

SUTHERLAND SHIRE HISTORICAL SOCIETY

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Sutherland Shire Historical Society Bulletin: February 1981 ANCIENT ABORIGINAL PAINTINGS AT WORONORA

A detailed Report of this was given by Mr. Basil Griffin at the November Executive Council meeting. It was unanimously agreed that a copy of the Report be forwarded to the Shire Council re-questing them to co-operate with the owner t o have the cave-overhang protected. Since then, Clr, Addison (who is also Local Government representative on the NSW Heritage Council) has visited the site with Mr. Griffin.

At the December meeting Mr. Griffin showed a number of the colour slides he had taken, and explained some of the background of Aboriginal art.

I visited this rock-shelter at Woronora in October 1980 arriving at 9.30 a.m. in order to have good morning lighting for photography.

The rock-shelter, on private property owned by Shire resident, is about 150 feet from the river, and it is approximately 50 feet above river level, This suggests that the river level may at one time have been much higher than now; which would further suggest that an interesting geological study could also be made concerning erosion of this river-valley.

I made a fairly comprehensive photographic record of the shelter, using both colour slides and black-and-white photographs. The shelter contained a number of well pre-served drawings of animals and fish.

The shelter could have a pre-history of 1,000 years or more. A noted archaeologist, Mr. J.V.S. Megaw, in a map of the Sutherland area shows Aboriginal cave sites, such as one at Gynea, with dates of occupation and usage of 1,000 years before the present time.

The owner of the land, Is very deeply concerned about the preservation of the site, because of a number of fairly typical threats posed by picnickers, developers and vandals



Mr. Cummin would like to erect a protective enclosure around the face of the shelter, and would co-operate in measures to help achieve this aim,

The site is known to The National Parks & Wildlife authorities; they have placed a small notice near the site (about 12 x 8 inches), giving a short explanation of the importance of the site, together with details of penalties for damaging it in any way (\$1,000 fine and/or 6 months jail).

-- Basil Griffin

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President's Notes

When this issue of the Bulletin reaches you, the Society will be considering its involvement for the year 1980 and preparing Reports on its activities for that year -- because the month of March is about to come upon us with Its formal duty

of the annual election of officers. Attendance at this important meeting has always been good, and I look forward to the continued support of members at this meeting.

Recently I was approached by a member of Kogarah Bay Congregational Church to address the gathering at a Men's Tea, the subject to be "Historical Societies and Kogarah History" I was asked to speak for at least half-an-hour if practicable.

With the aid of material loaned by Fred Midgley and some brief notes from the Sutherland Shire Library, I was able to satisfy the occasion. I am pleased to report that the audience, which was not an historical society, showed considerable interest in the subject matter, to the extent that I forgot the time limit.

The response of the gathering was similar to that noted at Exhibitions, recently made by our Society, of photographic material. People do show an interest in what used to happen in the area which is now their home, even though they are not historical society supporters,

-- Harold Ivers

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Hidden Messages in Nursery Rhymes: "Rock-a-bye-baby" is said to have referred to an English prince. "In the treetops" meant that he was of the royal family. "When the wind blows the cradle will rock" referred to an uprising to depose the king and his family. "When the bough breaks the cradle will fall" meant that the king's armies and supporters would be overcome. "And down will come baby, cradle and all" meant that the royalists would be overthrown.

A water shortage in the 1890s resulted in Monday night being "family wash day" in NSW, with whole families using the water saved from the laundry for their weekly "bath". Usually- a galvanised iron tub, big enough to sit in (with knees to chin) served as the "bath".



OVER SEVENTY YEARS AGO

Articles have been written in past issues of the Bulletin on milestones in the Shire, but no mention has been made of the milestone outside the old Sutherland Post Office fence.

I was a very small child at the time, and what makes it stick in my memory was the fact that my mother would stand me near the milestone and tell me to wait

there while she ran down to Fred Stapleton's butcher shop to get some meat.

Her reason for leaving me there was to save my little legs, for we had one and a half miles to walk home, for there were no trams in those days.

But while waiting for my mum I would look at the stone and wonder what the XVII was for. There was also a ringed rail to tie the horses to alongside the kerb,

-- Mick Derrey

200-YEAR-OLD ENGRAVINGS OF AUSTRALIAN PLANTS:

it was reported in The Sun of 3-12-1980:-

A set of engravings commissioned more than 200 years ago by Sir Joseph Banks is to be published in full for the first time in a \$9 million project.

These engravings are of plants collected by Banks on the first voyage around the world with Captain James Cook, and include a number from Australia. When the voyage was over Banks commissioned detailed water-colours from the specimens and sketches; from these, engravings were done by 18 craftsmen.

There are in all 738 engravings and, printed in colour, each will cost -- at the present estimate -- about \$122 each, a total of about \$90,000 a set. A 100 sets will be available for sale, but as the project will take six years to complete, the final price will undoubtedly be more.

It is to be hoped that the Federal Government -- and more so the NSW Government, will purchase the Australian collection made around Botany Bay. The Queensland Government would no doubt be interested in the engravings of plants collected from the vicinity of the Endeavour River.

The report does not state who are the publishers, nor if the complete world-collection of engravings must be sold in the full set. The plants collected were from Australia, New Zealand, Brazil, Madeira, the Society Islands and Tierra Del Fuego.

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THE NATIONAL PARK FENCED OFF FROM
SUTHERLAND TOWNSHIP

The National Park came into being in 1879, and for the next few years the Trustees were busy supervising clearance of the Hacking River around Audley, building a dam to keep the tidal salt water from the river's fresh water (this is now the causeway), and marking out the boundaries.

A map of The National Park dated February 1886, including part of the adjoining pre-Shire, "drawn by P. R. James", shows some intriguing details.

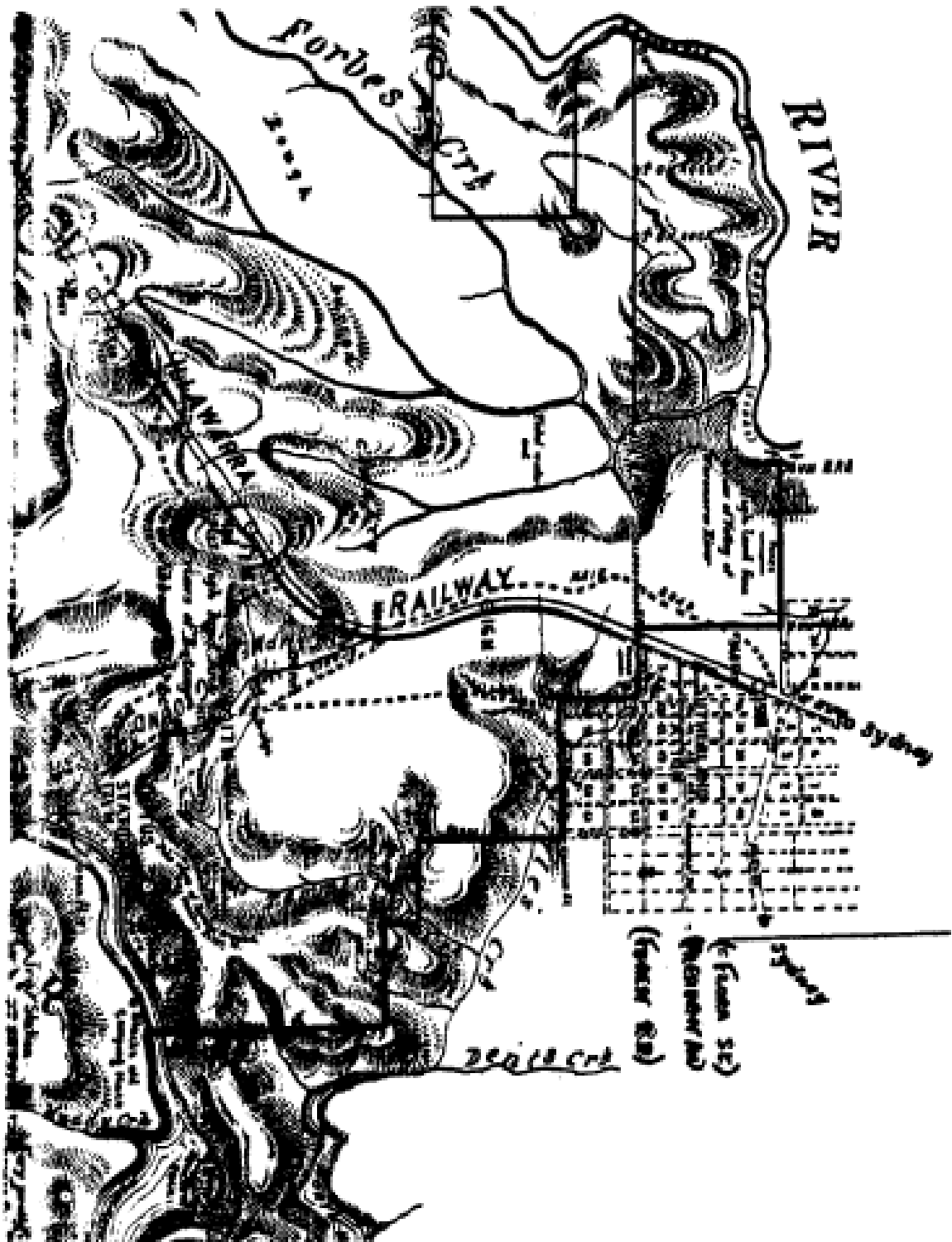
Prominent is a fence constructed in 1885 along most of the northern boundary of the Park. According to Mr. William. Hayes of Princes Highway Sutherland, his late father described it as "a post-and-rail fence".

The fence started from a point above Woronora River to the Grand Parade; then south at a right-angle to a bloodwood tree near Forest Road; due east for about 15 chains to an unnamed road (to be Railway Parade and later Princes Highway); due south to Grafton Street and eastward along that "street" for about 40 chains; due south for approximately another 40 chains turning east for about 20 chains and crossing Temptation Creek; south for a short distance of about 10 chains; east for 20 chains, and finally southward again for approximately 80 chains to cross the Hacking River at the "Blacks' old camping place"; then following the south bank of the river for a short distance and turning up Muddy Creek opposite Swallow Rock for a few yards. (A chain was 22 yards; 80 chains was one mile)*

The Illawarra Railway had passed through the site of the Township of Sutherland and reached Heathcote, but had not then reached Waterfall -- which was to be the southern terminus for several years, with construction proceeding slowly from the Illawarra end.

The "Main South Road" led off the "New Illawarra Road" at the corner of The Grand Parade Sutherland, continuing as a rough track on the western side of the railway line through Loftus -- which then stretched eastward to the heights above the Hacking River -- and meandered south to connect with Mitchell's "Old Illawarra Road" of 1845 at the "Village of Bottle Forest" (1842), now Heathcote East. The Old Illawarra Road had proved unsuitable for the slow horse-drawn farm carts taking produce from the Village of Bottle Forest, and was abandoned after a few years.

The "Township of Sutherland" was surveyed in June 1886 and laid out in lots for sale. The "Township" was bounded by the then unnamed Railway Parade, Grafton St., Acacia St. and north across The Grand Parade to an unnamed street. There were also three blocks of land offered on the western end of The Grand Parade. President Avenue was then Woronora St. Some years ago I was told by Mr. Tim Thornton of Engadine that Railway Parade continued through to the Park entrance at "Park Lane*", where there was a tollgate.



The heavy black line, commencing approximately at the top centre, and continuing east and south across the northern boundary of the Park, indicates the old wooden post-and-rail fence.

The "New Illawarra Road", constructed after the establishment of the hand punt at Horse Rock Point Sylvania in 1864 passed alongside the western boundary of the Holt-Sutherland Estate at Sylvania, turning south at Holt's boundary (which became The Grand Parade), where the railway line later bisected it. It continued on the east side of the railway line to Park Lane: and here, according to Mr. Tim Thornton, the traveller could, by paying a toll,, pass through into The National Park along a "road" which led eventually to the Trustees' Cottage at Audley. The traveller to the Illawarra, however ,turned southwest after a couple of miles and picked up Sir Thomas Mitchell's "Main Road South" which took him through Bottle Forest and so southwards. Mr. Tim Thornton thinks that the toll for the use of the Park "road" was sixpence (5 cents) for a horse rider

This southern (Loftus) end of the "Main Road South" (1864) had been little used except for a few horse rider, it being extremely rough and impossible for horse drawn vehicles. With the advent of the first steam punt to land at Horse Rock Point Sylvania, a new Government road had been constructed to Sutherland. This was variously known as the "Sydney Road", "The National Park Road" and also the "New Illawarra Road" --the two former were more often used: this is now Princes High-way. This Government road provided a much better access into The National Park for bushwalkers and campers (men only); and hence apparently the tollgate at Park Lane for entry into the Park.

For those wishing to use the camping grounds at Audley there was a direct track from Park Lane to "Mullen's Bridge" over Temptation Creek; this later became Lady Rawson Drive. The bridge had sandstone buttresses with heavy wooden planking, these lasting until a bush fire about 1956 destroyed them. This track took the camper to Loftus Station (now The Royal National Park station) and down the hill to Audley.

How long the wooden fence stood is not known; but, as Mr. Tim Thornton is now in his early nineties, the fence still existed in the early days of this century. Except for some vague references in the early years of "marking the boundaries of the Park" there are no details of what must have been a long and arduous job; and the Trustees' Minutes of the period contain no references to the Tollgate. However, there are references to a Schedule of Byelaws (no copies now exist) so that the Toll charges may have been mentioned therein.

-- M. Hutton Neve

Sources: Mr. T, Thornton: Mr. Wm. Hayes: Lands Dept, Map of 1886: author's notes re The Royal National Parks

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Hunter Street Sydney was known for decades as "Apothecaries Row", because of the many chemists' shops in it.

HOW SUNDAY SCHOOLS BEGAN

In early April 1901 the Menai Congregational School began -- the exact date is not known. By this time, however, the "Sunday School" was for purely religious instruction, but in the 18th century their teaching was wider⁹ including elementary instruction in reading and writing. Public primary instruction did not become compulsory in England (and also Australia) until the 1880s.

The pioneer of the original Sunday Schools was Robert Raikes, born in Gloucester England in September 1736. In 1757 he succeeded to his father's business and became editor and printer of the "Gloucester Journal".

He often paused in his work to watch out of the window and hear the cries and shouts of ill-clad children, fighting and quarrelling in narrow Bolt Lane --which was a popular play-ground for these neglected children of the city.

Robert Raikes, of fine appearance and well dressed, often sought to befriend them on his walk home to his wife and daughters..

For several years he had done noble work in the two prisons of the city, and used the columns of his newspaper to fight the evils around him. Prison reformers showed that adults on release slipped back into their old habits. Raikes pondered this, and it led him to say "Vice is preventable --begin with the child".

Children worked in factories six days a week and became a terror and a nuisance on Sundays. Raikes' fertile mind conceived the idea of opening a school for them on Sundays. He championed this idea in his newspaper columns, and enlisted the aid of the Rev. Stock the Parish vicar. The first Sunday School began in July 1780 in the home of a Mrs. King, who became the first teacher at a salary of one shilling and six-pence per Sunday. Robert paid one shilling and the Rev. Stocks sixpence.

A second school was opened in Robert Raikes' home, where he taught. The boys were often uncouth and unruly. After morning and afternoon lessons, where the boys learnt to read and to memorise the Scriptures and listen to Bible stories, Raikes would march them off to church, and by sitting amongst them, was eventually able to effect control. Marching the ragged scholars through the streets on Sunday brought respect and people began to marvel in the transformation. Raikes was also sneered and jeered at, but eventually people all over the world began asking about his Sunday School methods. Nevertheless, there were many bitter opponents and outcries, even in Parliament.

But faith remained triumphant, and from Robert Raikes' early' schools grew thousands of Sunday Schools all over the world.

-Fred Midgley

During April the Menai Sunday School will be holding special celebrations, with many of the children dressed in period costumes: and a large Fete will be held on April 4th Fred will be organising a n Historical Display to show the pioneer history of the district.

* * * * *

BRIEF HISTORY OF SUTHERLANDS TELEPHONE SERVICE

Sutherland's telephone started as a country service. To ring Sydney was a trunk call and vice versa. My telephone number in 1930 was Sutherland 245, but to ring me from Sydney you had to dial LY 2245.

Eventually Sutherland installed an automatic exchange, and we used the LY2245 in or out of town. Then in November 1941 the number was again altered, and the same telephone became LB 2245. This in turn a little later on was changed again to 52 2245.

If you wish to ring the same number today you must dial 521.2245. The prefix in fifty years has altered, but the old original Sutherland 245 remains.

N.B.: the above number passed from me when I sold my business, my 'phone number now being 521 6190.

-- Geo. Heavens.

* * * * *

First Fleet Re-enactment 1988:

"The Australian Bicentennial Authority has rejected a proposal to build a \$20 million fleet to take part in the 1988 celebrations. The idea was to build replicas in England of the flagship Sirius and the convict transport Friendship, then sail them to Australia with nine converted charter vessels". Daily Telegraph: 15--11-'80.

Not only was the A.B.A. opposed to such a huge commitment for a single project, but there was another problem: to effect a full-scale landing from the First Fleet, the ships' masters could not be Australians -- they would have to be English, Americans or Europeans, for today there are few, if any, Australians capable of skippering square-rigged vessels; and it is doubtful, too, if full crews could be found to sail the ships' from England on the long slow voyage in varying weather conditions -- certainly not Australians. The First Fleet Re-enactment Committee are now looking at cheaper alternatives to commemorate the arrival of the ships with their unwilling Penal Colony "settlers".

"I Remember"....

THE SPIRIT OF MRS. HALLIDAY

Mrs. Halliday had been a lady -- a real lady. Her husband was a water diviner, The Depression came and things were bad -- but for the Hallidays not so bad, for Mr. Halliday made quite a reasonable living erecting tanks and getting water out of the ground. Around Engadine some of the older residents, like Mrs. Morrison, could quite well remember the Hallidays.

One day a tank full of water listed and fell on Mr. Halliday, making him a bent cripple for the rest of his days; he could just get around with two sticks.

Mrs. Halliday was eventually reduced to a Widow's Pension and became ill, caused by the loss of her husband and loss of finance -- it had cost plenty trying to repair her late husband.

One day she came to me in my shop and said, "Mr. Heavens, the grocer won't sell me any metho". I replied, "go to another grocer", for there were about ten in the town. I also suggested the chemist; but, alas, she had been barred by the police from buying metho as she had been detected drinking it.

She assured me the doctor had told her it would do her no harm if she drank it. So, in the full knowledge that doctors keep their patients' affairs private, I rang Dr. Eric Miles and made enquiries. He told me it was unethical for him to talk about a patient's illness, but he assured me that it would do her no harm -- but he couldn't prescribe metho for anyone.

So each week I had a pint of metho for the lady. I had a visit from the police, but I told them there was no law about selling metho. After a short debate the policeman then stamped out, saying he "would see about that:" -- he is still seeing, for he didn't come back.

Mrs. Halliday collected her two bottles of metho. on each pension day. She became very scraggy and ill, and used to say to me, "Mr. Heavens, you are well named: -- you are an angel: This is the only thing that will stop the pain."

One day she didn't come, and I heard that she had left us for good.

Dr. Eric came to see me, and told me that from her first visit to him she was doomed -- he could do nothing for her, so he suggested whiskey, but the poor woman couldn't afford it and took to metho, which she diluted and used as a pain-killer.

And I sometimes pause and wonder (and now I will never know) whether it was the metho or the cancer that killed poor Mrs. Halliday.

Although I upset the law and order at the time, I feel sure I did the right thing by supplying the lady with the goods she wanted to purchase -- but the devil of it was that I didn't make any profit on the sales!

Geo. Heavens

DEATH OF MENAI PIONEER

Mr. Charles Delardes died after a brief illness on October 30th last, in his 91st year, at the home of his daughter Elsie and son-in-law Danny Leer, at Jamberoo Place, Bangor.

Mr. Delardes was born on November 27th 1889, and when only a youth selected his ground about half a mile south of Menai School in January 1907. Here he began the hard work of clearing the land and farming. Later, for many years he was employed with Sutherland Shire Council.

All his life he was a keen follower of cricket, and played with distinction in the Menai team in St. George during the seasons 1911-12 and 1912-13, and with Miranda after World War 1

On August 30th 1913 he married Miss Eliza Midgley, daughter of a neighbouring family. Mr. Delardes' two sons, Albert and Leslie, and his wife Eliza pre-deceased him.

-- Fred Midgley

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Local History Publications: As was announced at the December general meeting, the Publications Committee is producing a local history publication in February, "The Story of the Woronora Cemetery" (illus.), by M. Hutton Neve, It is anticipated it will retail at \$3.50. It will thus be available at the Annual General Meeting and for Heritage Week in later March. A second small book, "The Early History of Kurnell to Cronulla", also by Mrs. Neve, will follow later in the year -- providing sales of the first are satisfactory. All profits go to the Society. One of the Objects of our Society is the production of local history publications.

Apologies to Mrs Marie O'Connell -- the Editor added some 30 years to her age, The article in the November Bulletin, of "Memories of Miranda" should have been "Only 20 Years Ago"; but through a typing error this was made to read "50 Years", although the correct period of "20 Years" ended the introductory paragraph. And to make matters worse for poor Mrs. O'Connell, the Pictorial News reprinted the story -- and did not notice the error: I hope Mrs. O'Connell has now been rejuvenated:

-- M.H.N.

-----p

Arncliffe was named after a small village near Littondale in Yorkshire.

HERE AND THERE

At the November meeting Mrs. Lefayre Palmer addressed the Society concerning two of her pioneer ancestors. Mrs. Palmer (Miranda) is a Society member, but a family Friday evening commitment usually prevents her from joining U B.

Her father-in-law's ancestor was John Palmer, who arrived as purser on HMS Sirius with Captain Arthur Phillip in 1788. Her father's ancestor was Captain James Heselehurst who came from England in 1856 to settle in Queensland.

At the end of last year Mrs. Palmer was elected president of the prominent Women's Pioneer Society of Australasia.

The Menai Public School is still growing, with the ninth teacher commencing on Nov. 24th last. For 1981 an additional three teachers will be needed to the staff of twelve, plus the secretary. Mr. Gilbody, headmaster for the past twelve months, left at the end of 1980. There were then 250 children on the school roll.

A Thirsty Reward; The Sydney Gazette carried this intriguing advertisement : "In consequence of repeated Thefts having been committed in my Garden in the Town of Parramatta, I do hereby offer a reward of Ten Gallons of Spirits to any person or persons who will render information whereby the offending parties may be brought to justice".

Unfortunately, subsequent issues of the Gazette did not report on the success or otherwise of the advertisement.

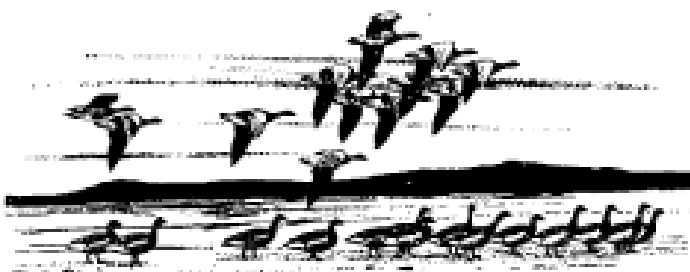
Which Australian Flag? Under which flag should Australian vessels sail? -- the Australian red ensign or the national flag (blue background with the stars of the Southern Cross and the Union Jack in the top left corner) ? Traditionally Australian ships have flown the British "Red Duster" (Red Ensign).

But the Australian Shipping Registration Bill 1980, which proposes the establishment of an Australian Shipping Register, stipulated the use of the national flag on all Australian ships to promote a wider recognition of Australia's flag. The Government favoured the use of the national flag.

-- Daily Telegraph: 31-7-1980

Costs for food in the Depression years of the late 1920s and early 1930s included a leg of lamb, six sausages, four lamb chops, a pound of dripping and an oxtail all for the sum of 3/-.

Have you, due to Christmas shopping, overlooked payment of your 1981 subscription?



MINING in NATIONAL PARKS

Our Royal Threatened ??

In May 1979, at a meeting of the Coal Preparation Society it was reported that the NSW Government " had decided to allow underground coalmining in the State's National Parks.

Existing national parks will be examined individually in the overall planning of the development of the State's coal resources". (SMH 2-5-1979)

"A State Government proposal to permit coal mining under national parks.... was a basis for resolving a major land-use conflict ... that of the dedication of land for purposes of nature conservation versus the perceived need to explore and extract the coal resources which lie beneath that land". (SMH 15-12-1980)

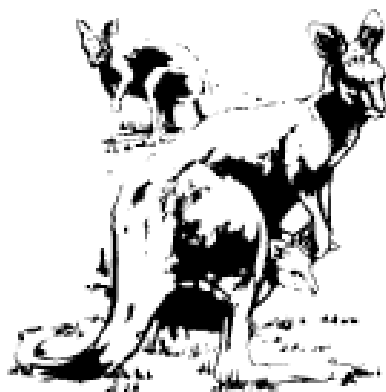
Existing national parks cannot be mined according to present conditions. The rights of The Royal National Park are said to be "to the centre of the earth"; and it would require Parliamentary consent to vary this.

Attempted Mining of The Royal National Park

It was not until 1849 that the first Illawarra mines were opened at Mt. Keira and Bulli. In the following years more mines were opened in adjacent localities, and exported "Illawarra coal" soon acquired a worldwide reputation.

In the late 1870s Sir John Robertson, Premier of N. S. W., instructed the Minister for Lands to reserve 18,000 acres of Crown Land south of Georges River.

Sir John was well aware of the ominous whisperings in the early 1870s of "black diamonds" of untold wealth beneath the surface of this area, and that tentative applications for mining leases were in hand, some dated as lately as April 4, 1879. He therefore moved quickly, and on April 26, 1879, dedicated ass "The National Park" this reserved area "for the use and enjoyment of the people of New South Wales".



Mining Applications Pour In

The Sydney Morning Herald of 26-8-1879 reported: "More than a dozen applications have been made to mine for coal under the large reserve south of Port Hacking known as National Park. IP a large coalfield can be opened up there, so close to Sydney and so accessible by land and water, the metropolis will be greatly benefitted.

If the whole estate can be made to yield its own revenue, improvements will be possible to an extent which could not otherwise be carried out. It is only commonsense that if the Park Trustees find themselves in possession of a mineral property that they should secure the royalty for the purpose of beautifying the Park".



By July 1889 the total area of The National Park was then 36,300 Acres, so that if these leases had all been granted a maximum of 11,000 acres of park land would have been left "to be beautified" !

Debate and discussion concerning mining raged for months-- "sentimental conversationalists" versus hard-headed and practical commercial interests. Here was an area of some 60 square miles of forest rearing over coal deposits; with the newly constructed Illawarra railway passing adjacent to provide unlimited and cheap transport to the Sydney and over seas' markets.

Coal Interests' Continuous Pressure

In early 1889 an application was received by the Trustees for mining 2000 acres on part of The National Park adjoining "Jibbon Village Reserve" (Bundeena township). The anti-mining faction appealed to the Attorney General, who advised that the Trustees had no power to grant mining authorisations.

Over the following years various attempts were made by developmental interests to obtain mining rights. Towards the end of 1906 the Metropolitan Coal Coy. of Sydney applied to the Trustees to lease some 1760 acres for mining, but after some hesitant debate permission was refused.

In 1920 attempts were again made to secure mining rights. The Evening News 17-11-1920 reported: "The proposal of the United Labourers' Union for the establishment of a State Coal mine in The National Park is not likely to meet with any opposition from the Park Trustees"; but no further action eventuated.

An ABC broadcast on 20-1-1969 noted: "The Kembla Coal & Coke Coy. Pty. Ltd. have applied for leases to prospect for coal in The Royal National Park and beneath the seabed off-shore from the Park." It was emphasised that this was a long-range plan which might not produce results for many years -- if at all.

Future Threats to National Parks?

The National Parks & Wildlife Act 1967 cancelled all preceding establishment of national parks, reserves and the like, and placed them all under the same legal status and protection, and under the one overall administration and direction.

It would still be legally possible for an Act of Parliament to alter or revoke the conditions of dedication of any particular reservation or part of it; but such proposal would first have to be tabled in Parliament. The reservations relating to mining within a national park are specific:-

"The land within a national park, state park or historic site is hereby exempted from occupation. under any miner's right or business licence issued under the provisions of the Mining Act 1906. Where application is made for the grant of any authority or lease under the Mining Act 1906, or the Petroleum Act 1955/1967, over land within a national park, state park or historic site, notice of the application shall be laid be-for both Houses of Parliament. If either House passes a resolution of which notice has been given within fifteen sitting days after such notice has been laid before such Houses disallowing the grant, then, notwithstanding anything in any other Act, the authority or lease shall not be granted".

Thus, immediately any mining proposal, with all the relevant details, was submitted to Parliament for consent, the matter would become public knowledge. In 1922 the Trustees' timber-cutting lease granted to the Metropolitan Colliery Coy. to fell big timber for the Helensburgh mines was brought t o public recognition by the combined metropolitan press; and so great was the public outrage that Cabinet was forced to cancel the lease; and the Colliery successfully sued the Trustees for damages.

The National Parks & Wildlife Act 1967 has since b e e n strengthened by amendments; but it would still be possible for a future Act of Parliament to alter or nullify this. All new parks established since April 1979 have provisions providing for mining at various depths "after consultation".

It is therefore debatable as to which may have preference -- the needs of "Mineral Development" or "Environment". The future of all national parks, present and to come, may well still be under threat,

"About 900,000 hectares (approximately 2,223,000 acres) are reserved in national parks or proposed parks in the Sydney basin, with estimated coal reserves of more than 37,000 million tonnes" (stay, 36,000 million tons). SMH 15-12-1980.

-- M. Hutton Neve

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Depression Days: During the great Depression of the late 1920s and early 1930s, brick cottages in suburbs such as Kogarah, Lane Cove and Hurstville were sold for as low as 6300 0600). The same houses are now worth up to \$70,000 or \$80,000.

The first British ship in Australian waters was the Tryal in 1622. She was wrecked on a reef near the Monte Bello Islands W.A. with the loss of 92 lives,

THE RE-OPENING OF LUGARNO FERRY 1928

The Shire President R. W. Cook and Councillors received an invitation to the re-opening of Lugarno Ferry on Saturday the 14th of April 1928. The invitation read:--

Lugarno & District Progress Association cordially invite President R.W. Cook, Councillors and ladies at the opening of Lugarno Ferry by Mr. F. Stanley, M.L.A., and Mrs. Stanley, on Saturday, April 24, at 3.30 p.m.. Ald. L. A. Field, Mayor of Hurstville, will preside. (Signed) T. Cross, President; F.S. Wales, Hon. Sec.; A. Hodgson, Hon. Treas..

Clr. C.O.J. Monro moved that the invitation be not accepted and that a letter be written in view of the fact that the Sutherland Shire Council had done practically everything in connection with getting the new ferry, and "in view of the amount of time spent by the Shire President in helping to bring about the result achieved, the one who should have had the honour of opening the ferry was the President of the Shire of Sutherland".

Clr. Bingham stated he intended going and would let the people know the facts. President Cook said any Councillor was entitled to go on his own account.

At the so-called opening ceremony, the Sutherland Shire Council, which had the sole care and management of the ferry, would not be represented for reasons set out in the following letter addressed to the Progress Association, which had usurped the right to organise this function

Continued over

Have you paid your 1981 Subscription?



Engine driven six car ferry

C o p y

JWM.NF

12th April 1928

F.S. Wales Esq., Hon. Secretary,
Lugarno & District Progress Association,
Boronia Parade, LUGARNO.

Dear Sir,

Adverting to the invitation by you to the President and Members of my Council to attend at Lugarno next Saturday afternoon, I am directed to remind you of the fact, which you have apparently overlooked, that the Sutherland Shire council i e the only authority charged with the care and management of the Ferry.

The cordial co-operation of the Hurstville Council in all matters appertaining to the Ferry is gratefully acknowledged; nevertheless as controlling authority the Sutherland Council has had to carry all the worry and anxiety of the unhappy conditions existing since August last year. Its efforts have now been crowned with success by the generous help of our Parliamentary Representative, Mr. Lysaght, and the co-operation of the Hurstville Council. With these facts in mind my Council cannot but regard your action as an exhibition of execrable taste and colossal impudence..

Under these circumstances neither the President nor any Members of the Council can officially- recognise your effort.

Yours faithfully,
J.W. MACFARLANE,
Shire Clerk

It may be of interest to Shire residents that the council had been untiring in their efforts since the cessation of the ferry in August 1927, in causing deputations to be arranged, writing letters, etc. The Council in debate had spent considerable time on the matter, and the Shire President had made a number of trips to Lugarno in this connection; and he had personally inspected the present ferry and reported on it.

It must also be stated that Mr. A. Lysaght, M.L.A., did all in his power to bring about the re-running of the Lugarno Ferry, and deserves the major credit as far as the M.P. side was concerned.

The Minister for Local Government, Mr Buttenshaw, was most sympathetic, and personally led a deputation with the Minister for Works, inspecting the site and so adding his quota.

Despite all this ill-feeling, the opening of a new ferry was a relief to all travellers, particularly the local residents, who were forced to travel around through Sutherland for eight months.

This was the first power-driven ferry at Lugarno, and was capable of carrying six average size vehicles

-- Fred Midgley

Sources: Sutherland Shire Council Local History Library: Author's notes.

SAVING OUR HERITAGE

With the great interest that many people are now showing in the protection of our heritage, it is easy to forget that not everyone knows exactly what the National Trust is, and what "on the recorded list" means.

Unlike the Heritage Council, the National Trust of Australia (NSW) is not a Government agency.

If a property is on the National Trust's recorded list, this means that the Trust considers it to be part of Australia's heritage that should be conserved. However, the National Trust has no legal power to protect the buildings listed in its register, and can only try to persuade the people who own them to conserve them. However, if the Trust thinks that a building, particularly one on its own classified list, is in danger, and if all other efforts fail, the matter can be reported to the Heritage Council, which means that the Minister for Planning & Environment can intervene.

In November 1979 the Trust introduced a service, called "The National Trust Real Estate Service", to assist sellers and potential buyers of historic buildings. The estate agent works in conjunction with the Trust in selling the property. The Trust also keeps a list of prospective purchasers, with details of the type of buildings they are seeking. A small administrative fee entitles interested buyers to have their names put on this list. Where agents are concerned, the Trust will co-operate with the sale only with an agent known to be reputable and who will work in conjunction with the Trust.

While this may not entirely prevent the demolition or the substantial alteration of an historic building, the Trust's interest -- and the final referral to the Heritage Council -- will greatly assist in the preservation of historic buildings.

-- M.H.N.

Extract -- Sydney Morning Herald: 26-7-'80.

Women Workers: towards the end of the 19th century most Australian women preferred to work harder in factories rather than as domestics in private employment, and for lower wages, in order to have their evenings free.

This year the Shire celebrates its 75th year of Local Government. Because of its appropriateness, the following article has been reprinted from the Bulletin of January 1973.

THE FIRST SHIRE COUNCIL

"The first meeting of the first elected Council of the Shire of Sutherland was held in the Council Chambers on Wednesday the 5th day of December 1906 at 6.30 p.m.."



That formal statement marked the birth of Local Government for Shire No. 133, named "Sutherland" by the State Governor Admiral Sir Harry Holdsworth Rawson, on March 15th 1906. A provisional council meeting in June 1906 prepared the basis for the first local elections. Both the candidates and the voters were required to qualify as ratepayers.

The "Shire Council Chambers" was a small brick shop in "Railway Parade" (Princes Highway, just past the present Commonwealth Bank), which Clr. Thomas Lehane agreed to rent for the purpose. The Shire Clerk was provided with living quarters at the rear.

Amongst the first matters to be considered were arrangements for the valuation of the new Shire and subsequent rating and for the transfer of varied responsibilities from the Department of Works, including the taking over of maintenance of roads and bridges within the next six weeks. The meeting of January 14th 1907 received the Seal of the Council, designed by the Sydney firm of John Sands. Mr. W. J. Macfarlane was appointed Clerk at a weekly salary of £2-10-0 (5000). The President, Mr. Wm. Judd, was requested to "make arrangements with the Bank for financing Council": it was decided that the President's personal allowance be £30- 0- 0 per annum; Councillors to be allowed "sixpence per mile travelling allowance for attending Council meetings". This last would cover either steam train fares or as a contribution to-wards the use of the Councillors' horses and buggies.



Rented premises in Railway Parade was the first meeting place of the new Council



Varied roadworks were an immediate concern and residents were quick to advise Council of their needs -- a bridge at Burraneer Bay Road needed attention, while the wooden bridge in Kiora Road Miranda, required urgent repair, and it was decided to pipe the creek water under the bridge. The "Dover Point Road" was another calling for immediate attention; this was the "New Illawarra Road" surveyed in 1864, later known as the Sydney Road -- now Princes Highway. The Public Works Department had officially given the name of "Dover Point" to Horse Rock Point Sylvania, but the locals ignored this and kept to the original, so that "Dover Point" fell into disuse. It was not until the February meeting that Council "as a matter of urgency" decided to authorise the purchase of an Accounts Ledger and certain other essential record books: and at the same time authorised the purchase of tools for their infant "Works Department" "Adze 1/6d, Rock Picks at 1/6d each, Napping Hammers 1/- each, Spelling (= Spalding) Hammers 1/6d ea., Muck Picks 1/3d ea., Boring Rods, Drills, Jumper, Tamping Rod -- 10/- the lot". Road Work was carried out by "pick and shovel", with horses and carts assisting.



The first "Field Day" took place in March, when Councillors went by steam train to Waterfall, from where local inspections were carried out with borrowed horse transport (probably arranged by Clr. McAlister) or on foot, until they arrived at Heathcote, where Clr. McAlister "provided refreshments" at his home. (Engadine did not come into being until some years later).

In April 1907 Council decided to seek wider powers of administration, as "the regulation of the erection of buildings as to height, design, structural materials, building line and sanitation". Subdivision of estates was already beginning, and Council decided also to control this, "so as to secure due ways of access to the rear as well as to the front of buildings erected or to be erected thereon". There were already problems of private roads to blocks of land which, if subdivided, would prevent or hinder adequate access to neighbouring landowners.

Settler deputations showed that there were several active local groups -- the Miranda and Cronulla Schools of Art, the Miranda and Menai Progress Associations, the "Tramway League". At the request of Menai Progress Association a special Council Field Day was held on April 8, 1907, led by Messrs. Owen Jones (Hon. Sec.), Bentley, Mayman and Smith to discuss the proposal of a bridge over the Woronora River adjacent to Price's Boat-shed, when sites, road access and even costs were discussed; and this agitation was to continue for several years before the bridge eventuated. The "Tramway League" asked Council "to take the lead in furthering the scheme for connecting Sutherland to Cronulla by a tramway": and the League was assured that Council would support the project in every way possible.

During this first year "Reserve No. 41759" was officially named "Cronulla Park" on July 29th; and concerning "Water conservation on the Peninsula of Cronulla" Council made a donation of £5-0-0 "towards making provision for same at the Oaks Water Reserve No. 41763, providing local subscriptions to the Council be raised'. This was apparently done, for in January 1908 the Council authorised that its donation be used "for the purpose of decking, providing more piping, erecting pump and building a retaining wall".

To close this first year the President reviewed initial progress. There had of course been grants from the Public Works Department to meet road construction, including the commencement of a road from Sutherland to Como; but road maintenance had to be met from Council funds. President Judd could therefore state with some pride that if all due Rates were collected there would be a total income for this first year of £2,300-0-0, thus permitting Council to begin 1908 with some £1200-0-0 in hand. At this time the population was approximately 1600, and the unimproved value of rateable land was only about £200,00 today it is about \$285 millions. Surely a good initial record for an inexperienced Council.

(extracted from the Minutes of the first Minutes Book, by courtesy of the Shire President and Shire Clerk).

-- M. Hutton Neve

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MIRANDA'S FUTURE??

According to an old Guidebook published about 1919, "Miranda will become an important little township" possessing then four small shops and a post office. It was also "the centre of a prosperous Fruit growing and Poultry Farming community. A flourishing branch of the Agricultural Bur-eau is established here. Several soldier Poultry Farmers are comfortably settled; it is considered one of the best Poultry Farming Districts in the State". (The Agricultural Bureau was later to develop into the Miranda Co-operative Society).

FIXTURES

Feb. 13: Speaker to be confirmed.

March 13: ANNUAL GENERAL MEETING & ELECTION OF OFFICERS.

Members must be financial before the beginning of the A.G.M..

Please show your 1981 Membership Card (pale green)

at the door. This will save delay in having the Hon. Treasurer check his records.

April 10: Speaker to be confirmed.

EXCURSIONS

1981 Weekend Tour: Milton-Ulladulla District.

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

Members paying by instalments must finalise these at the February meeting; this allows us to confirm bookings with motel etc..

BROKEN HILL: This must be painted out that this excursion is May 24 to not strictly a Society holiday, but one being

May 31: - undertaken by some members and their friends.

This is now fully booked, and we can only accept names for the "Cancellation List".

May 16: All-day Society excursion; destination etc. to be announced.

By the time this report is published, we will have been on the Port Hacking River trip -- but has not been "done" as we write.

Bookings Officer: Mrs. E. Gumbleton:(575-1660). Aileen Griffiths, (523-5801)

Convener.

Feb. 28 (Sat.): the Tramway Museum at Loftus is holding a special "open day", together with a display of old tramway photographs, to mark the 20th anniversary of the closing of the Sydney tramway system.

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 Convener or Editor, or post to Editor's address. Copy for the May issue should be handed in no later than the Annual General Meeting.

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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Publications of Local History are usually on sale at each monthly meeting, proceeds being paid to the Society

Illustrated History of Sutherland Shire: F. Midgley: 50 cents

The Hon. Thos. Holt, MLA:(illus.): M. Hutton Neve: 50 cents

The Opinions expressed in this Bulletin are not necessarily those of 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 Sutherland Shire Council's Administrative Centre in Eton Street Sutherland (2nd Floor). Intending members are welcome.

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