Italian candy seller who achieved lasting fame through an Olympic marathon at White City Stadium; or the builders of many strange edifices or "follies" -- as one at Brookman Park in Hertfordshire, a triumphal arch built by an aspiring Lord Mayor who never made the grade, with a farthing buried under every brick. Another, a summerhouse known as "The Tower" or "Parson's Folly", was built on the top of Bredon Hill in Gloucestershire by an 18th century eccentric. Its main purpose was to bring the top of the hill for its existing 961 feet to the full 1000 feet. In Bath, a man built a house on the top of a high hill overlooking the city, with the sole purpose of preventing anyone else in Bath from being higher than he was, so that no one could look down on him.

England was strawberries and cream on the lawn at Wimbledon. England was the world of children -- Peter Pan, Paddington Bear and Christopher Robin; boys fishing in the Serpentine; nursery rhymes like "Banbury Cross", "St. Ives and the man with seven wives", "Dr. Foster of Gloucester", and others. I learned that many so-called nursery rhymes were politically inspired.

England was also Roman camps, Cornish smuggler tales, abandoned tin mines, cathedral spires and grassy meadows, "flannelled fools" from Eton and Harrow at Lord's, and others on the village green.

England was odd dishes like "Toad-in-the hole", "Bubble-and-squeak"; Cornish pasties, cream teas, Scotch bridies and haggis, "ploughman's lunches".

I admired the much derided custom of queuing, finding it



16th century Tudor roadside inn.

very fair. I admired the flower baskets and window boxes --the English really appreciate their flowers. They also enjoy their dogs. The dog is a member of the family and it may travel on a bus, provided it is carried and a fare of fivepence is paid. Many hotels in holiday resorts permit guests to board their dogs with them.

"Bed and breakfast" proprietors from place to place. Most like to talk -- talk about themselves and their family, or about you and your travels. One man we met in Weston-Sper-Mare used to buy his wife an expensive antique every second year or so for Christmas, the last gift being a gold toothpick on a chain.

The scenery of course was wonderful and the history fascinating, but always it was the people who made a lasting impress-ion.

-- Victor Lamb

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£10,000 of MYSTERY HISTORY

One Friday afternoon in 1966, the year we changed over from pounds to Dollars, a bank teller came into my shop (in Eton Street Sutherland), and said to me, "George, you collect coins and things, don't you?" I replied "Yes, I do". "Well, would you be interested in these?" and he handed me a £5 note.

I examined it and enquired, "How many of these do you have?"

To my amazement he replied, £10,000 worth; A lady just came into the bank and converted them, and I thought of you".

I thanked him for the thought, and said I'd like a £1,000 worth, and gave him a cheque. He returned in a short while with 200 crisp new "old" £5 notes. They were the 1913 issue of notes and had printed on them "The treasurer of the Commonwealth of Australia promises to pay the bearer £5 in gold coin on demand at the head office of the Commonwealth Bank of Australia".

I felt I must take advantage of this offer, so with my tongue in my cheek I contacted the Reserve Bank and asked about the promised gold. The man I spoke to laughed and told me the promise had been revoked in the Government Gazette about 1925, so he couldn't help me.

As I didn't save notes, I decided to contact collectors I knew, and sold them at £20 each to start; but as I flooded the market the price had to drop, and the last I had to sell for as low as \$15 each, owing to the change of currency. That was quite a nice little piece of business, but what I would have liked to know was the story behind them.

The lady who converted them was in a panic, as the money was going to become obsolete quickly, and hence the hurried conversion.

Where had the notes come from? They must have been illicit, for who would stow £10,000 in notes under the mat for all those years? Someone who held them was too frightened to nut them in a bank until they had cooled off — to me this was obvious.... But it was and always will re-main one of those mysteries of the Township of Sutherland.

— Geo, Heavens

LAST BOTANY BAY TRIBAL ABORIGINAL

Mahroot, also known as "Boatswain", said to be the last man of the Botany Bay tribe, gave evidence to the NSW Legislative Council's Select Committee in 1845.

Mahroot was born at Cook's River, probably about 1796, and he related the changes which had resulted from the arrival of the white man. Some of his evidence was hearsay, since the First Fleet arrived 8 years before he was born. When he was born, the Botany Bay tribe numbered about 400. By 1845 it had been reduced to 4 people -- himself and 3 Women. His evidence stands alone as an Aboriginal overview of the succession of calamities which befell the tribes of the Sydney area after the arrival of the First Fleet.

Mahroot died on January 31, 1850. The Sydney Morning Herald of February 2, 1850, refers to him as "the well-known Aboriginal Boatswain, whose intelligence and superior manner, coupled with the fact of his being the last of the Botany Bay tribe, rendered him a favourite with all who knew him, and especially with his white countrymen".

-- B.J. Madden, Hurstville Historical
Society Newsletter: May 1980

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An Australian "First" for Menai Bush Fire Brigade

Two events of historical significance occurred recently involving the Bush Fire Brigades.

Last February the Menai Chapter of the Fellowship of Christian Fire Fighters was formed, and now has nine members from Menai, four from Illawong and one from Engadine Stations.

Although based in America, the Fellowship is international, and the one at Menai is the first in Australia. The organisation is open to both Bush Fire and Metropolitan Brigades serving the community.

On Sunday morning of March 30 last, a service of Thanksgiving was held in St. Andrew's Cathedral Sydney at the request of the Bush Fire Council of NSW and as a memorial to those who have lost their lives in fire prevention. The Sutherland Shire Brigades were well represented amongst those from other areas in the State.

- Fred Midgley

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Old Cemeteries in Southern NSW: In recent years the Shoalhaven District Society, through a committee, has been listing headstone inscriptions from the many cemeteries, both large and small, in the district. These are being typed up into lists, then duplicated as required. The first one to be done was the Nowra Catholic Cemetery, price 25 cents plus postage. Contact the Society for further information -- P.O. Box 301, Nowra 2540.

Georges River Punt assists access to the Illawarra The Sydney Morning Herald reported:

"On 7th November 1864, about 200 persons assembled to witness the inauguration of a public punt placed by the Government at Tom Ugly's Point, Georges River. There was a cold dinner provided for the occasion, to which a cheerful and good humoured company sat down and did ample justice to the good things set before them. Dinner being over, Mr. Murphy (late Chief Magistrate of Sydney) rose amidst much applause, and remarked that it would not be fair to let the present occasion pass without acknowledging the debt of gratitude due for the boon conferred on the people of the surrounding district. Your worthy Member, Mr. Raper, by his perseverance and untiring efforts, has succeeded in getting the Government to place a punt at this place. We cannot but wish success to the punt, and to every effort in connection therewith, that will advance the neighbourhood. Mr. Gannon congratulated the people on both sides of the river upon the facilities afforded by the establishment of a public punt, by which communication and business transactions will be facilitated with the settlers, and a thoroughfare between Wollongong and Sydney established, and which will enable landholders to take the produce of their farms to the metropolitan market.... "

At this stage of the meeting several gentlemen entered the punt and crossed to the other side of the river, returning after a short stay.

(This was a hand-pulled punt; the first steam punt came in 1886. -- Editor).

By Horseback, via the Punt, to the Illawarra

A few years later two intrepid travellers left Sydney for the Illawarra. The Illustrated Sydney News reported their narrative:

"Wednesday morning (12th April 1871) was fine, after a night's rain. We harnessed our young horse to the dog-cart,



Holt's cottage, built 1861, opposite the punt landing.

leading an old one behind, placing more confidence in him in case of difficulty; and started at 7 a.m. from Sydney to the Koggerah Road for about four miles to the Georges River punt, which we reached about 8.45. We caught the puntman just starting, and gained the opposite of the river which, at this point, is twenty-two chains wide.... We then considered our-selves fairly on our journey. Passing through two gates and a fence with slip-rails, then through another gate (1), we turned sharply to the left, leaving the upper part of the river directly behind, ascending all the time and passing through a forest of burnt gums and stunted under-brush. (2). About a further mile-and-a-half brings us to a sandy flat of about 100 yards wide, passing which we emerge on to the continuation of the same hard gravel bush track, the foliage beginning to look much greener and fresher, but with very marked traces of bush fire".

They continued along this track -- which led to the southern boundary of the Holt-Sutherland Estate, and then picked up Sir Thomas Mitchell's old Illawarra Road (1845), passing by Bottle Forest (Heathcote East) to connect with O'Brien's track near Bulli, and so down into the Five Islands (Wollongong --which would have been reached late in the afternoon.

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- (1) The road led over part of the Holt-Sutherland Estate.
 - (2) This is now Princes Highway leading up the hill past St. Mark's Church of England.

The 1861 cottage, built by Holt for the initial super-vision of his Estate, was for some years used as the Toll-keepers residence, from 1929 when the traffic bridge w a s built, to the abolition of the toll in 1952.

Story condensed from Hurstville Historical Society's Newsletter of June 1974.

KANGAROO VALLEY: Cedar Getters entered this age-long setting in the early years of the last century. Cedar was being shipped to Sydney from Shoalhaven in 1811. Soon after that some was being logged down the Kangaroo River or taken out of the Valley in other ways. In 1838 Valley cedar was used in Berrima gaol.

Productive farming began in 1820. Captain Brooks, of Denham Court Liverpool, had cattle here in that year, and others quickly followed. he first holdings were "runs". Then applications began to be made for land grants. Settled farming was under way in the 1830s.

-- Extract: "Historical Settlement in the Beautiful Kangaroo Valley":
Kangaroo Valley Historical Society and Hampden Bridge
Museum Park Trust (1974)

1930 --- 1980

It is fifty years since the Depression affected me and I heard those words, "Your services are no longer required. At that time deviation work was in progress from Tempe for the construction of the East Hills railway line, the work consisting of widening cuttings and platforms and building new ones.

Being out of work for three months at this stage, I was told by my brother-in-law (who worked on the job) of a vacancy for two labourers and not to say a word to anyone. He told me where to report -- the office was a tin shed halfway between Tempe and Sydenham on the side of the line, and I was to get there as early as possible on the Monday morning.

I left home from Gynea Bay at a quarter past four and ran to Sutherland, as I thought the trams would not be fast enough to catch the twenty to five steam train to Tempe. It was "all stations", and there were only two passengers on the train when it left Sutherland. It was about the month of June, dark and cold. On my journey in the train I was thinking of the quickest way to get to that office. At Arncliffe, the station before Tempe, I got to the door of the train with the intention of making a flying leap off the train to race to the office.

On arrival at Tempe at ten past five the station was packed with men. Me being the last to arrive, I was politely told to take my place at the end of the queue -- four abreast as far as you could see looking towards the office; and there we stayed, not knowing what was happening until we saw some men walking back towards us saying the jobs had been taken.

So it meant go back home and onto food-relief for approximately six weeks until relief work was introduced in place of the dole. My work was one week in five for £3-9-0 (\$6.90) My first job on relief work was at National Park, with approximately fifty of my school mates, and others from all ranks of life -- bank clerks, accountants, medical students and carpenters -- you name it and they were there ready to have ago -- their first try at the end of a pick and shovel. Some were broken in heart and spirit after nearly two years only on food relief.

Our job was to make a road on the western side of the causeway towards Swallow Rock on the salt-water side of the weir. Half past seven was starting time. Some chose to use the picks, others the shovels; and they went into their work at a fast rate until ten o'clock. When their hands blistered and bled, some tore the tails off their shirts to bandage their hands. It took them a week to get hardened to the rough work; but when they returned for their next week on, they would go through the same ordeal until their hands got hardened.

Before the Depression a man on the pick and shovel was despised and always looked upon as "lower class", but the Depression brought them together as equals.

-- Mick Derrey

A TRIP TO BATHURST

IN 1861

This is an extract from the "Letters of Rachel Henning" (edited by David Adams). These were written between 1853 and 1882. She came to Australia to join her brother and settled at Appin; moved later to Bathurst with her sister; then on to a property with her brother in Marlborough Qld, in 1862.

She later married and settled on the Myall River in 1866.



(A letter to her sister Etta in England)

Bathurst
Sunday May 19th, 1861.

My dearest Etta,

We left Sydney about five o'clock and got to Parramatta by train about six. It is only seventeen miles, but the Australian railways do not go at express pace, though otherwise they are very comfortable. We slept at Parramatta and the next morning set out at seven o'clock in an American coach** which has lately been set up in opposition to the old mails. It is a machine built very strong and very light, hung upon a peculiar sort of spring and with seats inside for nine; a canopy over, supported by little wooden pillars, and drawn by four capital horses, changed every ten miles, at every stage.

The Bathurst road was bad when I was here before, but there is no word I should like to use that would the least express its state. We got on pretty well to Penrith, where we crossed the Nepean in a punt, the bridge having been lately carried away by flood. The coach, horses and all, were driven on to a sort of floating platform and we were towed across. Then began the ascent of the Blue Mountains by a long pull up Lapstone Hill.

It was a lovely morning and we wound along one side of the hill, with a deep ravine on our right, and on the other side of the ravine a rock wall that seemed to rise up to the sky with trees growing out of every crevice and the sun shining on the top, while all below was in black shade.

We had a capital driver, fearless and yet careful, and he took us over rocks and ruts and deep holes and fallen trees. The coachman drove very much by voice. "Hie: Good horses Pull then - hie: Hie, Chance: the, Jemmy, Jid: Along:" -- the last word with a good roar, when the horses would make a desperate effort and pull us out of the particular bog-hole in which we were at the moment stuck; and with a lurch and a

** Cobb & Co. coaches were established in Bathurst 1861.

tumble (enough to break the springs of anything but an American coach) we would go onto a rock and then descend into another hole. We took six hours to do the last twenty miles that night, and we arrived at Black Heath, a solitary inn among the mountains, where we were to sleep, about eleven o'clock at night.

There were ten people in the coach, six ladies and four gentlemen.. The latter were always getting up and down to help the coach out of difficulties, so that they were covered with mud before the end of the journey.

We went down Mount Victoria just at sunrise, and some of the views were lovely. You looked down on seas of forest, and fold after fold of mountains covered in wood. I should have enjoyed it more perhaps if I had been walking, instead of in a loaded coach coming down a steep hill over the worst road you can imagine, with a precipice rising up on the left, and another on the right going sheer down -- I don't know how many hundred feet -- and no parapet, so that a shying horse, or a wheel coming off, or an overturn, would have sent us all into another world. There are many such places on the road through the Blue Mountains.

Fortunately we had good horses down Mount Victoria, but at "Solitary Creek", the next inn, they put in a team that nearly did for us. The coachman tried to start them, when the off-leader turned short round and bit the horse next to him; the latter, a colt, who had hardly been in harness before, reared on his hind legs, while both wheelers jibbed obstinately, and when exhorted with the whip began backing and kicking.

We were all but overturned, and obeyed the order to "Get out as fast as possible:" with great alacrity. We lost nearly a quarter of an hour in trying to start those horses, and at last the whole team had to be taken out and four splendid horses substituted that had been kept for the down mail. How that latter vehicle got to Sydney I do not pretend to say, but about seven o'clock last evening we rumbled into Bathurst, very glad to be at the end of our journey.

Submitted by -- Marie O'Connell.

Low Doorways in old Pioneer Cottages: these were often seen in old cottages in the outlying areas around the Hawkesbury and elsewhere. They did not indicate that the residents of these cottages were small-statured people. In some of the cottages there was only the one exterior entrance door; and this was made lower than other doors (interior) so that an intruder could be knocked on the head before he could force his way in: There could be danger from run-away convicts, or from roving bushrangers.

First Woman LLB: the first Australian woman to qualify in law was Miss Ada Emily Evans, Sydney University 1902.

ST. STEPHEN'S CHURCH and CAMPERDOWN CEMETERY

Our August Address will deal with the architect Edmund Blacket and his ecclesiastical buildings, of which St. Stephen's is considered his best.

The writer, Mr. Ray Sowden, came to Miranda about eighteen months ago from Marrickville. He was the foundation-secretary of the Marrickville Historical Society in 1963, and for the last several years has been their President. Mr. Sowden has over the years undertaken varied research into the old Church and its historical Cemetery: and this brief article will provide a background to our forthcoming Address.

.....

On the ridge at Newtown where the watershed divides and flows south via Sheas Creek into Botany Bay, and north via Johnstones Creek into Sydney Harbour is situated one of the most historic sites in Australia.

This is the beautiful stone church of St. Stephen the Martyr, which stands within the four remaining acres of Camper-down Cemetery. The first service in this building was conducted by Bishop Barker in 1874, the present church having replaced an earlier structure which had been opened in 1845, and remained in use for many years as the parish hall.

St. Stephen's is the only one of Edmund Blacket's larger churches which was begun and completed without interruption under his supervision. The outside walls are of Pymont sand-stone and the roof of slate. Within, New Zealand Kauri has been used in fine detail for the woodwork, and Victorian blue-stone for the pillars. The font is made of Tasmanian sandstone the interior softened by the magnificent stained glass windows. A beautifully designed church, it is said to be Blacket's best.

The Camperdown Cemetery, once consisting of thirteen acres, was part of an original grant to Governor Bligh and was purchased from his son-in-law Sir Maurice O'Connell in 1848, and consecrated by Bishop Broughton in January 1849.

Near the main gates is situated the Sexton's cottage and a giant Moreton Bay fig tree, both dating from 1848. Spread around and situated near the church are the earliest graves and headstones, some of which have been brought to Camperdown from other places. The oldest, that of James Bull, dated 11th January 1815, was removed from the George Street Cemetery before the Sydney Town Hall was built on that site. Between the Church and Rectory is the grave of William Curtis, the builder of St. Stephen's, who died just before its completion; and a little to the west of the Church is the headstone from the grave of Edmund Blacket brought here from Balmain Cemetery many years ago. Within the stone walls of Camperdown Cemetery many pioneer men and women are remembered by the monuments and inscriptions re-cording the early history of the first-generation Australians.

-- Ray Sowden

SHIRE ROADS AND PUBLIC TRANSPORT IN THE 1920s

Roads, like the weather, have always been a subject of conversation.

Everybody uses them in some form of conveyance to get from one point to another, or if there is no footpath you walk on them.

Modern motorists in their fast cars with independent suspensions have little cause to complain about unsealed roads --in this Shire you won't find many that are not. If drivers hit a few potholes they complain quite vividly -- even if there is no one around to listen -- about the Council.

Human nature has not changed -- it probably never will. Complaints to the Council in earlier days were numerous. A ratepayer informed Council in 1924 that it was dangerous even to walk along Forest Road Gymea, and asked when many residents expect repairs to be carried out?

"In wet weather", the complainant added, "It is nothing but a river and full of holes. Nothing has been done to it for eleven years, although my rates went up from 8/4d to £3-15-0 in one jump!"

Clr. Hand said that when Council did repair work on Gymea Bay Road it was so bad afterwards that traffic refused to use it and travelled over the unmade portion: He emphasised that in one place there was a drop of one foot below road level.

Early in 1924 an article accompanied by photographs appeared in an issue of the Sydney Sun, revealing the condition of Taren Point Road. From Council's reaction it would see they were oblivious as to its condition.

"It was easily the worst road within a hundred miles of Sydney", said Clr. Munro. "In fact, I don't think anyone can show me a road in worse condition", he added, referring to the newspaper pictures.

Clr. Hand added, "It showed the road in all its glory. Something would have to be done or the Council would have motor owners suing for damage".

The newspaper report stated that the day before there were four crippled cars in different parts of the road; and two of the motor buses which plied between Rockdale and Cronulla were in dock as a result of damage received along the length of the road. The motor bus service was frequently withdrawn in wet weather, the road being impassable owing to the depth of the holes and the slimy nature of the surface. It was feared that some day in wet weather the driver could be jerked off his seat and drowned in one of the holes in the road:

It was contended by a motor bus proprietor who addressed Sutherland Council in May 1925 that the time allowed by the Traffic Department for buses to make the journey to the Illawarra suburbs was too long. The Department allowed 35 minutes from Rockdale to Central Station, but the proprietor sought a

reduction of 10 minutes in the time. As it was, drivers could attend to two punctures on the road still arrive in time. The new type of buses could do 20 or 25 miles an hour easily over rough roads without causing discomfort to the passengers. The Council granted his application to institute a service between Sutherland and Sydney.

Three saloon buses would be used, and according to statements made by Councillors the buses would have to do each journey in 30 minutes as compared with 90 minutes fixed by the Transport Dept. Quite a gamble by the bus proprietor: By modern standards it is good going to do the journey in 30 minutes in average conditions.

In January 1926 Sutherland Council resented the prohibiting of the use of Georges River punts by buses in rush periods, and decided to send a deputation to the Minister of Works to request the restoration of the people's rights.

Several months later the Council was fighting for its own rights. The Main Roads Board stated that maintenance of Princes Highway would be undertaken by them in mid-1926 instead of Sutherland Council, who resented this as a slap in the face.

Council declared that the length of Princes Highway within the Shire compared more than favourably with sections of other areas such as through Rockdale and Kogarah, where the state of the road was a farce. From Sutherland Council Chambers to the punt at Sylvania they boasted that there were no more than six holes in the carriageway, although the edges had been ground away by the wheels of horsedrawn vehicles.

The Main Roads Board relented, finally agreeing to allow Council to proceed with work on the Highway.

-- Fred Midgley

Source: Sutherland Shire Council Local History Library.

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Gold Rush At Miranda

Now don't laugh -- there was a gold rush at Miranda about 1911-12 at Sylvania Road in the valley halfway between the Kingsway and President Avenue.

It was in the area surrounding the creek where stone was quarried for ballast for the tram tracks in 1910-11. A lot of energy was wasted searching in the creek (now piped) for gold.

Some practical jokers got the idea of "salting" the area with a little alluvial gold. It may have been some of the Fletcher boys or the Lyes, or Charley ("Buddy") Loveday whose photo hangs in the reconstructed tramshed at the corner of the Kingsway and Kiora Road Miranda.

Perhaps there may be some old-timer who can remember the incident -- if so, please let's hear about it.

-- Mick Derrey

"THE DISCOVERY OF WORONORA"

It was after the First World War, when a friend of Tom Bailey (who owned a rowing boat) told Tom he could have it for a day's outing; the boat was housed at Murphy's at Como, so we all arrived at Como by train nice and early. There was the Bailey family Tom and Lot and their girls Nancy and Hilda; my Mother and my Father; Harry, with his two boys George and Roy -- a very excited crowd of adventurers.

The "Elsie" was duly launched -- a 4-oared clinker boat, solid and heavy. We kids all scrambled aboard, followed by the ladies, and lastly the men with the rations -- plenty of cut sandwiches and cakes.

Murphy told us: "That's the Georges and that's the Wonnie. You can't go downstream -- it's tabu". And so we headed up the Wonnie, Tom and Harry at the oars. It was almost high tide just on the run-out, but this did not discourage the adventurous crew. My Mother took the lines of the tiller and took us on a zigzag course all over the river, much to the annoyance of the two oarsmen; but my Mother, who had assumed the role of Captain, told the crew in her best Captain Bligh manner to keep rowing and not talk so much. We kids had our hands and feet alternately in and out of the water, and this also drew complaints from the crew -- they were a grizzly lot.

After passing Mangrove Island on our left, we observed the Bottle and Glass on our right, continuing past the Bonnet and up past Hummers Point, leaving Swains on our left, until we arrived at the flat land where Still Creek runs into the river.

The Captain said, "Jump ashore, George". Touching my fore-lock I instantly obeyed and gave a sharp pull on the painter --and the passengers and crew promptly sat down again. This action didn't make me popular with the Captain.

Having at last arrived on dry land we gathered wood for a fire, which was soon blazing, the billy being duly supported on a couple of stones -- we had plenty of creek water, crystal clear.

The two mothers soon unpacked the rations, making a table from a large flat rock. The tea had just been made when Hilda let forth some ear-splitting screams and Tom rushed to her assistance. She was standing on a red ants' nest and one had bitten her. Tom was telling her not to make such a fuss when, to his amazement, the complete army of ants proceeded up the legs of his long trousers and attacked at various strategic points. I have never seen a man get his pants off in such a short period of time: While Dad went to his aid, the two mothers stood by the food and tittered -- as ladies did in those days. The lunch was enjoyed by all, although Tom did complain a bit, and Hilda cried -- for ant bites do irritate. Although there were complaints about the tea all drank plenty of it for it was a hot day.

After lunch Mother decided that we all go for a walk

upstream. After walking about 20 yards we found a large grey kangaroo lying in a pool in the creek; he didn't move an inch -- yes, he was stone dead: Tom deduced that this was the cause of the funny taste in the tea, and it was then that Mother became ill: funny what a cup of tea will do:

The adults put in the afternoon collecting fern specimens and wildflowers to take back to the civilized world, while we kids played football on the flat.

Pushing the boat into the water again, Dad and I rowed upstream until we came to a bridge crossing the river and a boat-shed. Here we had to be careful, so we approached the natives with caution, but although they looked fierce they proved to be quite friendly. One was old Bob Cook (onetime Shire President) who with his three sons ran the boatshed. He told us all about the river, and where the road went to. Dad was quite interested and they talked for a long time, so much so that the Captain said a few words when we returned to camp.

If you've ever been to Woronora you'll notice the sun does not set in the west -- it sets over the top of the hills; and when this happened we all had tea, singing songs after the meal around the fire. The moon came up about 8 o'clock so we embarked and set sail again for Como. The day had gone so fast -- just like the tide, only this time it was coming in, so the crew had the same trouble pulling against it. The mothers and kids all sang the latest songs while the crew laboured at the oars. We eventually arrived back at Como to be met by a very grumpy Murphy with a hurricane lamp; we should have been back at sunset according to the rules.

We were all badly bitten by a native insect known as a sandfly -- quite small but with a big bite. While waiting for the train to arrive we sat on Como station and passed the time swatting mossies. In fact, that day we had experienced a lot of Australian wildlife with ants and insects.

We boarded the Nowra express and returned home tired and happy in the knowledge that we had "discovered the Woronora Valley".

-- Geo. Heavens

* * * * *

Convict Hulks: the use of these was instituted to help over-come the overcrowded English gaols, and for some years many prisoners sentenced for minor offences served out their time living in these hulks. They went ashore daily to undertake the hard labour to which they had been sentenced. when transportation to Botany Bay was finally decided upon, more hulks were used to hold prisoners sentenced to transportation, some being held for upwards of 12 months before the First Fleet sailed.

Mid-Victorian Population Increase: in the decade of the Australian gold rushes between 1851 and 1861, the white population of Australia trebled. The infant Colony of Victoria increased from 87,000 to 540,000.

SOCIETY NOTES

"THIS MAD FOLLY!" by M. Hutton Neve. This is our member's second publication by the Library of Australian History. It details the struggles of late 19th century women to enter the Medical Schools at Sydney and Melbourne Universities, their frustration and their victimisation. On behalf of the Society I would like to congratulate Mrs. Hutton Neve on her outstanding research -- the first comprehensive publication dealing with this previously ignored feminine history. The book has a hard cover with a most attractive jacket and is well illustrated. Price \$15.95 (95 c. posted). It may be obtained from the Library of Australian History, 17 Mitchell St. North Sydney; the Heritage Bookshop at 81i George St. North, and a t leading City bookshops specialising in Australian history.

-- Geo. Heavens

THE ABORIGINES OF NEW SOUTH WALES: "This book is the first attempt to provide a comprehensive coverage of NSW Aboriginal culture in one volume". It is very readable -- non-technical and should provide an easy background to an appreciation of the wealth of Aboriginal history, culture and general art in our areas. It is produced by the National Parks & Wildlife Service, with soft cover, illustrated in both black and white and excellent colour photography: \$5.50: obtainable from the Information Centre at The RNP, from RNPWS HQ, 183 Kent St. City, the National Trust, Observatory Hill City.

-- M.H.N.

HISTORICAL SOCIETY'S EXHIBITION: this has been organised by Mr. Fred Midgley and his committee in conjunction with Sutherland Public School and Education Week. The Exhibition will run from Sat. August 2 to Aug. 8, including Sunday Aug. 3; open from 10.0 a.m. to 4.0 p.m.: Admission, Adults 50 cents, Children 20 cents (all proceeds to the school). It is hoped that as many members -- and their friends -- will make a n effort to view this display of comprehensive local history. On Saturday Aug. 2 the school is organising a special "1880-1980" Pageant with a variety of entertainment.

COMO HOTEL: it has been rumoured that in conjunction with a new "development project" at Como the historic old hotel was to be demolished. There is absolutely no truth whatsoever in this stupid rumour.

"RIOLIO'S RESTAURANT?" Boyle St. Sutherland. The proprietor has asked the Society to provide him with a Local History background to assist in a promotional activity. Mr. Fred Midgley supplied the necessary research material; and advice was given concerning a wide selection of photographs in the Local History room at the central library.

NEW CRONULLA RESTAURANT: another restaurant is shortly to be opened at Cronulla, and our assistance has been sought along similar lines to the above.

Society Notes (contd.)

NOTICEBOARD: information pertaining to Speakers, Excursions, and other items of interest are now displayed on a Notice Board at the back of the hall. Please consult this before you leave.

NEWS FROM OTHER SOCIETIES: Adjacent to the Noticeboard is a table on which are various "exchange" publications from other Societies -- and also any books etc. which may be for sale.. The Exchange publications may be borrowed, but should be re-turned at the next monthly meeting. Please see Mr. Basil Griffin should you wish to borrow any publication.

LOCAL PHOTOGRAPHS: an appeal is to be made in the Pictorial News (Advertising Section) for the loan of any photographs of the Shire's early days, especially before 1940. Transport, Buildings of any type, School and Family gatherings, and also Family photos (especially of grandparents and/or any early settlers. All photos. will be copied for the Shire Archives and returned to their owners without delay. Names of localities or people, dates (or approximately) and any other data relating thereto will be appreciated. Please contact the Hon. Sec. (199 Willarong Rd. Caringbah 2229: ph. 524.5095). Mr. F. Midgley (6 Menai Rd., Menai 2232: 543.1724), or Mrs. M. Hutton Neve (26 First Av., Loftus 2232: 521.2578).

CONTRIBUTIONS FOR THE NOVEMBER BULLETIN may be handed in at either the September or October meetings.

HERE & THERE:

Kingsgrove: this derived from the name "King's Grove Farm", a grant of 500 acres given to Mrs. Hannah Laycock in August 1804 by Governor King. When the railway to East Hills was opened in 1931, one station was named Kingsgrove.

"One a Penny, Two a Penny": in the 1930s the popular childhood toffee apple cost one penny; as also did juicy apples and pears, cakes (including lamingtons), apple slices, currant buns and small ice-cream cones. Boxes of matches, bananas and many other items were a halfpenny each.

Australia's First Gold Discovery was unofficially made by Asst. Surveyor James McBrien in 1823 near Bathurst. News of the find was suppressed by the Government which feared a gold-rush to the detriment of the Colony, especially by those employed in both agriculture and commercial interests.

First Land Grants in the Colony were made in 1793 to six officers of the NSW Corps and four civilians, who settled in an area known as "Concord".

Strikers Dismissed: after a week-long strike in Victoria in 1923, about a third of the regular work force were dismissed or refused reinstatement.

Aug. 14. 1945: Japan surrendered unconditionally to the Allies.

PRESIDENT'S NOTES

Owing to the printing situation, and the time spent in transmission through the post, I did not "make" the Bulletin in May. I take this opportunity to refer to matter I intended to "print" in that issue.

Firstly, I welcome new members to the Committee. "Members" now becomes "member" due to the resignation of Mark Pearson, who showed great promise with his experience in then newspaper world. Instead, he is to be a researcher in the political field. I wish him well. Doug Archer, the other new Committee member, has shown his potential on previous occasions, and is continuing to do so in the Society's exhibition activities.

I am grateful to Enid Ford for her participation on the Committee. I am also very grateful for the work done over the years by Athalie Ivers, who was not returned to the Committee this year. Her work on the catering at general meetings and the Tours Committee was of great value and did much to aid the progress of the Society.

This year a sub-committee headed by Fred Midgley manages displays organised by the Society. He calls on other members as requires. There has been renewed activity in the displays lately, a number of local establishments are either having a significant anniversary or some other significant occasion, and are calling upon the Society for an historical display.

After approximately four years' activity as convener of the Tours committee, this year I retired, leaving the task to Aileen Griffiths, who also holds the position of vice-president. Mrs. Griffiths had done the job for some years before I did. We can look forward to some new ideas in this direction.

Ladies: Thanks for your help at the general meetings. Elvie Gumbleton now manages this part of the evening. She will expect volunteers each meeting night:

Before ending my notes, I feel compelled to compliment The Hills District Historical Society, whose members (5.) showed us around in May. This was a great day, and a clear demonstration was given of the excellent relationship which exists between Historical Societies.

-- Harold Ivers

* * * * *

Bushrangers: many country men and women made no attempt to capture bushrangers or otherwise to alert the police-troopers of their known presence in a district. Some of the bushrangers were, or had been, convicts, and many emancipist farmers would not betray them. In return, the bushrangers left them alone.

Cheap Meals: in the Depression years of the late 1920s to the early 1930s, a three-course meal with bread and a pot of tea could be bought at some city cafes for as little as 9d to 1/-

O F I N T E R E S T

ISTORIC SITES: These often reflect the changes wrought by people on the natural environment, and the changes in the patterns of human activities made necessary by the character of the natural environment in which humans live. This reciprocal process has left indelible marks both on the natural environment and on the remains left by human activities. Preservation of examples of this relationship in the form of Historic Sites is as important as conservation of natural areas.

An example of a Site with many buildings on an extensive area of land is Hillend village. This Historic Site is composed of the remnants of a once busy mining village, which had its origins in the 1850s, and experienced a boom period in the 1870s.

An example of an area of land being declared an Historic Site is Captain Cook's Landing Place at Kurnell. Throsby Park (farmhouse) is an example of a single building or group of buildings within a larger landscape.

-- Mike Pearson,

National Parks & Wildlife Publication: 978

MOSMAN'S BAY is known as Great Sirius Cove, a name it derived from the circumstance that it was there that Governor Phillip's flagship, the twenty-one gun frigate Sirius, which convoyed the First Fleet to Botany Bay, was careened in June 1789. Some months previously the Sirius had been despatched to the Cape of Good Hope for provisions for "the settlement", as the Colony was then called. She fell in with heavy weather both on the outward and the homeward voyage, and was much weakened as a result of her stormy experiences.

"This" (writes Collins) "was the more unfortunate as from the nature of our situation, many important services were yet to be rendered by her to the Colony....A convenient, retired cove on the north shore being fixed on for the purpose of a careening cove, she dropped down and took possession of it towards the latter end of the month".

-- Extract "The Romance of an Old Whaling Station":
Edward A. Ancher: Mosman Historical
Society: 1976

* * * * *

Parramatta: in the early 1800s the "district hospital" was a foul-smelling ruin of a building, open to intruders, and patrolled soldier-wardsman armed with a loaded musket.

In the 1820s the Woolpack Hotel was the venue of many honey-moon couples, who drove there in their carriages after weddings in Sydney Town.

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 November issue should be handed in no later than Friday Oct. 10.

Bulletin copies are supplied to all branches of the Shire Libraries, to the Shire President, Shire Clerk and Councillors.

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The Society is Affiliated with the Royal Australian Historical Society and the National Trust (NSW' Branch).

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. Thomas Holt. MLA: (illus.): M. Hutton Neve: 50 cents

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

President:	-----	- Publications Convener
Mr. H. Ivers,	Mrs. M. Taplin,	Mr. G. Heavens,
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Engadine: 2233.	Caringbah: 2229.	Sutherland: 2232.
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Hon. Treas.: Mr. S. Stedman, 495 Kingsway, Miranda 2228: 'Ph. 524.5389.

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

FIXTURES

SPEAKERS

- AUGUST 8: Edmund Blacket, Colonial Architect: Mr. J. M. McClymont.
SEPT. ___ 12: Films, taken and presented by Mr. G. Presland.
OCT. ___ 10: Selected Subjects, Mr. G. Heavens, Mr. B. Griffin and Mr. Schreimer
NOV. ___ 14: Subject to be announced: M. Hutton Neve.
DEC. ___ 12: Xmas meeting -- selected Films.

EXCURSIONS

AUG. 16. Sat.: St. Mary's Cathedral. meet College Street entrance 1.30 p.m., for 1.45 p.m. instruction and meeting of guide. Charge \$1.00 each.

This outing is an experimental half-day, using public transport. A request was made for this because of the number of people who are able to take advantage of cheaper fares at the weekend. Possibly anyone taking their car may offer transport to a member -- we will pass on your offer.

SEPT. 27. Sat.: Drummoyne and District. We will be guided by the Hon. Sec. of that Society. Tickets are selling well, so please do not leave it too late and be disappointed. Fare = \$3.00

Leave Cronulla 8.30 a.m.
" Sutherland 9.0am

NOV. 22: Katoomba: Luncheon at Hotel Carrington, and tour of the old hotel. A member of the Blue Mountains Historical Society will act as our guide around the district.

Fare (including luncheon) \$15.00 (Visitors \$16)

Leave Cronulla 8.0 a.m.
Sutherland 8.30

Return to Sutherland not anticipated before 6.30 p.m..

Further details (if required) will be given At August general meeting.

For any other information please contact either Mrs. E. Gumbleton on 524.1660, or myself at 523.5801.

-- Aileen Griffiths,
Convener.