

SUTHERLAND SHIRE HISTORICAL SOCIETY

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Sutherland Shire Historical Society Bulletin: August 1981

OPENING AND CLOSING OF A TRAMWAY

It is just over 70 years since the opening of the Sutherland-Cronulla tramway, and 50 years on August 3rd, since the passenger service closed.

As early as 1902 the Government promised a tramway linking Sutherland and Cronulla "within a year". When the secretary of the local Tramway League died, the League died as well. However, the League was revived, and pressed actively and successfully in the campaign for a tramway.

An unofficial trip over the line was made on Thursday morning 1st June 1911. The officials present were:- Acting Chief Small, Chief Inspector Herrmann, Engineer Rhodes, Engineer Towtherly, Inspector Hinson, Inspector Poulter, Clr. Boyle and Mr. W. H. Carrick, the President of the Sutherland-Cronulla Tramway League. All went well, with the one exception that a horse shied and broke the shafts of a cart.

The official run took place on Monday 5th June, and the official opening was set for the end of the month. A newspaper report on June 26th had this to say about the opening:-

"Mr. Griffith, Minister for Works, Mrs. Griffith and the Misses McGowan arrived by motor car shortly after noon and saw Sutherland in gala array. The gaily decorated tramway motor carried a significant motto -- 'Our Hopes Fulfilled' .

"Mr. Carrick, President of the Tramway League, presented Mr. Griffiths with a pair of silver scissors to sever the ribbon. The steam motor then moved forward to the silken ribbon which was cut by Mr. Griffith, and then quickly pocketed by eager souvenir hunters".

Steam Motor No. 124A operated the first service on June





Charles Naughton

12th which commenced at 5.56 a.m. and terminated at Cronulla at 6.31 a.m..

In 1912 during the Easter holidays, 12,000 travelled on the trams. Revenue was £340.

In earlier days residents and visitors were exultant with praise and delight at the convenience of the trams. The part they



Andy Harvey

played in the development of the Shire was tremendous. But in later days people began to complain about the service being slow and dirty. Patronage declined, and with opposition from motor buses and cars contributed to its demise. In these last years the line was losing £16,000 a year.

.... And so the passenger service was terminated on 3rd August 1931. The St. George Call of August 7th reported:-

"The Sutherland-Cronulla steam tram was replaced on Sunday by a fleet of double-decker buses. The last tram left Cronulla for Sutherland shortly after midnight. Despite the hour there were about 300 people present. On the last three trips the passengers were carried free of charge. When the last trip commenced loud cheers were given by the crowd, and the 'cock-a-doodle-do' was sounded on the steam whistle. On the headlight was hung a wreath of lilies".

Inspector Hinson, who was stationed at Sutherland, stood on the front of steam motor 64A on the last trip. The driver of 64A was Andy Harvey and the conductor Charles Naughton.

-- Fred Midgley

Source: St. George Call in Sutherland Shire Council Local History Library; Author's Notes.

* * * * *

How Times Have Changed: two notes from the Sutherland Congregational Church Minutes

"Travelling allowance to be paid to Pastor K. Matta: 8 shillings per week coming from 4 shillings from Sutherland, 2 shillings from Menai and 2 shillings from Engadine. This was agreed to on. 3-4-1941."

"To have the ceiling cleaned, prepared and painted (3 coats of oil paint) in the church, costing 16 pounds" – 1936.

Crabapple Perfume was widely advertised in Australia around the turn of the century. It was described as "the ideal fragrance for the girl of your dreams".

Late Victorian Fashion: The grotesque bustle, a "fearsome hump" of steel and whalebone, as one writer described it, had replaced the crinoline by the 1870s for women of fashion in Sydney Town.

WHEN THE SOURCE MATERIAL IS INCORRECT

Or History by Bad Diction out of Poor Hearing

In my recent research I came across two examples of history being rewritten -- almost by error. Both appeared in newspaper files, and are glaring examples of textual errors which could be repeated and become accepted as truth.

In the 10th April 1958 issue of The Pictorial News (a stern edition) there is a full front page photograph and caption about the burning down by fire of the Haines homestead on which family's land the Sutherland Hospital was built. I thought at the time, "Strange, never came across that name before", but being programmed to write information down on my list I proceeded to do so. Fortunately, I did make a note of the item to refer to Sid Naughton for confirmation and possible expansion.

When I showed it to our very knowledgeable Deputy Shire Clerk he said, "You know what that means, don't you?" When I replied in the negative, he pointed out it was a misprint for the LEHANE family! As soon as I heard the spoken word instead of reading it I remembered I knew that this pioneer family had owned the land at Caringbah on which the hospital is built.

Similarly the other example is equally attributable to sounds rather than to sight. In 10th September 1959 issue of the Pictorial News (eastern ed.) there is reference to a near fishing tragedy which involved three fishermen whose boat was swept into and swamped in the Bombora at "St.Mary`s off Boat Harbour", Again I referred this item to Sig Naughton, who a few days later gave me a note about "THE MERRIES REEF" Boat Harbour.

In addition to writing this piece up for the information and warning of other members of the Society I have also done so as a mean to record these errors. The Bulletin is indexed in the Local History Collections in the Central Library, and therefore the correction of the errors will be perpetuated in that index.

-- Bernard Sargeant.

* * * * *

The Story of Woronora Cemetery: illus.: by M. Hutton Neve.

This booklet of Local History not only outlines background to the development of the site, but it also documents some of the pioneers of the St. George district -- and, more importantly, the outstanding pioneers of the Shire. Its publication was assisted by a financial grant from the Royal Historical Society as well as Society monies. It is a slim volume, retailing at \$3.50 (postage is free)..

Printing costs worked out at \$2.18 per copy; if 33 $\frac{1}{3}$ % commission (on retail price) is given if sold in the shops, it will be seen that the profit is very little. Profit from direct sales will be used, it is hoped to finance another local history booklet in the near future,

Researching Family History can be both frustrating and rewarding, as this story indicates.

GEORGE ERNEST DALLIMORE
AND THE BREAD MACHINE

I have been researching into paternal grandfather's family, the Dallimores, for some four years now, and during that time have contacted so many relatives I didn't know existed that I have lost count.

In 1946 my grandfather, Alfred Edward Dallimore, gave me a 20-year-old letter written by Mrs. Emily Davis, nee Dallimore, from Hollywood Boulevard, Hollywood, California. He told me that our American cousins were from the Church of Latter Day Saints, and most lived in Ogden, Utah. Then in 1979, through delving into the Dallimore family, I was given the name and address of a third cousin from Utah who was also family researching.

Leone, the cousin, turned out to be quite a writer, gathering information on almost every branch of the family. The only missing branch, strangely enough, was the Californian family; they had changed their name through marriage and lost contact with other Dallimores.

I did most of the Australian side of the research and sent the information over to Leone. She compiled the whole thing into a 412 page book 11" x 8 1/2", hard-covered, with copies of old certificates and 200-odd photos. Any family researcher would be proud to own such a copy. The book is titled "George Dallimore and His Descendents, 1799-1980."

George Dallimore was born in 1799 at Ston Easton, Somerset, the son of John and Sarah Dallimore. No information is available on his forebears as several years ago the church safe at Ston Easton was stolen, and found later in a ditch with all records prior to 1813 missing.

George married Elizabeth Fry in 1821 and had four children - Elizabeth, Amelia, Edwin and George Ernest (my great-grandfather). Elizabeth sen. died of consumption early in her life, and George took another wife, Harriet. George and Harriet had eight children, with only three living to maturity. It was Harriet who first was taken with the Mormon religion, with George and their children and Edwin (from the first marriage) following her. One by one they left England for Utah, the parents being the last to go.

In the early 1860s George Ernest accepted a position in Melbourne for the Aerated Bread Company. He was an engineer, and was to install the first bread-making machine in Australia. About 1863/4 he was to travel with his wife and infant daughter Constance on the same ship on which the machinery was to come. I do not know the ship's name, and I cannot find any information about the bread machine, even after making many enquiries.

George Ernest received £5-0-0 per month for his work

with the Bread Co.. He had to install the machine, and to be on call any time of the day to maintain it. It was hard and hot work, especially when one thinks of the English-type clothes worn in those days -- not suitable for the Australian climate. In Melbourne George and Emma's second child, Walter Ernest, was born. From Melbourne they travelled to Adelaide, selling their furniture and starting house all over again-- an expense they really couldn't afford.

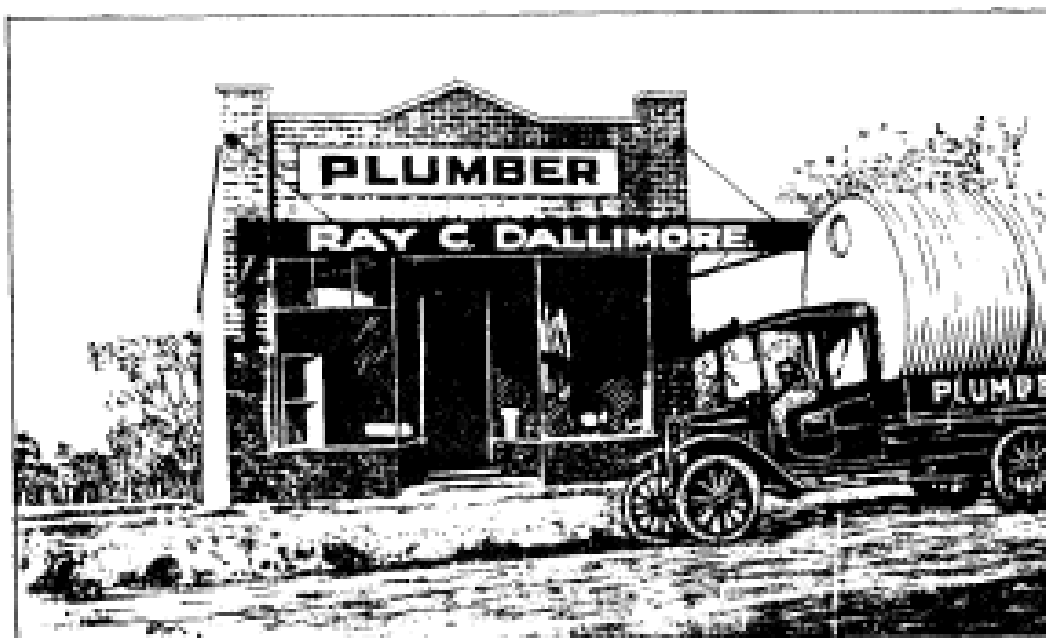
George and Emma worked in a store for a while, and George later took a job as a ship's engineer on the "S.S. Shephard". In Adelaide two more children were born, Amy and Edith. Edith Dallimore remained unmarried and lived the last of her life at Sylvania, near the Uniting Church.

From Adelaide the family, selling up once more, . moved to Sydney. It was here that the last of their children was born, Alfred Edward (my grandfather) and Maud. Maud's grandson and his family live in Taren Road Caringbah.

In Sydney George worked for the Aereated Bread Co. again and installed another Bread Making machine in the Company's building in York Street. He must have found it very straining work with so different a climate in Sydney. At this stage he was not well, and this is told in a letter he wrote to his brother Edwin in 1869: he was suffering from the disease that took his mother.

When his work was done in York Street he left the Bread Co. and took a position as Manager/Engineer at Burns' Timber Merchants at Glebe, where he worked until his early death in 1873. Burns Timber Merchants, started at Glebe by an earlier generation, established the Timber Yard in Caringbah on the site of Waltons.

George and Emma and the children lived at the corner of Plunkett and Bourke Streets Woolloomooloo, when George worked for Burns at Glebe. I often wonder if he walked, or what were the means i n those days, to go from one side of Sydney to the opposite side.



George hasn't any ties with Sutherland Shire himself, only through his children, grandchildren and great-grandchildren. Four of his sons, Alfred's sons, moved here with their parents in 1913 to Parthenia Street Dolans Bay. Horace (Horry) was known for working in the Council's Electricity Department and many old Shire residents would still remember him reading their meters in the old days. Reg, my father, lived in the Shire from 1913 until his death in 1965, with a short break when he was sent to the country to work for the Railway Department. Reg was a Shire Councillor nine years during and after World War 2 until 1950, Ray (another grandson) also lived in the Shire until his death in 1964 -- he had a plumbing shop in the "heart of Caringbah" in the 1920s. The store is now a "Hot Bread" shop standing in the Kingsway opposite Waltons. Ray had a slogan on the side of his shop "If your water is dirty see Ray Dallimore". I think that the "see" might have been represented by "C" as his full name was Raymond C. Dallimore. The youngest son, Gordon, married a Cronulla girl, Nell Hunt, whose father, Charles Hunt, had a tobacconist and Barber shop next door to the present Commonwealth Bank site. The store is now a new branch of the St. George Building Society.

Family researching can be very rewarding, but it can also have its disappointments.

I was able to locate the grave of Emma, as she married twice more after George's death at the age of 36. Emma is buried at Rookwood; but the information on George's death certificate states Haslam's Creek is the location of his grave. As Haslam's Creek is the present Rookwood Cemetery, I wrote, telephoned and visited the Rookwood Office to enquire where his grave was, but could not trace it.

There is no record of George Ernest Dallimore any more, as no record has been kept of the Bread Machine he brought with him from England. This was the machine which made bread without the aid of human hands -- quite something for those days.

-- Elva Carmichael

* * * * *

Women Motorists, in the Edwardian era bought "Fergusson's Improved Hat". This not only gave protection against the elements for the head and hair, but the style could also be changed quickly to allow the lady to attend a social function en route.

.....

Wives of early Queensland migrants took with them cactus in pots because it had a "pretty flower"; but this cactus grew wild, and destroyed 20 million acres of the best farmland before the cactoblastis beetle was imported to destroy the "pretty flowering shrub".

.....

The eastern end of The Kingsway was originally known either as Cronulla Beach Road" -- or more often, just "Beach Road".

The late W.A. BAYLEY ("Bill")

A Noted Historian

One of the most consistent writers of local and railway history was the late William Alan Bayley of Bulli, who died on May 19th aged seventy.

A writer of over forty books, he was commissioned by local governments, such as Campbelltown, Condobolin and Shoalhaven, to name just a few, to compile their history. These books involved considerable travel. He also wrote many small booklets and pamphlets, and assisted others in their books.



He loved steam trains, and in his latter years wrote many books and published them under the name of Australia Publications. Nelson Doubleday commissioned him to write several books for their Around Australia Series one of which was on railways. He was a "train chaser": He was often observed racing a train in his car -- even in other States -- to get to a vantage point to take photographs.

William Alan Bayley was the eldest of four brothers, who all grew from childhood with their parents in Letitia St. Oatley. A school teacher by profession, he graduated in 1929, teaching in several suburban schools, including the then Hurstville Technical High School. From there in January 1935 he was transferred to Bega Intermediate High School, where he was stationed for about 10 years. It was here that he wrote his first book, *The History of Bega*, published about 1943. He moved to Castle Hill, Crookwell, and subsequently to Bulli Primary School, where he was headmaster.

As well as writing, Mr. Bayley also gave lectures and conducted visiting Historical groups around the Wollongong area. Shortly after his retirement he drove around Australia

He was a Fellow of the Royal Australian Historical Society, and a member of the Illawarra District Historical Society, where he served a lengthy term as President. He was also a member of the Australian Railways Historical Society.

His great collection of photographs and material, like his books, will enhance various libraries for the benefit of future generations.

As my brother-in-law he occasionally asked me to do illustrations for some of his books, and to touch up faded or damaged photographs. On seeking his experience when my brother and I began writing historical material he was de-lighted -- possibly because we, too, were now interested in historical research. He was always ready teeter his advice in this matter, but was never critical. He was very impressed

with the production of the Sutherland Shire Historical Society Quarterly Bulletin.

For nearly fifty years I knew him as Alan and was always so known until in later years he became "Bill."

Two manuscripts are unpublished: one, a railway history, is completed and will soon be published. The other, a Children's History of The Illawarra, which he regarded as his best work, was unfinished at his death.

-- Fred Midgley

* * * * *

RESEARCHING LOCAL HISTORY

For all those interested in some aspect of this, attention is drawn to the article by Bernard Sargeant "A Key to the Years 1956-1981", detailing the compilation of a basic indexed history of the Shire to the present. The foregoing years from 1956, based on the Kirkby manuscript, have already been indexed. The cross-indexing of varied subjects is of particular value.

It is to be hoped that a "running index" will be continued in the coming years.

Bernard was Shire Librarian for nearly 15 years before resigning, as well as being a Society member. He spent a short time in England and then returned to Sydney, and became involved in Shire Historical research when the Shire Council asked him to index the Kirkby manuscript. He then undertook specialist work for the Public Library Division, as well as extending the above Index to take in the succeeding years.

After a short visit to England in July Bernard plans to return about mid-August to continue with the indexing of Council Minutes and related information.

--M. Hutton Neve

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"HURSTVILLE REMINISCENCES OF THE 1920s": by A.D. Smeaton.

This little booklet brings back many memories of over 50 years ago to local residents; and will no doubt stir the memories also of many of our elder residents, who will recall similar incidents and experiences in this Shire. It is published by the Hurstville Historical Society -- typed and duplicated; it is not illustrated, but nevertheless it will create many mental images. It is priced at \$1.80. This Society is to be congratulated on producing such an entertaining little booklet. And it also gives our Editor some ideas!

Rhubarb was eaten in the East long before it was introduced into England. The Chinese cultivated the plant as long ago as 2700 B.C..

A KEY TO THE YEARS 1956-1981

Introduction: In June 1980 the Shire Council asked me to undertake a project of selective listing, from Council Minutes and from related news-paper files, of items of importance for the period 1956-1981 and of indexing those items.. The objective of this project is threefold:-

1. to provide a link into Council's records for administrative purposes;
2. to make these records accessible to the local history researcher; and,
3. to provide information to satisfy local history enquiries.

I understand the indexing I did in 1979 of the "Kirkby manuscript" (vide the Sutherland Shire Historical Society Bulletin No. 30, Nov. 1979, Pp. 304-5) lead to this new project being suggested. The "Kirkby Index" (as it has come to be known) is getting considerable use to satisfy the sort of information-needs outlined above.

SOURCE MATERIAL: These consist of:-

- (1) Council and Committee Minutes, which have to be pre-served permanently under statutory requirements. They can be seen for research and other bonafide purposes upon application to the Council. These are archival records from the very time of their creation, and as such the Council has a preservation responsibility which in time may restrict their use because of physical restraints.
- (2) Local Newspapers, most of which are available on microfilm in the Central Library at Sutherland. Fortunately for me there is an original (hard copy) file of the Leader from 1960 which is almost complete.

ITEMS SELECTED: After some revision of guidelines at the completion of the listing and indexing of the events of 1956, the selection. of items for listing is now defined as follows:-

- (1) Items of specific interest, e.g. the 1956 storms and flood conditions which damaged roads throughout the Shire; the T.S. Malleable Castings iron foundry controversy in the middle and late 50's; the North Caringbah Industrial Area; Bush Fires; etc.
- (2) Items of continuing interest, e.g. bridges over the Georges River; lack of school playing fields; dredging o f Port Hacking; sand mining; the development of the Kurnell Peninsula; etc.
- (3) Items on the development of Council policies and codes, e.g. subdivisions; permissive occupancies of water-front reserves; tree preservation; etc.
- (4) Items relevant to Council buildings, parks, reserves boat ramps; et

- (5) Items that illustrate the wide range of matters with which Council is constantly and changingly being faced, e.g. provision of Vacation Play Centres; separation of surf board riders and swimmers on the beaches, etc.
- (6) Items of personal interest to both Council and the Community, e.g. senior staff appointments; matters pertaining to Councillors, ex-Councillors, and future Councillors; deaths of community leaders and pioneers, etc.
- (7) Items relating to Council activities which become current news, particularly when they create in the local news-papers, e.g. the "Local Rating" problems arising from valuation variations in 1957; important developments, e.g. Sylvania Waters, Miranda Fair; controversial developments, e.g. the proposed chemical factory at North Cronulla in 1958, etc.
- (8) Items of Council and Community interest which would not be directly reflected in Council Minutes, e.g. Council elections and associated publicity, etc.
- (9) Items of a general nature, which highlight events, people, organisations, and all three levels of government, and which shape the local community. In this area are included the establishment and/or A.G.M.s of clubs; items on residents of newsworthiness outside the Shire, e.g. Olympic contestants; railway and other major accidents; and any local matter of importance in which the 3 levels of government are jointly or separately involved.

LISTING AND INDEXING: When going through the source material, items selected are written down in a précis form (usually 3 lines at the most) with another 3 line space left between each entry. When a record is complete for one year, it is then indexed and the subject headings used are written in the space below each entry. From the lists, a Card entry for each subject heading is typed, thus creating the index. This method means that "tracings" are always available for every item listed, so that one may go back and check to ensure that one is consistent when indexing similar or the same subjects.

THE AUTHORITY FILE: This had to be compiled to make sure that one is consistent, not only in the form of headings already used, but also in the way that new headings are created. Each time a new subject appears, it is necessary to decide how to treat it as a subject heading, to record it, and to create the necessary "see" or "see also" references; e.g., CRONULLA -- Cecil Hotel -- CECIL HOTEL, Cronulla, or DREDGING, See also, WORONORA RIVER - Dredging.

At first a great deal of time was spent in "setting up" each Authority Card for every subject heading used, but now most subjects are covered, this activity takes up such less time than in the early stages. The basis for headings and their forms was the "Kirkby Index", and it is hoped that the index to the current project may eventually be filed into that, once the latter has been amended in line with the principles used in creating the former.

ANNUAL LISTINGS: It is hoped to be able to have typed the

listings of items for each year into an annual volume, after the index cards have been typed from the lists. The cards, once filed into the index, lose any annual significance that they once had. Thus by preserving the annual listings a researcher will be able to browse through the events of a given year to gain an insight into the specific trends and pressures of that year.

PROGRESS TO DATE: At the time of writing this report, the index cards for 1956 and 1957 have been produced and are filed in one sequence, but without any references in that file. Index cards for 1958 are currently being typed and the lists for 1959 have been indexed and are awaiting typing. Work is currently going on with the listing for 1960 and 1961 and the indexing of 1960 lists. Use of the Index at this stage at the Central Library is by application either to Pam Garland, the Librarian-in-Charge of the Local History Collection, or through the Reference or Readers Advisors Sections staff.

-- Bernard Sargeant

* * * * *

ANCHORAGE ALASKA -- and CAPT. JAMES COOK,

The ties between Alaska and Hawaii go back to the first recorded history of the two places -- and the man who did the recording was Captain James Cook.

Had he fared better in Alaska -- if he had found the Northwest Passage, or even a decent place to spend the winter -- Captain Cook would not have limped back to Hawaii to moot his death just nine months after "discovering" the Sandwich Isles.

It is safe to say that Cook is held in higher esteem in Alaska than he is in Hawaii. He named this place -- Anchorage was a place, not a town until World War 2, because he had anchored there in 1778.

Downtown today, a statue of Captain Cook overlooks Cook Inlet not far from the Captain Cook Hotel, probably the best hotel in town and in the state. If Captain Cook had named sites in Hawaii, I suspect that we would not be using them today.

But up there, Cook's name lives on.... Such as the "Turnagain Arm" of Cook Inlet, so named because for eleven days Cook and crew followed the narrow opening between the mountains that rise 1,000 feet straight up from the water before seeing that this was a dead end, not the Northwest Passage, and that they would have to turn again.

-- Enid Ford

Acknowledgment to Don Chapman, Honolulu Advertiser, June 2, 1981.

WORKING ON THE COUNCIL 65 YEARS AGO.

In the earlier days of the Sutherland Shire Council the most vital works were the construction of roads and bridges. Such amenities as Baby Health Centres, Women's Rest Centres, Library Centres and Community Halls were not even thought about.

Let us look at some snippets from the thousands of entries of the daily work records of the late Arthur Midgley who commenced working on the Council on October 12th, 1908, until he retired on December 20th, 1944. Additions in brackets are the authors.

1911. April 3rd. R. Smith cutting scrub off formation north of Hardens culvert (Old Illawarra road).Menai.

April 4th. C. Delardes and J. Barnsley 2 hours clearing scrub near school at Menai. O. Jones ploughing up watertables (gutter) in street leading to Post. Office (Bishop Road). R. Smith leading the horse 2 .hours.

April 5th. R. Smith 4½ hours getting ballast for the third section from Shaw's culvert (Old Illawarra Road).

April 7th. C. Delardes shovelling out watertables 6 hours.

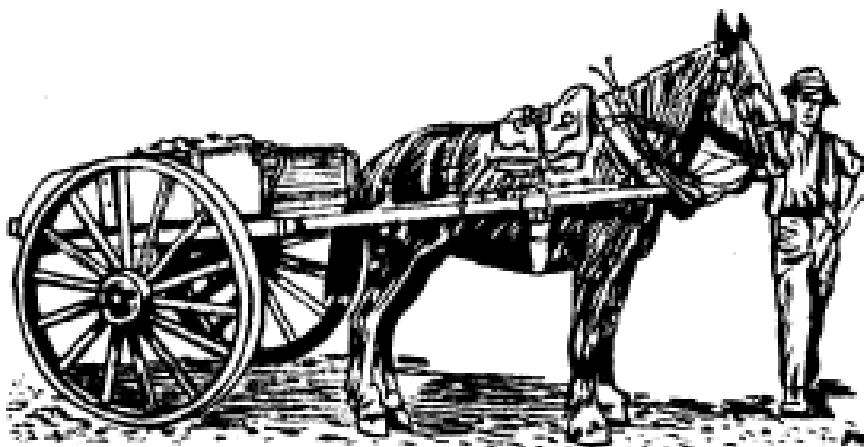
All. were Menai residents and worked as casuals excepting A. Midgley. C. Delardes was to become a regular employee. When the Council in later years purchased road machinery he assisted in operating it, as he did later on the Lugarno Ferry. He gave 53 years service to the Council.

Other early examples are : Station street (Hoyle Street) was gravelled April 24th to May 1st, 1913. 180 dray loads. Most loads in one day 40, using Park gravel.

Dec. 16-17th 1913. Filling ruts in President Ave. between Bath road and Glencoe street. March 25 .1914: Pegging out road, Gynea Bay.

1916. Forming a footpath in Eton street Sutherland in August. Forming the street 14 days in September and October and 8 days graveling it in November.

May 1918. Rain for 5 consecutive days. Unable to work. No pay.



Billy 'Boxer' Green, a carter on the Council, 1913.

On July 30th 1915 Arthur Midgley wrote to the President stating that he had now been employed 6 years and 9 months explaining his experience and that he had men under his control. He felt justified in asking for 6 pence a day more, making his wage at 10/- shillings a day. He was granted the sixpence.

Award rates of pay in 1921.

<u>Labourers</u>	<u>Ballast breakers & leading hands</u>	<u>Working ganger</u>
1/11 per hour	2/0¼ per hour	2/1¼ per hour
15/4 per day	16/2 per day	16/10 per day
£4/13/0 per week	£4/17/0 per week	£5/1/0 per week

Travelling time in 1920. 3 miles. Per hour 1/2¼. Carters when camping 1/2¼ per night. Horses when stabled 8 pence per night.

-Fred Midgley

BOXING

In 1919 when I was only 15 years of age I felt an urge to be a boxer. I had no intention of being a professional in any way. I just wanted to be a boxer -- for the sport.

I had to have some lessons so I travelled by train to Sydney to Jack Dunlevy's Boxing Gym. in Liverpool street - almost opposite the Court House. The Gym, was located upstairs which I just swept up with great enthusiasm. I had to fill in a form. One of the questions I had to answer was if I wanted to be a professional. Of course I didn't. Lessons were 2/- shillings an hour or two hours.

When I had filled in the questionnaire I was asked if I had brought my shorts with me. Of course I had'nt. I was'nt expecting to put the gloves on then and there. I was told to strip off and they would lend me a pair of shorts. It was a case of strike while the iron was hot.

They put me into the ring where an opponent was already waiting for me. I don't know how experienced he was, but I beat him easily. They must have thought I had some talent, for another opponent was put in the ring. It was different this time. Here was someone with real talent. He turned out to be the Sydney Wonder Boy Mason a young champion. He gave me a hiding.

I sometimes used to meet the McCubbin boys from Sutherland on the train when on the way home from the Gym. They could'nt understand me taking up such a pastime coming home with black eyes.

We used to exercise our boxing skills in sparring with other interested locals alongside the building where Scott's Nursery now stands in Flora street (West) Sutherland. It was'nt bare knuckle. We used gloves. Charlie Murphy the policeman used to come and watch us. There was Arthur Ellis the Monumental Mason, Bob Booker and his brother George. In one bout I broke George Bookers nose.

I declined to accept offers to box in the tournaments often held in Boyles Hall, Sutherland. I was 17 when I decided to hang my gloves up.

- Mick Derrey

EARLY DAYS IN SUTHERLAND.

When I was aged three I usually sat on my father's knee when there were entertainments at Dents Creek in the early part of the century (1907).

Having three sisters and a mother who could all sing a little and not having much to do on a summer night we would all sit around a cow dung fire to keep the mosquitoes away and sing with the assistance of old Bob Weatley who was a caretaker at Walkers slaughter yard off President Avenue, Miranda.

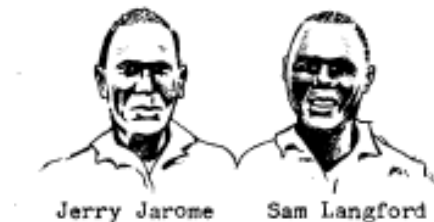
There was old George Candy and Billy McDonald (later Billy Mac, well known butcher) mother and father would often walk from Sutherland to join in to late at night to the accompaniment of croaking bullfrogs. Some were baritones, others tenors. It was all so clear in the stillness of the night as there were no cars and very few horse drawn vehicles which were unable to cross the creek which ran for some width across Woronora road, now President Avenue.

In 1909 fishermen would walk from Sutherland to GyMEA Bay Boat Shed. The Boat Shed was owned by Neil Pedersen who later became my brother-in-law.

Above the boatshed were three bedrooms and there was a community kitchen.

The groups of fishermen names. Two names that I can remember are the Banjoes and the Jamies. Every Friday night when they came from the city the Banjoes would play as they walked down Woronora Road (President Ave.) about 6 o'clock at night, As a child I would sit on the side of the road and wait for them. They would save all their cigarette cards for me. Some of the brands were Players and Castles.

One night two black men ran down the road shadow sparring, I know they scared the life out of me, and I ran inside and told my brother, He said, "they won't hurt you- that's only the two American boxers Sam Langford and Jerry Jerome training."



Langford and his wife and daughter, Charlotte lived at Boyles Hall where Langford would train. When he was punching the bag in training you would think the hall would collapse.

When I got to the ripe old age of 7 years I started to wander a little to the area where St. Paul's now stands at GyMEA, where I would gather Christmas Bells and Waratahs and sell them at the junction of Princes Highway and the Kingsway for 3d and 6d per bunch, mostly on Sundays.

Boys would take their girlfriends out in their rubber tyred sulkies so beautifully varnished. The harness would be decorated with silver and brass ornaments.

Another event that sticks in my memory is the merry-go-round which would be turned with a pony harnessed inside the merry-go-round. To stop it the attendant would have to assist the pony. The seat nearest the pony was never empty.

- Mick Derrey.

I TOLD YOU SO

At the June General Meeting of the Society I was in conversation with a member, who was positive that it was impossible to drive from Sutherland to Liverpool (via Menai) prior to the construction of the Heathcote - Liverpool road in about 1940.

As I had travelled from Sutherland to Camden on my trusty Speedwell cycle several times in the 1930s, I strongly argued about this, and just to prove my point I have reproduced from my faithful "Evening News Motorists Guide, 1922, how to travel from Sydney to Liverpool via Menai.

In a previous Bulletin I described the route from Sydney to Sutherland, I hope all members have remembered it as the guide book says - to Liverpool via Tom Ugly's Point, Sutherland, Menai, Liverpool and the Main Southern road to Sydney.

Follow the route shown to Sutherland (page 26). At the railway station bridge turn right alongside the hotel until a short distance away the gates of the Sutherland Cemetery are seen. At the Cemetery turn sharp right and follow the track to the turning marked "to Liverpool" a quarter of a mile on.

Here turn left, and presently you will cross the Woronora River bridge after a series of curves, which it is well to watch carefully, especially if you have a big car.

After crossing the river, take the turn to the right, and follow the only road until you come to Menai, a pretty but isolated little settlement. Here you will see a notice board showing that you turn left for Liverpool and right for the Lugarno Ferry and Sydney.

Follow the road to the left through, and after a pleasant run of altogether about 20 miles from Sutherland you finally come to the historic township of Liverpool, after crossing the river bridge and railway.

Here turn left, and then right, along the main street and after that you cannot go wrong until you arrive at the top of the hill above Lansdown Bridge. The road to the left leads to Granville and Sydney. The direct route to Sydney is the right hand road, and it is a splendid surface. " You pass through to



Woronora River and bridge in 1922

Bankstown, Enfield and Ashfield, and finally reach the Parramatta road, where you turn right, and five miles further will see you well into the heart of the City.

Any member of the Society wishing to go any distance should consult my guide book for the latest information in 1922. including a 3 day tour of Sydney, Bathurst, Goulburn, Sydney and another tour, the same as above but includes Mudgee and takes 4 days. Happy motoring.

-- George Heavens

TRAFFIC HINTS FOR VISITORS.

--from "Evening News" Motorist Guide 1922

Sydney is the home of the visiting motorist. To the great Metropolis of Australia he comes from the country and other States. It is well that he should be conversant with the traffic laws. Remember these things:-

Drive on the left hand side of the road.

Give way if collision is likely to any vehicle approaching you. or crossing you on your right hand side.

Wait for a definite signal from the traffic constable on the street corners. His is the responsibility; not yours.

If you propose turning to the right extend your right arm straight out from your body.

On receiving the signal to drive on still keep your arm out to remind him and also to notify traffic at your rear.

When turning left, hold your right arm across your chest, but do not proceed left until you obtain a signal from the traffic constable to do so.

When driving in Sydney remember that in Castlereagh street you may only drive in one direction - North. In Pitt street you may only drive in one direction - South.

It is well to carry with you besides your driver's licence your certificate of registration.

The "Evening News" will be glad to have an account of your tour if you have driven from another State.

This could prove interesting if you own a car (1922). An Association has been formed called National Roads and Motorists Association. It has at this time 4,000 members. Its fee per year is only one Guinea. The slogan "Never Refuse Motorists Assistance": Free Guides through Sydney, Free legal advice and defence, Mechanical advice and inspection free. First aid to your car free. Motor cycle patrols at Tom Uglys at week-ends. The NRMA official Uniformed Guides never accept "TIPS" even if offered.

- George Heavens

PRESIDENTS NOTES

It is pleasing to note the continuing attachment of this Society to the Sutherland Shire Council. For the last Bulletin I was able to report on the matter of "Museum" following Clr. Andrews presence at our General meeting in March. For this Bulletin I can report the involvement of this Society with a project of the Sutherland Shire Council - the Ball in aid of the Disabled. This event is organised in support of this section of the community as a special gesture in view of this year being "The Year of the Disabled".

The involvement of this Society is that of an advisor. Clr. Andrews has approached the Hon. Secretary, Mrs. Taplin, to act as liaison officer between the Council and the Society. Mrs. Taplin has acted in this capacity, with assistance from Mrs. M. Hutton Neve, for some weeks prior to the General meeting in June, and at that meeting her status as liaison officer was confirmed unanimously by members.

The advisory function of the Society lies in the time setting of the Ball. The setting chosen is 1906. - the year the Shire began as such. Many aspects of the life of the day have to be set right, and herein lies the authority of the Historical Society.

The General meeting of June 1981 was indeed a significant one for Mr. and Mrs. Taplin. On that same night Mr. Taplin presented attending members with an illustrated address on his recent visit to World War 1 battle sites and soldiers' graves, where his father served in the nations forces.

As I write these notes, Mrs Neve lies in the Sutherland Hospital. We wish her a speedy recovery.

- Harold Ivers

ERECTING A COUNCIL CHAMBERS

In August 1914 Shire Council President Hyndman addressed over 350 electors at Miranda, the largest meeting held in the Shire on the question of the proposed erection of a Council Chambers at Sutherland as against the feelings of the people of Cronulla and Miranda. It was a strong protest meeting.



Clr. E. W. Hyndman

Clr. Hyndman stated the lowest tender received for erection of the Chambers, of two applicants was £1530. He explained numerous causes for the decision, along with the Minister of Works for deciding to erect the building at Sutherland.

Clr. Hyndman was acclaimed at the end of the meeting on a motion of confidence with only one dissent, amid rousing cheers that the Chambers would be erected at Sutherland.

The offer of finance for the proposed building by Henry Davis & Co., was accepted. Mr. E. Vennard was appointed architect.

- St, George Call

AUSTRALIAN GOLD COINS

While South Australia grappled boldly with the difficulties arising from the abundant yield of gold from many fields, the other colonies were by no means idle, but evidently preferred to act in more constitutional ways. As early as December, 1851, the Legislative Council of New South Wales sent home a petition to the Queen, asking for the establishment of a branch of the Royal Mint in Sydney. In July, 1852, the Legislative Council of Victoria presented a similar petition, asking for a Mint to coin gold in Melbourne for Victorian use only. In October the same year South Australia also petitioned for a Mint in Adelaide. The necessary delay while the Home Authorities were considering, with an accentuation of the local trouble, led to the South Australian action, as above mentioned.

The Home Authorities evidently thought the matter worthy of very grave consideration, and especially the question whether one Mint in Sydney would not be sufficient to meet the problem and to avoid the expense of several establishments. The then intention was merely to mint gold coins to supply the local wants of Australia, and render the gold more easily market - able elsewhere, though there was no real intention of making the coins legal currency outside New South Wales. Under a Proclamation by the Queen, and an Order-in-Council dated the 19th August, 1853, the Sydney Mint was decided on, though not brought into action till May, 1855. It was constituted a branch of and subordinate to the Royal Mint for the coinage of gold only - sovereigns and half sovereigns. The Sydney coins were not accepted as legal tender outside the limits of New South Wales, and consequently much dissatisfaction and trouble was caused by their circulation in other colonies. Though assay showed that they were intrinsically worth about one-tenth part of a penny more than the produce of the London Mint, they were only received there as bullion, and each worth 19s. 10d. But Melbourne would only receive them at a discount of a shilling, and most of the London banks made the same charge.

The Mint was opened for the receipt of gold on 14th May, and the first issue of coins made on 23rd June, 1855. It is claimed that the very first piece struck is now in the possession of a well-known resident of Sydney. It was preserved by someone attached to the Mint as a curio.

Within a very short time a change of opinion regarding the value of the Colonial product must have taken place, for the Sydney 'Empire' newspaper, in June, 1856, shows that the fact of it being alloyed with silver instead of copper, as were the Imperial issues, was officially recognised; the balance was in favour of the Sydney coin being about 10d per ounce. In July, 1857, they were made legal tender in Victoria. In this connection there is some explanation wanted. The legislation appears to have been under Section 14 of the Act 26 Viet. No. 425, dated 20th April, 1864. Under this it is provided that -

"Certain gold coins called Australian sovereigns and half-sovereigns, struck at the branch of Her Majesty's Royal Mint at Sydney, in the colony of New South Wales, shall be, and shall be deemed to have been from the fourteenth day of July, A.D. 1857, current and lawful money within Victoria, together with and in like manner as current coin of the realm."

It is difficult to understand the circumstances which would met by the Act being made retrospective for such a long period as seven years when dealing with transactions generally completed within a day or two.

In July 1862, a Select Committee of the House of Commons re-commended that: Gold coins issued from the branch Mint at Sydney should have as nearly as possible the same alloy, and the same quality of execution as those struck at the London Mint, and also should have currency in the British Dominions as those minted in London. Further, that they should be distinguished by a Mint mark sufficient to allow bankers and others to recognise their origin. These recommendations were given effect to by an Imperial Proclamation, 6th February, 1867, but not carried out till 1871, since which time the London and colonial issues have been identical, except that the latter bear a Mint mark. In 1872, a second branch of the imperial Mint was opened in Australia at Melbourne; and in 1899, a third at Perth in Western Australia. Many millions of pieces have been struck in these establishments and frequently they have supplied the whole Imperial gold coin-age for a year. — -- Dr. Andrews, 1922

In Australia gold Pounds were struck in 1852. Sovereigns from 1855 to 1931, half-sovereigns from 1855 to 1916, and then no more gold coins until 1980 when a gold dollar was struck.

It is anticipated several values in dollars will be struck in 1981 or in the near future. These are collector's items as the 1980 dollar is now valued at \$400 each.

- George Heavens

Sutherland Hospital Fire

The fire mentioned in Mr, B, Sargeants article on page 41, was the cause of great concern, when the call of fire came in at Sutherland Fire Station, on Monday night at 9.15pm, 7th April 1958.

The call came to us that Sutherland Hospital was on fire and well alight. The hospital had only been open for ten days, and imagine our feelings, after all those years of waiting to lose it so soon. A good crew of firemen were at the station when the call came in, as we had just returned from Caringbah shopping centre, where we had had a stack of empty fruit cases alight caused by the owners incinerator. We turned out in a minute. I remember I was in charge of the siren button, occupying the seat next to the Captain, who was driving that night; and didn't I give that siren hell! As we topped the hill near the now Gynea Technical College we could see the smoke. The old Captain's foot went down on the accelerator like a ton weight. Our motor just lifted, I recall we went up the hill near the present Ford sales yard at 100 miles an hour.

I had been a guest at the hospital opening on the Saturday previous and thought the crowd was large, but the crowd the fire attracted was much larger. The drive-in customers lost interest in the pictures and came to see the fire. So did everyone else within miles.

The fire was an unoccupied cottage on the south-east portion of the hospital grounds. It had been the home of the Lehane

family. It was weatherboard, large and old, and it made a spectacular fire at 9.30 at night. Motors from Kogarah, Caringbah, and Sutherland attended with about 20 firemen, under a district officer.

Our crew were Capt. Ray Paton, Geo. Heavens, Jack Johns, Bill Whiting and Doug. Turner. We were dismissed at 11.20pm. and had used 700 foot of hose.

---George Heavens



SUTHERLAND SHIRE HOSPITAL FIRSTS

From George Heavens personal records

The first patient admitted that was sick was Mrs, BARDWELL of Cronulla at 9.30am. on 21/4/58.

The first expectant mother Mrs. Bessini, 22/4/58. The baby was born at 3.20am.

The first patient to arrive at Sutherland Hospital by an ambulance was a Mr. Miller at 10.30am. on 21/4/58. He was carried into the hospital in the arms of Mr. Harry Price the driver, not on a stretcher.

I have the movies of the ambulance arriving at 10.30am. and the driver Mr. Price.

See my film entitled, "The building of Sutherland Hospital 1953-1958.

CRONULLA NOTES

October 1908; Sutherland Council let the right to Mr. White of Bexley to provide chairs at 1 penny each to visitors on Cronulla beach.

November 1908; Clr. McAlister urged Council to apply to the Postal authorities for necessity of a separate telephone wire between Cronulla and Kogarah as the line is at present so congested it is useless.

December 1908; Sutherland Councils request for an extra telephone line from Cronulla was refused.

June 1915; A large number of people attended the opening of the Roman Catholic church at Cronulla on the last Sunday of the month. Archbishop Kelly officiated and £200 was collected towards the building fund,

CONTRIBUTIONS: Members are invited to submit material for the Bulletin: this need not be confined 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 Convenor or Editor, or post to Editors address. Copy for the November issue should be handed in by the October general meeting.

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

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

Publications of Local History are usually on sale at each 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:

The Opinions expressed in this 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.

President:

Mr. H. Ivers,
6 Raymond Place,
Engadine: 2233
Ph. 520.6324

Hon. Sec.:

Mrs. M. Taplin,
199 Willerong Rd.,
Caringbah: 2229
Ph. 524.5095

Publications Convenor

Mr. G. Heavens,
78 Toronto Pde.,
Sutherland: 2232
Ph. 521.6190

Hon. ___ Treas.: Mr. S. Stedman, 495 Kingsway, Miranda 2228 Ph. 524.5389.

Editor: Mrs. M. Hutton Neve, 26 First Av., Loftus 2232. Ph. 521 2578.

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

Excursion Committee: Mrs. A. Griffiths, Convenor: Mesdames Cutbush, Gumbleton,
Wickham; Messrs. Archer and Eatch.

FIXTURES

SPEAKERS

Aug. 14:	Ostrich Farming in NSW.	Mr. Ken Mathews
Sept. 11:	Horse Transport in Sutherland Shire	Mr. Fred Midgley

Oct. 9:	Marrickville	Mr. Ray Sowden
Nov. 13:	Water People of the Shire	Prof. F. Dixon
Dec. 11:	Films	Mr. Geo. Heavens

EXCURSIONS

The May outing to Cordeaux Dam was an excellent day; guided by Mr. Noel Thorpe of the Water Board certainly granted us entry to otherwise "out of bounds" areas.

The Broken Hill trip is now only a "dream". But what a wonderful City and a must for tourists interested in history. Summing up the feelings of all the group -- "we had a ball".

August 22: A trip on the Sydney Explorer Bus. Train from Cronulla 9.12 a.m., Sutherland 9.30 a.m. Meet at Kings Cross Station at 10.30 a.m. Donation \$1,00.

September 19: Marrickville Area. Guide will be our Society Council Member Mr. Ray Sowden, President of the Marrickville Society. Bus from Cronulla 9 a.m., Sutherland 9.30 a.m. Members \$ 3.00 - Visitors \$3.50,

October 29: Thursday - Hawkesbury River Boat Postman. Bus

----- leaves Cronulla 7 a.m. - Sutherland 7.30 a.m.

November: To be advised.

For Excursion Bookings please 'phone Mrs. E. Gumbleton 524-1660

--enquiries from Mrs. Gumbleton or Mrs. Griffiths (523-5801)..

-- A. Griffiths, Convenor.

HISTORICAL PLACES

The Hurstville Municipal Council in Association with the Hurstville Historical Society, have produced a map of the Municipality showing Historical Places.

The map 22x17 inches is marked with red circles centred with numbers from 1 to 98 locating exactly the Historic sites,

This is a very commendable effort by the Society in listing and describing on the reverse side of the map a history of the sites or places, the research for which Dr. Joan Rattan was largely involved.

A splendid reference for your Archives, or for the tourist. It is priced at \$2.

---F.A.M.