

SUTHERLAND SHIRE HISTORICAL
SOCIETY

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MEMORIES OF MIRANDA -- Only 50 Years Ago:

What a pleasant bushland setting in which to build a house and raise a family -- that was North Miranda only 20 years ago:

We woke of a morning to hear the wind and the birds in the trees. Clearing the land of thick tea-tree scrub and gum trees was a labour of long tiring days -- but with lots of pleasure -- leaving as many gums as possible.

The children had plenty of space to run and play without danger; the nearest main road, Parraweena Road, was then a dirt track, and in wet weather completely unpassable, as the local creek would flood and all traffic had to detour. The local swampland was a great attraction for the young boys, but a source of worry to mothers; but the fishing was great before Sylvania Waters was heard of. Neighbours could take an oyster knife and quickly fill a bucket with fresh oysters in Gwawley Bay. To do shopping, mothers pushed prams with little ones to Caringbah, as with the coming there of "Snobs Variety Stores" the best bargains were to be had there.

The Italian market gardens between The Boulevard and Parraweena Road were always a source of interest as we walked by and watched the women, their hair tied up in scarves, busy tending and picking the vegetables.

On hot summer days neighbours banded together and pushed loaded prams along Taren Point Road to the local swimming hole by the punt. If the tide was in a pleasant day was enjoyed; if not -- well, the children could always make mud pies:

How we have progressed: The trees that are left seem to be fast dying -- I guess due to septic filters or disease from septic waste. We daren't allow our grandchildren out of the garden to play, for the traffic hazard begins before dawn and continues until well after dark. Our neighbours now do their shopping in their own cars, so we see a lot less of each other. But it's still a great place to live; those neighbours are great friends and will come a-running whenever one needs help, or has a grand occasion to celebrate. The shopping is great we have wonderful beaches, plenty of parkland and sporting amenities for all ages; the old folk are well catered for. We have modern facilities plus the pleasure of the surrounding bushland and waterways: and an active Council.... Yes; life has changed in the past 50 years, but we still have much to be thankful for in this wonderful Shire.

-- Marie O'Connell.

* * * * *

"Unbreakable Teeth": The National Dentistry Ltd. of Liverpool St. Sydney were in 1914 advertising "unbreakable, beautifully dazzling teeth" at £1-1-0 per set, fully guaranteed; added to which, "No Charge for repairs of any description during the lifetime of the patient".

MOTOR CAR HILL CLIMBING

Reliability Trials, Flying Miles, Acceleration Tests, Hill Climbing Tests and Racing improved the make of the motor car. Certainly the early cars were not noted for reliability.

When the Automobile Club of Australia was formed in Sydney on March 20, 1903, it became practically the centre of all motoring affairs in the early phase of the State's motoring history.

A popular place for hill-climbing contests was on Artillery Hill opposite Audley in The National Park, a distance of 1410 yards 350 yards short of the mile. Contestants got away to a flying start from the end of the causeway, and were timed as they flashed past at the junction of Artillery Hill and the road leading to Lady Carrington Drive. It must be remembered that the road was very narrow, and the gravel surface did not aid traction as bitumen does today.

An article in the Sydney Mail of February 13, 1911, gives a good description of one of those early events:-

"There was a big muster of motor cars at National Park on Saturday afternoon (11th) for the hill-climbing contests promoted by the Automobile Club of Australia. At the actual scene of the competition there were many interested spectators all the way up the hill, the grades of which were given as follows -- 154 yards of 1 in 22½; 300 yards of 1 in 10 and 1 in 8; 176 yards of 1 in 10, 1 in 18, then 1 in 11; 243 yards of 1 in 7; 66 yards of 1 in 6½; 399 yards of 1 in 7; 66 yards of 1 in 6; with six turns in the ascent. There was a patch of only about 100 yards which was a bit loose.

The cars were sent away well. The highest powered car in the contest, Mr. Colin Smith's 112 hp Mercedes, took the hill at a great pace, scoring the fastest time of the day; and strangely enough, was followed by Mr. E.S. Turner's 7.8 hp motor which took the longest time.

The competition was decided on the following formulae:-

Time in seconds, multiplied by horse power, divided by weight of the car in pounds, the horse power t o

be decided by the A.C.A. formulae. A weighbridge certificate showing weight of car in touring condition, including the passengers taking part in the competition, must



COLIN SMITH'S MERCEDES BEGINS THE ASCENT OF ARTILLERY HILL.



be presented at the start. The entrant must be the bona-fide owner of the car nominated. Each car must carry at least two persons, one of whom must be the nominator.

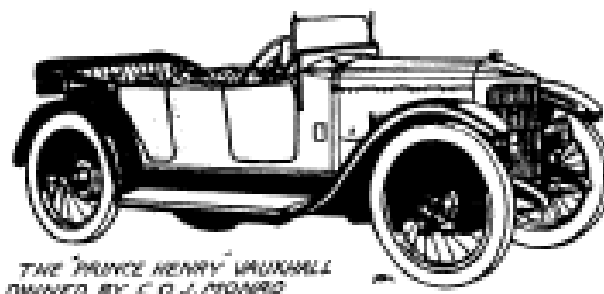
There were a number of Vauxhalls in the con-test, Mr. L. Pye winning the contest in his 20 hp car. Mr. J. O. Fairfax, a well-known. name in the Sydney publishing world, also drove a 20 hp Vauxhall. "

Amongst local contestants who participated before World War I in these hill-climbing tests was Mr, C.O.J. Monro, a well-known Shire identity, driving a Vauxhall.

Fastest time for climbing the hill was 59 seconds, held by Archie Turner driving a 4-cylinder Bugatti.

Hill-climbing contests continued on Artillery Hill until about 1934.

The venue for these contests then moved to the old disused Princes Highway on the eastern side of the Waterfall Sanatorium. The entrance was on the left hand side of today's Princes Highway, near where the Southern Expressway now crosses it. Although the grade here was not a steep as Artillery Hill, Contests were held here until World War II, well-known racing drivers of the day roaring up the gravel surface in great clouds of dust.



THE "PRINCE HENRY" VAUXHALL OWNED BY C. O. J. MONRO

- F. Midgley

Sources: Public Library of NSW: J. Midgley: M. Derrey.

Looking for a Cronulla Home? How about this "splendid villa"? -- 2½ acres, Torrens title, deepwater frontage to Burraneer Bay; boatshed, gas laid on, stone bath, glorious views. Price £1650, easy terms.

If the above is too expensive, what about either of these?-Two new Cottages, 5 rooms, laundry, large verandah, Torrens title: £450 each, on £100-0-0 deposit and balance at 25/-weekly.

-- Daily Telegraph: 9-4-1914.

HEATHCOTE RAILWAY CLAYPIT

On Sunday Sept. 28th last, the Hon. P. F. Cox, M.P., Minister for Transport, officially opened the Sutherland-to-Waterfall rail electrification, this coinciding with the opening of the first N.S.W. Government Railways. The official party arrived by steam train (from Central Railway) at Waterfall, after which the official opening of the line was proclaimed and a plaque unveiled.

Mr. Fred Midgley, Vice President, was present to make an official photographic record for the Society.

After the extension of the railway across Georges River as far as the site of Sutherland Station, there was dissatisfaction with the contractors, and new contractors were appointed to complete the southward extension -- Messrs. Rowe & Smith; and the Heathcote-Waterfall terminus was reached in 1886.

The next problem was the extension of the railway to the south, from Waterfall to Clifton, to connect with the Clifton-Wollongong section opened in 1887. Because of the difficult type of country extensive tunnelling and brickwork was necessary.

Large quantities of bricks were required for this work, so the contractors, Rowe & Smith, obtained a lease in 1884 of 20 acres of National Park land, and in 1886 they obtained a further lease of 20 acres of adjoining land. Here, at Bottle Forest, they established a brickworks with a siding leading to, the Illawarra railway.

Bottle Forest -- the original name for Heathcote East -- is the oldest existing settlement in the Shire, a number of "town blocks" being subdivided for sale in 1842 under the direction of Surveyor General Sir Thomas Mitchell. He named the infant settlement "Bottle Forest" because, he recorded, he had found an embedded bottle growing in a tree.

All the "clay or brick earth" was taken from the one site near the small traffic bridge at The Avenue (Heathcote) where, about a 100 yards eastward was the open kiln.

One of the conditions was that at the termination of the leases in 1896 the contractors were required to convert this huge "clay or brick pit into an artificial lakes with graded sides; and it became known as "Lake Engadine". Some photo-graphs taken of the area about ten years later showed it to be a lovely tree-lined waterhole fed by natural drainage and a Spring, and a haven for waterbirds: but over the years following increased settlement in the area it became a local (although illegal) rubbish dump.

Besides this railway claypit, there were a number of others in the pre-Shire, especially in the Loftus-Engadine areas, where there was an attractive cream brick-clay.

In 1886 Bakewell Bros. established a brickworks at Macdonaldtown,

later moving to Sydenham. With the extension of the Illawarra railway to Waterfall in 1886/7, this creamy shaded clay was railed to Sydenham for manufacture. According to the owners of Heathcote Hall, Bakewell bricks were used in its construction. As this was Crown Land until 1887, this establishes that Heathcote Hall could not have completed building before 1889 -- for the raw clay, after being dug, had to be railed to Sydenham, the bricks baked and dried there, and then railed back to "Bottle Forest" and transported from the railway station to the building site and the building constructed -- all by hand-labour. (The open brick kiln at The Avenue was solely for railway construction).

-- M. Hutton Neve

* * * * *

"The Village of Sutherland" was gazetted the Township of Sutherland in 1921; and at the same time Caringbah and Miranda were proclaimed as Villages.

In 1956 Botany Bay was declared and gazetted a Port, with a Harbour Master.

NOTES FROM THE PRESIDENT

Much praise must go to Mrs. M. Hutton Neve in connection with her recent activities. Starting off with missing the August general meeting, she finished up in Sutherland Hospital for remedial treatment. She is now back at home preparing the next Bulletin.

Her efforts over the years have not gone unnoticed by the Shire Council, which has used her research material over recent years in the 200 Year anniversary activity. We can expect more action toward the end of this decade as 1988 approaches.

Mrs. Neve has been awarded a Plaque and a Citation by the Shire Council as a distinguished citizen. The Society congratulates Mrs. Neve for this award. This honour was made known to members who were present at the Society's September general meeting.

Two recent trips organised by Mrs. Griffiths -- a day in Randwick and an afternoon at St. Mary's Cathedral, were both well attended, and we had clear and sunny days.

Coach tours are always well attended, and members are reminded that early payment of fares (not merely speculation) is becoming increasingly necessary to ensure a seat. We look forward to the forthcoming trips to Drummoyne and Katoomba.

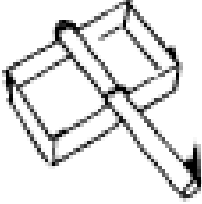
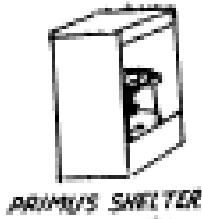
As this issue of the Bulletin is the final one for 1980, I take this opportunity to thank all members, particularly executive members, for their support during 1980; and wish them a happy Christmas and a successful New Year.

-- Harold Ivers

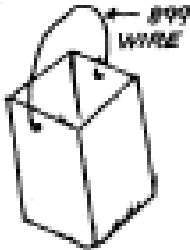
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THE HUMBLE
KEROSENE TIN

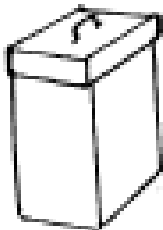
In the early days in Sutherland, kerosene was the commonest used fluid except water. It was sold in pints, quarts or gallons loose, or in a 4-gallon tin, as you could afford it. It was used for the lamp to light the house, for the hurricane lantern for walking down the road (to avoid treading on snakes; for the primus to cook food, and to get the fire to light on wet wood: and as fuel for the incubator and brooder to raise chickens -- as well as for many other things too numerous to mention.



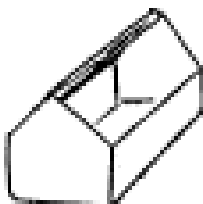
FRYING PAN



BUCKET



GARBAGE TIN WITH WOOD LID

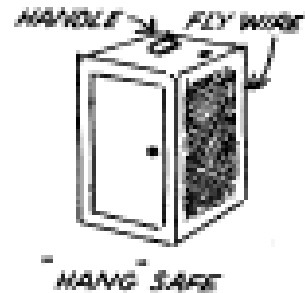


TOOL BOX WITH STICK HANDLE

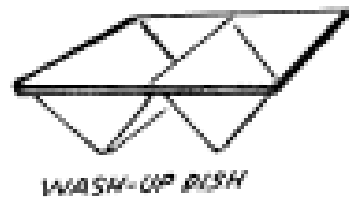
The empty container, or tin as it was called, was generally sold by the grocer for fourpence each. These tins were a double cube approximately 10" x 10" x 18" of flat steel tinned.

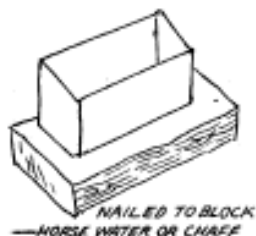
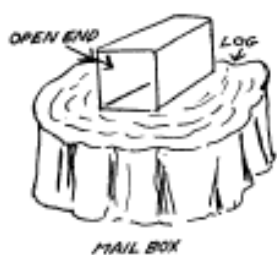
They were the most useful items around the house or farm, for so many things could be made from them - just to mention a few.,"

With the top and one side cut out, the Primus could be used in the yard, or for heating a soldering iron on the roof.



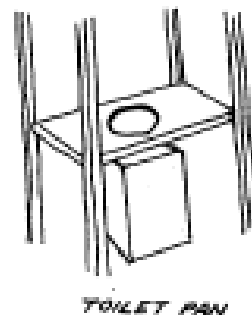
A Drip Tray for the ice chest or a Scone Tray: the bottom end cut about 2" high and nailed to a stick made a Fryingpan: cut off at about 9" high, with a handle fitted, it made a Chook-feed bucket: with a wooden lid fitted to the tin, it became a Garbage Tin: with a small door fitted and one cut-out side covered with flywire, it became a "Hang Safe" -- usually hung in a cool and draughty position on the back porch or under a tree (each tin had a small handle): cut to a suitable shape with the ends "gabled" and a wooden stick fixed, it made a practical Toolbox: cut diagonally, it made a practical Wash-up Dish: any handyman could shape a Flour Scoop from a piece of kerosene tin. Outside, a tin with





one end removed and nail to a log or post, provided an excellent Mail Box; and a tin with one side removed, a nailed to a block of wood, provided a Drinking Trough or a Chaff Container for the horse.

The uses to which the kerosene tin could be put were almost unlimited. While the "Hang Safe" was useful for small quantities of rood, the large outdoors "Drip Safe" with its hessian sides kept larger collections of food cool -- with two halves of a tin placed on top of the safe and filled with water, into which the ends of hessian were fixed, thus enabling the hessian to "remain wet continuously.



And last, but not at all unimportant, the humble kerosene tin made a terrific toilet pan; and it was Dad's job each Sunday to dig a hole and empty the tin -- for in those early days the Shire Council did not provide a sanitary service.

Many little kitchen gadgets (as the Flour and Sugar Scoops) were made from the kerosene tin -- the items depending often on one's ingenuity:: and a good flat new tin side, when kept well rubbed, also serviced as a mirror.

The humble kerosene tin was the best fourpenneth you could wish for -- while the sugarbag, for threepence, came a close second.

-- Geo. Heavens

"The Jack" and the Union Jack": Time and again one reads that "Captain" Cook displayed the "Union Jack" ashore at Botany Bay. This is a double error:

- (1) Cook was given the rank of Lieutenant when he left England for the South Seas; he was not promoted to Captain until his return to England.
- (2) The English flag at that time was the "Jack", composed of the blue cross of St. Andrew of Scotland and the red cross of St. George of England.

It was not until after the union with Ireland in 1803 that the diagonal red cross of St. Patrick was added to the "Jack", thus making it the "Union Jack"

And it was the Jack which Governor Phillip had hoisted at Sydney Cover in 1788.

WHAT A MAN



Jack "Spike" Gray of Gundamain. What a tough man as I remember him in 1913 to 1918.

But Jack Gray was born to be tough, as told to me by his grandson Allan: it was told him by his grandfather Jack Gray, who was born in Central Queensland somewhere in the Norman River area.

The Gray family is mentioned in Hudson Fysh's book "Taming the Outback". Hudson Fysh was one of the pioneers of Qantas Airways. He also mentions the Kennedys who were exploring in the area, and how Mrs. Gray was lucky to escape with her little son Jack from the blacks.

I knew the Gray family as a small boy, and would often go to Gundamain to play and stay the weekend.

Jack Gray was a ranger. He also maintained the Gundamain road on his own, with the aid of a wheelbarrow and pick and shovel: a lonely job.

Approximately every month old Spike would go to the city to visit some old friends and have a few drinks -- of which he was very fond, especially rum. On his return to Sutherland on the Saturday afternoon usually a little intoxicated, he would go to Boyle's pub and have a few more, and then start shadow-sparring with the verandah posts. Frank Fretus, a lot younger man, would come along and fight with the old man, leaving him with black eyes and bleeding nose. Then old "Spike" would set off to walk to Gymea Bay -- a pitiful sight.

He would call in at our shack on the corner of North West Arm Road. My mother would get water from the creek where the traffic lights are now, and clean him up, and then give him a cup of tea before he left. She would tell me to escort Mr. Gray to Gymea Bay through scrub to where Cooperook Avenue is now, and it was here we would scramble down the rocks. Old Spike had a pet saying when he had a few in -- "As soon as I touched the seaweed I knew it was going to be wet". On our way down over the rocks he would be behind me -- then he would be ten feet in front -- he had fallen over the cliff, usually losing more blood and mumbling in a slurred voice "As soon as I touched the seaweed I knew it was going to be wet".

On arriving at the water's edge would 'coo-ee' across the bay for some of the family at Gundamain to come and get him; but if there was a southerly blowing there was no chance of being heard: and that's what happened in this case.

Mr. Sparks had a boatshed nearby, and Old Spike knew he had a 12-foot plank in the roof, and this Spike got down. The

next thing -- Old Spike had stripped off to his long johns. By this time it was pitch dark. I said to him, "What do you intend to do with that plank?" He replied: "As soon as I touched the seaweed I knew it was going to be wet". He left his clothes in the boatshed, lay on the plank, and breast-stroked across the bay to Gundamain half a mile away. Spike swam across from there twice to my knowledge; and often swam from Grays Point to Gundamain after walking from Sutherland.

Old Spike remarried when he was past seventy. When he died he requested that his ashes be placed in the trunk of the big Moreton Bay fig tree at Gundamain.

It may be of some interest to know that the Kennedy mentioned in the story was the first paying passenger with Qantas ticket No. 1 in 1922: he was then 88 years of age.

--Mick Derrey

Sources: Heritage Australia Volume 5: History of Qantas,
Alexander Kennedy: Author's records.

* * * * *

WILFRED NELSON: a Pioneer Passes

The death occurred suddenly on Thursday morning August 28, of Wilfred Nelson is his 89th year at the Uniting Church Homes, Rockdale, where he had resided for the last six months.

At the funeral service held in the Miranda Congregational Church on Monday afternoon September 1st, the Rev. Ray Best, in addressing the crowded church, expressed the feelings of all by the way in which Wilfred Nelson was held in love and respect throughout his long life.



Mr. Wilfred Nelson, who came to Miranda with his parents in 1893 when he was only 18 months old, resided in the Shire for 87 years.

His parents selected four acres of land on a 99-year lease from the Holt-Sutherland Estate Company Ltd., at a rental of two pounds per acre per annum, and commenced farming. Later, a small store was opened in Port Hacking Road. In 1914 the business moved to where the present Caringbah Hardware Store stands, Will Nelson running the store with his two sister until it was sold in 1947.

On retirement Will and his sisters continued to live in their small cottage in Vista Street Caringbah, for many years. His two sisters predeceased him some years ago. It was only about the beginning of this year that Will decided to enter the Uniting Church Homes at Rockdale.

-- Fred Midgley

THE FIRST CATHOLIC CHURCH IN BUNDEENA ...

... and the Importance of a Beer Barrel!

Back in the early 1940s priests from Cronulla began to say Mass over the water in Bundeena, the first location being in the Soldiers' Hall, an old army mess hut on the site of the present RSL Club.

The beer barrel was of prime importance -- for it provided the seat whereon the priest sat to hear Confession: In later weeks, Mgr. Donovan and Mrs. L. M. Constable sat together on this same beer barrel to arrange the buying of a block of land and the building of a small Church in Bundeena.

The first Mass was said in the new Church by the Assistant priest, Fr. Kevin McGovern; on 21st October 1951. It was officially blessed two months "later. These are Mrs. Constable's recollections of that 1951 day:

"On the 10th December 1951 it was a day to be remembered by the Bundeena Community, it being tis blessing and dedication of Our Lady of the Way Church, Bundeena, by His Eminence Cardinal Gilroy. The community of Bundeena is a small one, but on that dedication day the parishioners from Cronulla and Caringbah so swelled the Bundeena congregation that not half the people had seating accommodation, and a great number listened from the verandah.

The ferry carrying the Cardinal, Mgr. Donovan, and clergy from other parishes, as well as parishioners from other districts, was donated by Mr. C. Mallam, and, flying the Papal flag, it was packed to overflowing, On the trip across from Cronulla the Hennesy and Muldoon trip played popular airs, which pleased the Cardinal -- as did the many sailing boats, the beauty of the Bay, and the happiness of all on board the ferry; and it made such an impression on the Cardinal that he exclaimed it was indeed a joy to be with us.

The car, which was lent by Mr. Harper, brought His Eminence to the Church where the community gathered to pay tribute. After the blessing and dedication ceremony Mgr. Donovan welcomed His Eminence; and he was supported by L. Gleeson, A. Guymore and C. Constable. The ladies of the Our Lady of the Way Church supplied afternoon, tea for His Eminence, priests and guests; which ended a happy and eventful day . Donations were handed to Monsignor Donovan who expressed his thanks".

.....

Twenty years after the Church was built, plans were made to enlarge it; and the work was carried out by Mr. W. Cruickshank Jnr.. Then on the 6th May 1973 a similar scene to the one recorded by Mrs. Constable was seen.

This time another Cardinal did the honours, and during an afternoon Mass His Eminence Cardinal James Freeman, assisted

by Fr. J. Madden and Fr. R.J Hickman, blessed the Church. This Cardinal also enjoyed his voyage across the water in a private launch. Many guests, including priests, religious, local Ministers of other Churches and Members of Parliament, met with the Cardinal over a cup of tea after Mass.

At Christmas 1974 over 200 people attended Mass in the enlarged Church, although the community of Bundeena is still a relatively small one. The Church is now known as St. James, after Mgr. James Donovan.

-- Extract: Cronulla Parish -- 50 Years: (1924 - 1974)

per Sister Mary St. Luke

* * * * *

PEACE -- NOT WAR

During the year 1900 war almost broke out between Chile and Argentina in South America, and great preparations were made... But at Easter time that year a certain Argentinean named Benevante made an emotional appeal in Buenos Aires that war should be avoided and that the love of Christ should be allowed to mediate between the nations. His words made such a deep impression up and down the land that peace calls spread across the border into Chile, where a bishop took up the challenge in a crusade for peace amongst his own countrymen. he movement spread rapidly in both republics, and the majority of the people became convinced of the wickedness and futility of war; and petitions were sent to both governments. After discussion the two Governments agreed to invite King Edward VII to help them settle their dispute; and a treaty by both nations was the result.



So grateful were the people for peace that as an express-ion of gratitude a great bronze statue of Christ was cast from the metal of the scrapped guns. Amid scenes of great re-joicing the ceremony of dedication took place on March 13,1904. Inscribed on the base of the statue are the words: "Sooner shall these mountains crumble into dust than Argentineans and Chileans break the peace they have pledged themselves to maintain at the feet of Christ the Redeemer".

F. Midgley

-- Church Herald (Sutherland Uniting Church): June 1978

Mt. Kembla tragedy: a total of 95 men died in Australia's worst mining disaster at Mt. Kembla on July 31, 1902, following a n explosion in one of the mines.

FIXTURES SPEAKERS

- Oct. 10: Geo. Heavens: Gundagai (illus.)
Basil Griffin: Victorian Terraces (illus.)
A.S. Schmierer: History of Geraniums
- Nov. 14: Speaker to be confirmed.
- Des. 12: Xmas meeting: Films etc. (shown by Geo. Heavens)
- Jan. 9, 1981: Members' Night.
- Feb. 13.1981: Mrs. M. Hutton Neve.

EXCURSIONS

- Nov, 22: Katoomba: Luncheon at Hotel Carrington and tour of Hotel. Also, guided tour of district.

This trip is heavily. overbooked; but please add your name to waiting list if you wish to go, as there may be vacancies close to travel date. (It was decided all tickets must be finalised by Oct. meeting; if you did not confirm by that night you will already have been contacted).

Leave Cronulla 8.0 a.m.: Sutherland 8.30 a.m.. Members \$15.00:
Visitors \$16.00

- Jan. 17. 1981: Port Hacking River: Launch tour of historical and picturesque areas. Lunch at Warumbul.

The launch will take 60/70 people, so please invite your friends to join us. We cannot allow half-price for children due to cost of ferry to Company.

Leave Cronulla Wharf 10.0 a.m.: Return 4.0 p.m.. Members \$5.00:
Visitors \$8.00.

1981 Weekend Tour: Milton-Ulladulla District.

April 3-4-5: Leave Cronulla 6.30 p.m., Sutherland 7.0 p.m. Friday evening: Return after Sunday evening meal -- appx. 8.30 p.m..

Cost of \$65.00 per person includes bed and breakfast Friday and Saturday nights; Luncheon Saturday and Sunday; and Dinner Saturday and Sunday.

Bookings will be accepted from October meeting; members may pay in instalments if so desired, but payment must be 'finalised by February meeting to allow us to confirm bookings with motel etc. For further details please contact either Mrs. E. Gumbleton a* 524.1660 or myself at 523.5801.

BROKEN HILL: a group of friends has decided to make a trip next year to Broken Hill. As a number of members

(please turn over)

FIXTURES ...EXCURSIONS (contd.)

have expressed interest in this we are extending an invitation to anyone interested to consider joining us.

It must be pointed out that this is not strictly a Society holiday, but a holiday being undertaken by some members and their friends.

We propose to go about the end of May, and if you are interested in discussing the possibility of coming along, would you please let me know so that I can follow up the original enquiry with more definite details, and then decide on the size of the party.

Aileen Griffiths,

Convener.

HAVE YOU' PAID YOUR SUBSCRIPTION FOR 1981?

If not, please fill in the attached form for renewal of your subscription.

If you are not financial by the Annual General Meeting next month, you will not be able to take any part in the Business of the Meeting of the Election of Officers.

The Publications Committee wishes to convey
to all members their best wishes for Christmas and the New Year.

- Geo. Heavens, Convener.

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 February issue should be handed in no later than the Xmas meeting Dec. 12.

Bulletin Copies are supplied to all branches of the Shire Library, to the Shire President, Shire Clerk and to all Councillors.

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