

SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



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Sutherland Shire Historical Society Bulletin: May 1981"HARVEST TIME",near CronullaWhere ???

This drawing was made from a photograph in small booklet entitled "A Suburb for Home, Pleasure and Profit"

It is not a brochure advertising the sale of land, but it does state that it has been issued "With the Compliments of Holt—Sutherland Estate Co. Ltd.". No date is given, but it is presumed that it would be about 1907-1908, probably the early part of the latter.

Arthur Rickard Co. Ltd. Of Pitt Street Sydney, who were "Auctioneers and Realty Specialists, advertised in a lavishly printed and illustrated brochure, that an Auction Sale of "Sutherland House Estate and Mansion", would be held on Easter Monday April 20, 1908.

This brochure gave a detailed description of the Mansion and its grounds, dealing entirely with the sale of land.

The small booklet "A Suburb for home, Pleasure and profit" made no mention. of the Auction Sale, being devoted entirely to a description of the infant Shire, the advantages of living; in a district with magnificent beaches, easy access to The National Park; and in general the sylvan settings away from the noise and bustle of the city -- and yet within easy reach of the city by a good steam train service from Sutherland.

It added that "farmers and others who occupy the heart of the estate for producing purposes, supply the requirements



HARVEST TIME, NEAR CRONULLA

of those who have selected delightful water-side river frontages for residential or recreation purposes".

Initial settlement began in the Sylvania/Miranda areas in the 1880s, and by the turn of the century the district was beginning to develop with small farmlets -- dairying, poultry, fruit and vegetable growing.

The cottage in the drawing is somewhat suggestive of the Mondel cottage built in 1893 on the corner of The Kingsway and Carrington Avenue opposite the Sutherland Hospital. However, by approximately 1912 the Mondel family were earning a name for their vineyard and orchard; and further, in the area where "harvesting" is taking place, there are still the remains of a onetime orchard. Fruit trees, if planted shortly after the completion of the cottage, would have been well established by the time this "harvest" was taking place; and also, the type of cottage was more or less one which would have easily been built by any practical handyman; and we know that the Mondels built their cottage themselves.

The originals of both these booklets are in the Shire Archives in the Local History room at the Central Library.

All efforts to have this locality identified have so far failed -- as well as several other photographs in the brochure "A Suburb for Home, Pleasure and Profit".

-- M. Hutton Neve

* * * * *

Here and There:

Was It Possible?? Before the 20th century alcohol was a favourite stimulant with both Australian doctors and patients. It is recorded that one consumptive Sydney girl drank 7 bottles of rum, 12 bottles of brandy and 61 bottles of spa water in her first month in hospital:

Improved country services: With the advent of moving pictures needing electricity to function, public services improved in NSW country districts after 1900.

Mr. James Murphy, a Shire pioneer and onetime manager of the Holt-Sutherland Estate Coy., died on June 11, 1924. He was responsible for the naming of the suburbs of Como, Sylvania and Miranda.

Early Pollution: within two or three years of the settlement of "Sydney Town", soldiers' wives washed household linen in the Tank Stream, in Hunter and Pitt Streets -- from where household water was also drawn.

Cheap Land: in "The Australian" of 25-11-1842 two lots of land were advertised for sale "in the Ph. Southerland, 480 acres at £1 per acre".

Lamplighter/Park Ranger wanted: In June 1914 the Council advertised for a man to undertake these duties at Cronulla for a weekly wage of £2-10-0 (\$5.00).

FIRES I Have Attended:

The Caravan

The call was to bush alight threatening property a' the corner of Bulmer Street and Toronto Parade Jannali. When we arrived we found it was a scrub fire about 6 feet high over a large area with an old wooden caravan standing on the lot. A hot nor'west wind was blowing, and as well as heat and flame a lot of



smoke kept covering the van. I banged on the door to make sure it was not occupied, and satisfying myself, Set about assisting to quell the fire. We had good water pressure, and although the fire burned all around the 'van we were able to save it with just a loss of paint where the fire licked.

We completed the job and made up our gear in readiness to leave -- when to our amazement the door of the van opened and an elderly lady stepped out and said "What's all the fuss?"

I explained how I had banged on the door and answered -- "You nearly got burnt out:"

She replied in a cultured English voice: "I don't answer the door to any Tom Dick or Harry: -- and anyway, I had no clothes on. I was taking a bath as the heat in this country upsets me.

I have often wondered what would have happened if we had had no water or perhaps only a poor pressure and the van had got well alight -- would her dignity have been upset in making a hurried departure? It was certainly a near thing. This was about 1948, when most of the Jannali area was still scrub.

Petrol Explosion at Menai Poultry Farm

When the fire Bells rang at 12.01 on April 1st about 1950 I thought to myself as I jumped out of bed -- "Some damn fool with an earl April's Fool joke!" But as I topped the railway bridge at Sutherland on my way to the Fire Station I could see flames well into the sky out Menai way.

When we arrived a the fire we learnt that a petrol waggon had deliver d petrol that day, and having no drum to put it in had off loaded 40 gallons of petrol into a drum that had no top to it. Mr. Johnson, the owner, not knowing this, went to inspect his chickens about midnight with a hurricane lamp. He put the lantern down while he opened the door -- and the door promptly knocked him down and the building blew up. The petrol gas had filled the building and the lamp ignited it, destroying the whole building .

We used a storage dam from which to pump water, as there was no water supply in Menai in those days. I can recall in

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the debris there were Hundreds of dead chickens in brooders and incubators lying about. There was about thirty of the 40 gallons of petrol still in the drum -- only the built-up gas had exploded; the petrol did not burn.

Mr. Johnson gave us tea and cake for an April Fools' Day breakfast!

Plane Crash at Miranda

It was 11.0am. on Friday January 30th 1959. I was in my store when the fire alarm rang, and I immediately reported to the Fire Station. -The captain called, as I hurriedly put on my uniform -- "what do you think we've got, George? -- an aircraft crash!" All I could say was "' Struth."

We proceeded along The Boulevarde to Miranda, turning off at Bellengarra Road to what then was known as Jubilee Caravan Park -- and there it was: a Navy aircraft "Gannett", well alight.

We poured water, and then foam onto it until it was extinguished; and when we had it beat it looked like a big snow-ball. The plane had lost a wing and was badly smashed, the pieces covering a large area of ground.

By this time Navy officers had arrived from Nowra by helicopter. They were lowered by rope to the ground, they having arrived to investigate the cause of the crash at first hand.

The pilot was still in the plane -- dead, of course.

The plane had been to Bankstown for repairs and had been sent out as airworthy, but after getting into the air the pilot had apparently discovered he was having trouble; the plane had become unstable, so he radioed Mascot that he would make an emergency landing. however, the plane just couldn't make it; a wing tore off, falling to the ground, and the pane went into a spin and crashed.

A young mother, who lived in Tedman Avenue Sylvania, always put her baby out in the pram for sun-kicks; she had just brought him in when she heard a terrible crash. She looked out and exactly where the baby had spent the hour in his pram, was a mangled aircraft wing off the Gannett. Fireman Brinsley was detached to look after the wing as well as the shocked lady -- who, needless to say was much upset by her near tragedy.

The Navy eventually took the wing away by truck We used a full truck load of cans of foam to extinguish the fire.

Attending this unusual tragedy were Fire-Captain Paton, Firemen Brinsley, Heavens, Johns, Bray, Sherrington, Whiting and Turner.

The funeral was at Woronora, where the pilot was buried with full Navy honours.

Fortunately, this was the only aircraft that has ever fallen out of the sky onto Sutherland soil, although many hundreds now pass over us each year: and I hope it is the last.

--- Geo. Heavens

A CRUISE ON THE GEORGES RIVER

It was Sunday, February 8th 1981; although rain threatened early, it remained fine and later quite warm. At 8.0 a.m. I was waiting near the wharf and boat-launching ramps at Sylvania with my brother Jack, his wife Bonny, and our friends Frank Moag and his wife Leila. We were waiting for the "Georges River Queen" to take us on a historic journey all the way to the weir at Liverpool.

Soon she hove in sight coming down the river from her base at Milperra. She was a large vessel and somewhat reminiscent of a paddle-wheeler of 80 years ago except that she had twin hulls. Although 80 feet long and 25 feet wide she draws only two feet of water; the reason for this was to be evidenced later in the day. She is not powered either by steam or inboard Diesel but by two large outboard Mercury motors. The accommodation for passengers is excellent; meals are served, and there is a licensed bar.

The "Georges River Queen" on this occasion was chartered by the Liverpool City Council, and guests were members of Local Government in the area. A large number of them failed to turn up, but I noticed Federal Member Les Johnson on board. The "Queen" has a crew of three, with two ladies to look after the victuals. When carrying passengers there must be a man with a Master's Certificate aboard.

We stepped on board as guests of the captain, with me representing the Sutherland Shire Historical Society. Captain Frank Moag was armed with maps, charts of the river and a book-file he is compiling on historic sites enroute.

At 9 o'clock the ropes were cast off and the Queen reversed into the channel, and soon we were making a steady seven knots. I hadn't been on the Georges River for 30 years -- how different it was this time: Coffee and tea were served to the guests, and it was announced over the intercom that a Smorgasbord lunch would be served about 11.45.

I was armed with two cameras and a good position was up



front for photographs. Later in the morning, when in the vicinity of Salt Pan Creek I went to the upper deck where most of the people were. The Captain invited me to sit in a deck chair behind the helmsman on a slightly higher deck under a canvas canopy. How relaxing and delightful it was. My mind flashed back to the days when the paddle-wheelers had run from Como to Parkesvale as early as 1895. Parkesvale is now no more -- no picnic grounds nor dance hall are there now --and the Geographical Names Board has even erased it from the maps, Water skiers were prevalent most of the way. A voice on the intercom warned passengers to be wary of a shower when they whizzed close by.

Other Local Government representatives were to be picked up at East Hills. Difficulty was encountered in manoeuvring into the wharf owing to the tide -- but they were energetic Councillors and Parliamentary reps and they were soon aboard - - although they boarded in a way undignified to those of such status by climbing over the rails.

Williams Creek was on our left, with mangroves: opposite was the Deepwater Motor Boat Club. As we came up to their course they held up their speedboat events while we passed. It took longer than anticipated. There was a difficult turn around a channel marker and then the mangroves. It was not achieved without engaging the mangroves and reversing – referred to by the crew as "apple picking".

The next stop was at Milperra, where the Captain's wife, was waiting for us; she had driven the car there as the Georges River Queen would not be returning beyond Milperra. Here the mast lowered to allow passage under the Milperra bridge. An Army vehicle was seen, with the occupants observing us -- they had a reason, as we later found out. Here the Georges River balloons out into Lake Moore between Lansvale Chipping Norton. Here half a century of soil and sand mining had left great holes now filled with water from the river. From here on the journey was much slower as snags in the narrower upper part of the river more prevalent – and they could be felt when encountered.

As well as pointing out and describing highlights over the intercom Captain Mons wasn't the only one to lend his Voice to the ever listening ear. The Councillors, particularly one friendly a gentlemen from Liverpool, condemned the folly of his earlier predecessors in Liverpool Council and spoke of plans to beautify the lakes. A Parliamentary rep. from the Bankstown area didn't seem to approve of the idea at all. Perhaps it was climbing over the rails to board at the East Hills wharf that had hurt his dignity.

As the vessel approached the last bend in the river the helmsman gave a few blasts on the siren. Ahead at the weir where a large number of soldiers who swarmed into action and began boarding outboard-powered small landing-type barges. It had been arranged by Liverpool City Council to carry the excursionists on up the river; and they had made their own arrangements for getting home.

Sadly I watched them go up the river all in orange lifejackets The Queen had to get out before the outgoing tide made things really difficult.

The pessimists said that the Queen would never make it. Last year on November 22 a similar voyage had been made successfully. It was the first time for over a hundred years that a vessel of that size had negotiated the full length of the tidal waters to Liverpool. Recent rains had filled the upper reaches with floating debris. On several occasions Mick, one of the crew, climbed over the stern to remove obstructing logs from between the hulls, they being in danger of fouling the propellers.

It was a day to remember. May the proprietors' vision and enterprise continue.

-- Fred Midgley

EARLY CONSTRUCTION WORKS

The first roads were formed between Como and Oyster Bay in 1922. The gang working on the project at the time was George Benfield, his sons Les and Toby, and George's brother -- also Toby. As well,- there was Joe Carney from Kogarah, Sonny Dent with a horse and dray, Berne Dube (commonly known as "Bronko") George Candy and myself.

George Benfield was an early resident in Oyster Bay where he ran large numbers of horses.

The proprietor of the Como Hotel staged wood-chopping contests on Saturday afternoons, with £5 for first prize. Whilst it provided entertainment for the patrons, the proprietor was the one to gain. Being a wood-burning hotel he got cheap cut fuel, and the prize money would go back in grog.

The afternoon would usually end up in a brawl, and the gang would come back on Monday morning with black eyes or skin off them somewhere.

Eight years later -I was working with a small number of local men on the construction of the Jannali railway station in 1930 and early 1931. These men were under the jurisdiction of the Sutherland Shire Council who bore half the construction costs. They were Bill Newton, Barney Coleman, Sam Lang, D. Buckle and A Woods. The latter two came from Engadine.

The Department of Railways was responsible for half the construction. Two local men working for the Railways were Jack Curry as a carpenter, and Claude Manns a bricklayer who was foreman of the job. Both men resided in Como.

--Mick Derrey

"TARZAN OF THE RIVER"

About the end of World War 2 we (husband, self and small son) were living in a cottage on the beachfront of Neale's Inlet at Yowie Bay.

We were quite literally "on the beach" -- the retaining rock wall in front of the cottage was washed by the high tides which flowed and ebbed over a long wide golden-sanded seabed. At general high tides the swimming depth would be about 4 feet, but the monthly "king tides" at full moon deepened the swimming area by another two feet or so.

There were about a half-dozen small homes scattered around this part of Yowie Bay, with magnificent gum trees growing almost to the water's edge, while underneath them various flowering scrub flourished. Native birds sang amidst the trees, and the ever-present raucous seagulls wheeled overhead to dip down and snatch up tiny fish from the water or crabs on the wet sand as the tides receded.

It was a delightfully sylvan spot -- but, the few Caring-bah shops were nearly a mile away. The only goods delivered were milk and bread, with ice-blocks twice weekly -- no one had fridges on the waterfront here, as there was no electricity; and there was only a rough bush track leading up the hillside to Willarong Road.

However, we had a weekly delivery of fresh fruit and vegetables -- delivered by launch. (Incidentally, as there was no sewerage in the Shire, the "night-visit" men came weekly by launch).

Our nautical greengrocer was known all around the river simply as "Tarzan", for he announced his coming by his delivery call. About that time the movie "Tarzan of the Apes" was still popular, but the call of "Tarzan of the River" was much better -- a long drawn-out call which echoed for some three miles or so. Actually, the call was the Aboriginal "coo-ee".

Tarzan's real name was Bill Lawes, and he had lived at Yowie Bay for many years. During the Depression years he had had to hitch-hike from Yowie Bay to the city to look for work, leaving home at midnight to get to work on time -- if he found a job. He was a docker and truck driver for a while, but work was scarce, so he decided to create one for himself, and so he opened a small grocery store at Yowie Bay -- mainly on credit.

At the same time he decided to "advertise" himself and his "work"; he adopted the name of "Tarzan" and the "coo-ee"; and with a small petrol launch he began hawking fruit and vegetables around the river inlets wherever there were cottages. Most of the times were tenanted by onetime city dwellers who had in better times used them as holiday homes. Now, with a few fowls, a garden plot of vegetables, and unlimited fish for the catching -- and the odd job to eke out the minimal allowance for married men with dependent families, they were able to ride out the Depression years. Some were unable to keep a garden going

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the menfolk were often away most of the week seeking work; and some were elderly.

Tarzan bought most of his produce of fruit and vegetables from Shire growers at fairly low prices; the farmers were thus able to get rid of much of their produce without having to send it into the city markets, saving them both time and expense. Tarzan was able to charge reasonable prices, and the goods were delivered to one's doorway.

His deliveries depended on the tides, but we were always well warned in advance -- his "coo-ee" echoed around the hills of the various inlets long before his little launch hove in sight.

We left Yowie Bay a couple of years after the end of the war, and "Tarzan" was then still working the river. However, I understand that he ceased shortly after that: roads were being made more useable for the motor car and petrol was again flowing fairly freely -- it had been strictly rationed during the war years; there were limited home deliveries of groceries, and a bus service began to run.

But "Tarzan of the River" had provided a much appreciated service for the somewhat isolated river dwellers -- and also a chance for a few minutes' local gossip -- not more than a few minutes, because "time and tide wait for no man", and the tide flowed and ebbed quickly in some of the inlets. "Tarzan" and his Aboriginal coo-ee, however, will still be remembered, for he in his own way created a little bit of colourful local history.

-- M. Hutton Neve

Surnames and their origins are often interesting, and many can be traced back for centuries. According to Mr. Philip Geeves, (SMH 30-3-'81) Mrs. Nola Latta's husband bears a distinctly Scottish name, it being a dialectal form of "Lawtie", which in turn derives from an ancient estate in Ayrshire. Latta occurs in Scottish rolls of the 17th century.

Engadine Railway Shelter: in June 1922 the Railway Department notified Sutherland Council that a shelter shed at Mortdale would be moved and erected at Engadine's new rail platform, provided the Council paid £10-0-0.

Women passengers on the early migrant ships were advised to take materials to make clothing, and to make them up on the voyage to beguile the monotony of the long trip -- anything from three to five months, depending on the winds.

"HERITAGE WEEK" HISTORICAL DISPLAY

The Exhibition held during Heritage Week of March 23 to 29 in conjunction with the Sutherland Shire Council in the Civic Centre was most successful and encouraging.

A recorded number of 1140 school children from 9 to 15 years, in groups from the Shire visited the Exhibition on the first five days, including a group of 70 from Sans Souci.

There were many complimentary remarks from teachers, adults and children how they enjoyed the Exhibition. Several elderly couples spent hours travelling down "memory lane" with the photographs.

Mrs. Hutton Neve and myself addressed children from the schools for 15 minutes with the aid of slides. The children were well behaved and receptive; the primary classes were most enthusiastic, continually seeking answers to questions.

There were adult enquiries about the Society, and application forms for membership were given. An old typewriter, a pressure lamp and a shirt-collar box have been promised to the Society.

To those who willingly assisted me in the arranging and setting up of the Exhibition, and also those who worked on a roster system to man it, I express my thanks -- Mr. & Mrs. Ivers, Mr. and Mrs. Taplin, Mesdames Alcott, Barter, Griffiths Honeyman, Garland, Dawn Smith, Hutton Neve, Miss Ivers, and Messrs. Annersley, Atkinson, Archer, Mathews, and Miss Buckle.

Besides artefacts and photographs placed in the Exhibition by myself and material belonging to the Society, I thank Mrs. Honeyman, Mr. Mrs. & Miss Ivers and Mrs. Taplin for their contributions; also Mr. George Heavens for the loan of Photographs, and Sutherland Shire Council for the fine display of coloured photographs of early buildings in the Shire.

I express my appreciation to CIr. Michael Addison, Miss Diana Olliver and other members of Council staff for their assistance in showing the movie film (from the original taken by Mr. Heavens) to the children, the supplying of a slide projector and screen, a slide viewer, a display poster, and publicity; also in supplying a Toyota van to carry material to and from the Exhibition to my home.

Adult viewing was steady throughout the Exhibition, and there was an increase in numbers as a result of press releases midweek in the Pictorial News. On the three evenings that a stage play was performed in the Civic Centre the Exhibition was packed.

On Friday March 20th I placed a Photographic Exhibition at the invitation of the manager, in the Commonwealth Bank Gynea, and I thank Mr. Mick Derrey who assisted me in arranging the display in the large windows. This exhibition will continue for several weeks.

At the Fete held at the Menai Uniting Church on Saturday April 4th I displayed photographs and artefacts relating to

the history of Bangor-Menai. Mr. and Mrs. Ivers assisted me in arranging and transport of the display, and Miss Ivers assisted in looking after the Exhibition on the day.

In all these exhibitions the Society's name was well displayed.

-- Fred Midgley,

Exhibitions Convener.

* * * * *

Historical Cemetery Saved

The historical cemetery at Church Point, adjacent to Pitt-water in the Warringah Shire, has been saved from a planned "redevelopment" as a housing site by the Uniting Church of NSW. Warringah Council has rezoned the cemetery, allowing it to be retained as a "historical cemetery reserve". This will permit the Uniting Church to continue with its proposed plan but on a smaller scale.

Descendants of Church Point pioneers buried in the cemetery opposed the proposed original development; and their objections were placed before the NSW Minister for Planning & Development (Mr. Bedford), who issued an interim conservation order, thus allowing the Warringah Council to act.

The NSW Heritage Council and the National Trust are conducting a survey of all cemeteries in the Sydney region. The Church Point Cemetery had been investigated by the Heritage Council and the conservation order had been issued on its advice.

Condensed from Sydney Morning Herald 4-4-'81.

EXCURSION REPORT

Our once-a-year-away weekend: Milton-Ulladulla District was visited 3-4-5th April and was most interesting. The guide, Mrs. Mary Nicholls, was excellent with her descriptions and knowledge, and the members who joined us for Saturday dinner made the evening a most enjoyable one.

Thanks to the Hon. Don Dobie MP, our party was granted permission to visit Jervis Bay Naval Base, HMAS Creswell, on Sunday morning as we made our way home. Seeing the Ceremonial Divisions was an unexpected event and greatly added to the weekend's activities.

All is now in readiness for the Broken Hill trip from May 24 to 31; and thanks this time go to Mr. Mike Egan MP for arranging the train bookings for us.

Aileen. Griffiths,

Convener.

THE BLADE FAMILY'

George Blade, his wife and family resided in a weather-board cottage off the (now called) Princes Highway on the eastern side of the onetime Sutherland Brickworks. They had a mixed farm with several cows, poultry etc.. At a little distance from the back of the house they had a small stone room in which the milk was stored -- as did most people who kept a number of cows in the days before refrigeration.

Although George Blade worked on the railway, Mrs. Blade kept a small mixed-goods store in the house, and it was here that a postal receiving office was established -- the first in the district.

They rented their land, which extended from the Highway to Flora Street in the south. Petersons, who owned a dairy in the locality, also owned Blades' land, this later being sold to Fred Mashman. The Petersons were Mrs. Blade's parents. Mrs. Blade had two sons, Billy and Jimmy, and when they all moved from the farm they obtained a property at Urunga and settled there. Jimmy, the younger son, took up fishing for a living, but unfortunately was drowned when the fishing boat capsized coming over a bar. Jimmy was believed to have been caught in the net. When the Blades moved out the property was taken over by a tall thin man and his wife, nicknamed "Kanga", and they had fifteen children.

Fred Mashman, who owned a pottery works at Kingsgrove, employed my brother Ted to test for clay on the old farm site. In 1926 he dug several holes 6 feet deep testing for blue shale, which proved to be successful.

He then cleared the area, pulling down the trees with a "Forest Devil" which was hired from Fergusons' Nursery. The resulting amount of timber became a problem, so Mashman suggested an advertisement in the S.C.A.M., a local newspaper.

The advertisement, inserted by Ted, stated that the timber was free to any person and could be removed in any quantity. A large number of people responded and the timber soon went. The house stood until after World War 2.

Ted worked for Mashman for 15 years, and possesses several fine works of pottery art in jugs and ornamental pieces which were fired at Sutherland.

Mashman's main line of business in his new establishment was the manufacture of drainage pipes, referred to by the locals as the pipe works".

When the Sutherland-Cronulla railway was in the latter days of construction a



NOTE THAT GYMEA AND WOOD-GOWARE ARE NOT MARKED

map appeared in the Sydney Daily Telegraph in July 1939 showing the route and the intermediate stations. Bladenville, as the area was sometimes referred to, appeared on the map. It was later changed to Kirrawee.

-- Mick Derrey

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75th Anniversary of Local Government in the Shire

As we noted in our last issue of the Bulletin the Shire Council is celebrating 75 years of Local Government. Odd Notes over the years:-

Council Advertising: In 1908 the Council embarked on a scheme of advertising the area. It had prepared, at a cost of £50, framed photographs in groups of six, which were displayed at the principal railway stations in the State and in public buildings in the city.

Introducing Sutherland/Cronulla Steam Tram: On June 1, 1911, an unofficial trial trip over the steam tram line took place. Officials were: Chief Inspector Herrman, Acting Chief Small, Inspectors Hinson and Poulter, Engineers Rhodes and Towtherly, Clr. E. Boyle and Mr. W. Carrick (President of the Shire Tramway League).

Council Archives: Reference was made at a Council meeting in December 1936 to the fact that Kurnell was the birthplace of Australia; and that there were many historical spots associated with the early days of settlement in the Shire. Following discussion, it was decided to form a Committee "to take whatever steps were necessary to preserve the historical records of the district". It was further suggested that varied historical records be acquired and stored in the Council premises for future reference. The committee held responsible for this comprised the Shire President (Clr. Seymour Shaw), and one Councillor from each Riding.

1954: With World War 2 over, development in the Shire continued at an increased tempo. There were varied land subdivisions both for commerce/industry and residential settlement. The Australian Oil Refinery Ltd. planned construction of buildings estimated to cost \$16 millions. Parke Davis, another large industrial firm, undertook the opening of its new buildings at North Caringbah.

1955: The market garden of Mr. J. W. Every at the corner of Miranda Rd. and the Kingsway was subdivided into 28 lots.

The orchard of Mr. A. M. Gilmour, bounded by Acacia Rd., Waratah St. and Gilmour Av., was divided into 81 allotments with two 50ft. wide roads. ... And Woolworths Ltd. erected a store at the corner of Princes Highway and Flora Street Sutherland a cost of £17,000.

-- M.H.N.

Centenary Year of "THE COAST HOSPITAL" --

Now "THE 'PRINCE HENRY HOSPITAL: 1881-1981,

Prince Henry Hospital was founded in 1881 as "The Coast Hospital" on a grant of 500 acres of land at Little Bay, nine miles from the General Post Office, "at a sufficient distance from the metropolis to ensure safety and confidence " during an outbreak of smallpox in Sydney. Three years later it was recognised as the hospital for the treatment of infectious diseases occurring in the metropolitan area. The original accommodation consisted of canvas tents on the beach front.

Admissions to the tents started early in September 1881 and continued until the hasty construction of The Coast Hospital was completed. There were six pavilion wards, two private pavilion wards, especially isolated pavilion wards and quarters for medical and nursing staff, totalling 106 beds. There was also a "Sanatorium" for housing contacts of infected families in a section called the "Healthy Ground", consisting of five pavilions of 42 beds.

The unique character of "The Coast" was established at the outset by its situation on the rocky coastline, by its isolation from the city, and by its widely separated groups of buildings. Patients had to be transported for admission by horse-drawn ambulance over roads which, particularly for the last five miles, were little more than bush tracks. Buildings in the hospital were so scattered over the large area that the matron needed her own horse-drawn vehicle and coachman to make her daily rounds.

For more than half a century The Coast Hospital was used at various times as a convalescent and general hospital. Periodic epidemics of diphtheria, scarlet fever, bubonic plague, pneumonic influenza, and the admission of cases of leprosy ensued that its original role as a treatment centre for infectious diseases was never overshadowed for long.

During World War 2 the hospital, being on such a vulnerable site, was prepared for war by the digging of trenches, sandbag and brick protective walls erected, and the staff alerted for evacuation to a country site, Fortunately this was not necessary, but a large part of the hospital came under army jurisdiction and the total bed capacity was reduced to two hundred "protectable" beds. Only casualty and acute emergency cases were admitted.

In February 1959 the State Premier, the Hon. J.J. Cahill, announced that the facilities of Prince Henry Hospital would be made available for medical undergraduate teaching and for post-graduate work for both the University of Sydney and the University of New South Wales. This resulted in an intensified building programme to provide more facilities for all aspects of clinical teaching.

A "Centennial Foundation" has been established, to provide funds especially to foster research and to find new ways to

combat disease and disability.

In 1934, as a tribute to Prince Henry, Duke of Gloucester, then on a visit to Australia, the hospital was renamed "The Prince Henry Hospital of Sydney".

-- M.H.N.

Source: leaflet The Prince Henry Hospital Centennial Foundation.

* * * * *

ONLY A MONTH FROM SYDNEY TO LONDON

The Steamship "Orient"

The establishment of a line of steamers corresponding in size, speed and accommodation to the Orient, which entered the waters of Port Jackson on Saturday morning, promises to mark a new era in Australian colonisation, and in intercourse between the colonies and the United Kingdom. Now that Australia is only a little over a month's voyage from London, and that return tickets are issued, and a visit can be included within a three months' holiday, it follows ... there will be less reluctance on the part of the working classes to leave her a when the return home can be so readily accomplished, so that the visit of friends and relations will be of no infrequent occurrence.

The Orient was especially built for the Australian trade by John Elder and Co. of Glasgow for the Orient Steam Navigation Company. She is the largest ship built at Glasgow and one of the largest built on the Clyde.... Her contract price was £130,000, and the additional fittings raised her cost to £150,000.... Her length is 445 feet 6 inches, and her beam is 46 feet.

-- Sydney Morning Herald: 22-12-1879.

(A pleasant one month's non-stop jet holiday to the United Kingdom and return, caters for the modern "tourist in a hurry" -- but with "jet fatigue", little or no mixing of fellow passengers, no touching at foreign ports: just "flying through the clouds with the greatest of ease". A month's holiday each way in a first-class "floating hotel" seems most attractive.).

* * * * *

The Month of May in the Shire

May 20. 1899: the survey of land for a village at Gunnamatta has just been completed and the sale will be advertised,

May 18 . 1901: Sutherland Progress Association held its Annual General Meeting.

May 19. 1902: Menai Provisional School was opened in Jonas' home, with thirteen scholars, under tutelage of Miss Mary Richardson.

MAY 21, 1921., Sutherland War Memorial unveiled by NSW Governor the stone coming from the demolished Sutherland House Sylvania.

WOMAN AS COUNCILLOR

The endorsed Labor candidate for A Riding on December 1, 1929, was Mrs. Florence Ewers J.P., of Kenneth Avenue Sutherland.

If Mrs. Ewers had been elected she would have been the first woman to sit on a Council.

Mrs. Ewers was a firm believer in feminine representation on any public body, especially Councils and in Parliament. Possibly she was a little ahead of her time in overcoming male prejudice, especially in matters of Government.



However, 36 years were to pass by before a woman was elected to Sutherland Shire Council. In 1965 Mrs. Jean Manuel broke the barrier and remained in Council for 15 years until she retired in 1980. Since her election a number of women have been representatives on Sutherland Shire Council.

Mrs. Ewers campaigned for the expeditious construction of the Woronora Dam, which was to supply the whole of the Shire with water. She said:

"There is no Fire Brigade, and a recent bushfire raged and was allowed to burn itself out -- and was fought with such primitive methods as sacks and boughs. Police and Kogarah Fire Brigade had to turn out and beat back the flames. Women, too, worked hard to beat the flames. The water lying in Woronora Dam should have been used for fire fighting. Residents have been waiting years for water".

Another pledge by Mrs. Ewers to the electors would be strong agitation for an electric railway to Cronulla to replace what she described as "the present obsolete steam trams".

An early resident, Mrs. Ewers had come to Sutherland in 1910. She was a keen supporter of all women's movements. In her spare time Mrs. Ewers was an orchardist and grew much marketable fruit from her acres of land. She had won several prizes at Miranda Shows.

Her slogan on advertising in the local press and on leaflets distributed to the electors stated: "Embrace the opportunity of returning a woman Councillor who knows your needs". But in A Riding the people weren't prepared to accept Mrs. Ewers -- she polled the least number of votes, 241.

Note: Concreting on Woronora Dam had commenced Nov.1, 1929.

The official turning on of water was held at Engadine on Nov. 14, 1931. Owing to the lack of finance the wall of the dam was then only 49 ft. high. It held 180,000,000 gals. of water -- which was considered sufficient for the needs of 15,000 persons.

Research Source: S.C.A.M. of 12-11-1929 in Sutherland Shire Council Local History Library: Author's records.

-- Fred Midgley

PRESIDENT'S NOTES

The Annual General Meeting proved to be a successful event, in keeping with past experience.

This Society was honoured in having Councillor Andrews, President of the Sutherland Shire Council and Patron of this Society, present to conduct the business of election of officers.

I congratulate those members and welcome Mr. R. Sowden to the Committee. I am grateful to Councillor Andrews for setting aside some of his much valued time in the interest of this Society.

Councillor Andrews provided some very important information in the matter of the "Museum". This topic is a very wide and embracing one which includes the following:

- Permanent meeting place
- Permanent storage place
- Collection of historical pieces

Over the past several months, with the leadership of Mr. Fred Midgley, this Society has taken its place in the public view in a substantially material sense, in the setting up, supervision, and removal of displays. I am very pleased to note the increased participation of members in these ventures.

Councillor Andrews announced that progress was being made in the acquisition of the old School of Arts as a "premises" for the Society, and that late in 1981 some real advance would be seen. He added that late in 1982 this Society could expect to occupy the building. From this time forward, we as a Society, should increase our participation in the activities. Recent performance has been encouraging. I am pleased to note increased contributions to the Publications.

In Memory

The recent death of Mrs. Kirkby removes from our ranks another of the senior members of the Society. This lady, in company with David Kirkby, did much in the foundation and the life of the Society, for which we will be forever grateful.

--- Harold Ivers.

Book Review:"THE FIRST STEP: HISTORY OF A SUNDAY SCHOOL: 1901-1981"

Fred Midgley has produced a well-documented and illustrated story covering the Menai district over a span of 80 years. Not only are the "bare bones" of local history recorded, but the author has drawn also on reminiscences of some of the early pupils.

Miss Nell Bentley, an Historical Society member, and a pupil of the Sunday School before World War 1, recalls memories of those early days:

"Mr. Nicholson (the teacher) read out of a book stories on the Bible. He used the same book the whole time I attended the school. We did not have the lesson and colouring-in books which are used today.... At Anniversary, book prizes were awarded only to those at the top of the class.... We never had a Sunday School Picnic or Christmas Tree and Party. When I got home from Sunday School it was lunch time.... We then had to get ready for Church which commenced at 3 o'clock. Only the necessities were done in our home on Sundays, my father strictly observing the Sabbath".

Fred Midgley recalls some of the memories when he attended the Sunday School in the early 1930e:

"My, twin brother Alf and I walked to Sunday School from home aside which Koorong Place now runs We were dressed in blouse-type pin-striped shirts with long sleeves, ties,, dark short pants, black shoes, and grey socks to below the knee held up with an elastic band and turned over at the top to show a fancy pattern. Our hats were like bowler hats--not so hard -- probably of cotton.... I have used the plural because Alf and I were always dressed alike. In days past one always dressed in "Sunday Best": but it was different at day school -- we went without shoes as often as we wore them -- as did other boys."

The booklet traces also the background history of the Menai district's settlers -- the old and the not-so-old; who the pioneers were and where they lived; and an early map of original land grants makes the comparison with the new 1980s Bangor/Menai area all the more interesting.

There is only one criticism -- not the fault of the writer; the offset reproduction of many of the historically interesting illustrations lack clear detail.

The publication may be obtained direct from Fred, at a cost of \$1.50; all proceeds go to the Menai Uniting Church.

-- M.H.N.

Georges River Bridge was officially opened by the State Governor Sir Dudley De Chair on May 11, 1929. A toll was charged for all traffic using the bridge. On May 31, 1952 payment of tolls ceased and all toll-houses were removed.

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 August issue should be handed in by the July general meeting.

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

Society Publications are registered with the National Library in Canberra in accordance with the International Standard Serial numbering; this automatically includes copyright. The Society's registered number appears on all our publications ISSN 0586-0261.

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 Society meeting,, proceeds being paid to the Society.

Illustrated History of Sutherland Shire: F. Midgley: 50 c. The Hon. Thos. Holt MLA (illus.): M. Hutton Neve: 50 c., The Story of the Woronora Cemetery: by M. Hutton Neve: (available at June monthly meeting).

The Opinions expressed in thus publication are not necessarily those of the Society.

Monthly Meetings of the Society are held on the 2nd Friday of each month, commencing at 8.0 p.m., in the Recreation room of the Sutherland Shire Council's Administrative Centre in Eton Street Sutherland (2nd floor). Intending members welcome.

<u>President:</u>	<u>Hon. Sec.:</u>	<u>Publications Convener,</u>
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Editor: ___Mrs. M. Hutton Neve, 26 First Av., Loftus 2232. Ph. 521.2578.

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Publications Committee: Mr. G. Heavens, Convener: Mrs. M. Hutton Neve, Editor: Messrs. D. Archer, B. Griffin, F. Midgley.

FIXTURES

SPEAKERS

<u>May 8:</u>	Antartica:	Mr. J. Forrester
<u>June 12:</u>	<u>Touring 1st War Battlefields (France & Belguim) in 1980</u>	. H. L. Taplin
<u>July 10 :</u>	<u>Oral History</u>	Dr. A. Roberts Mr. Ken Mathews
<u>Aug. 14:</u>	<u>Ostrich Farming in NSW</u>	

EXCURSIONS

<u>May 16:</u>	Cordeaux Dam
<u>July 18:</u>	Ryde and/or Lane Cove Districts

For bookings and information please contact Mrs. Gumbleton, 524.1660: or Mrs. A. Griffiths, 523.5801.

A request has been received to "do" the "Hawkesbury River-boat Postman" trip. This operates only on weekdays, but we are looking into the possibility of trying such an outing later in the year. Would you please indicate if you would be interested?

Excursion Committee for 1981: Mesdames Cutbush, Gumbleton, Wickham; Messrs. Archer & Eatch. Convener: Mrs. A. Griffiths.

The Society's forthcoming new Publication':

"THE STORY OF THE WORONORA CEMETERY" by M. Hutton Neve.

This illustrated booklet will be on sale at the June meeting. The exact retail price is not yet known.

At one time this whole area was part of the Royal National Park, and was "exchanged" for a reserve at Jibbon. While under the jurisdiction of the Park Trustees, a proposal was considered to develop the site as a racecourse, partly because of the proximity of the railway station, which would have made public access both easy and cheap.