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SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN: November 1981,

THE 150th ANNIVERSARY OF THE FOUNDATION OF
THE SISTERS OF MERCY

The Sisters of Mercy now number some 25,000 members, constituting the largest congregation of religious women in the English-speaking world, and the second largest in the world. They are to be found in Ireland, England, Scotland, the United States, Central and South America, South and East Africa, New Zealand, Australia, the Philippines, Guam, Papua New Guinea and India.

The story begins with a wealthy Irish heiress, Catherine McAuley, who founded the first congregation in Dublin in 1831. She died in November 1841, but within five years there were Sisters of Mercy in five countries, including Australia.

Pride of place, as first foundation in New South Wales, belongs to Goulburn, founded in 1859. By that year the Colony of New South Wales was growing rapidly in population, as many settlers were attracted by the lure of gold, or the possibilities of making a fortune with pastoral ventures. Then followed foundations in Albury, Deloraine and Wodonga and Yass.

The first Mercy group for Sydney had actually been recruited for Bathurst by Archbishop Polding, and were en route from Liverpool before it was discovered that Sisters of Mercy from Charleville in Ireland had been invited to join the newly appointed Bathurst Bishop, Dr. Matthew Quinn. Dr. Polding's group were therefore asked to remain in Sydney after disembarkation, and the Sisters immediately took over the schools at St. Patrick's, Church Hill in 1865.

In 1924 the Sisters of Mercy were invited by the late Archbishop M. Kelly to come to the Shire, and a convent was established at Cronulla. The Sisters opened a primary school in Sutherland, teaching there until 1949, when expansion became essential, especially the opening of a secondary school. As the Mercy Sisters had not sufficient teaching staff to conduct both primary and secondary schools, negotiations were entered into with the Presentation Sisters (who had come from Domremy in France) of Sutherland; and the Sisters of Mercy continued with their activities in Cronulla.

They were considering the building of a high school for girls when the Country Club established by Mr. Charles Duncan in Dolans Road Burraneer Bay came on the market early in the 1960s, and so Our Lady of Mercy Convent came into being.

-- M. Hutton Neve

Source: Sister Mary St. Luke, Our Lady of Mercy Convent.

* * * * *

Nov. 11. 1918: cessation of hostilities of World War I.

EARLY DAIRIES IN THE SHIRE & THEIR LOCATIONS



The first dairy in the shire was on the land now occupied by Gynea Technical College, on approximately 5 acres, established by Geo. Smith in 1897. All other dairies were approximate – give or take a year.

George's cows, after being milked, would be released onto Malvern Road, now The Kingsway, where they would drink from the creek which was on the road directly in front of the Technical College.

Smith also sank a twenty foot well on the property in the Hotham Road/Kingsway corner: Water from it was mostly used for damping the cows' feed and for washing milk cans. The "cool room" was brick and as big as a double toilet, with gauze door and vents and a cement floor. The inside was always nicely painted with lime white-wash. All surplus milk was placed in big dishes on the floor.

Around 1913-1914 Geo. Smith sold out to George Brewster, a single man -- but not for long. He married Miss Evelyn Vallance, whose father was totally blind. Despite this handicap, Mr. Vallance built a complete windmill, which he erected over the well. He also built a spring cart, wheels and all, which travelled around Sutherland for many years with groceries from Vallance's store.

Geo. Brewster's cows would usually roam the hills in the direction of North West Arm. He would always have a cow-bell on one cow so that he could hear it in the distance. They were a nuisance to my Mother and Father. Our having only a "dog-leg" fence made of saplings, it never took them long to demolish this fence and eat everything that looked edible.

I remember in 1913-1914 my elder brother, who was sixteen obtained a job with Sid Healey, a bricklayer, to whom he was later apprenticed. The job was building a home for Mr. Frank Marien on the corner of Manchester Road and the Kingsway, now the Trades Union Club. My mother was thinking of him starting a new job, his first, so he should have a new pair of pants. She went to town and bought him a new pair of dungarees for 7/6d. On coming home she washed them to shrink them and to get the lime cut, which was usually the case. She pegged them on the line and went to Sutherland to do the shopping. On returning home she found Brewster's cows had eaten all that looked green and also my brother's blue dungarees --now called jeans. A cow had one leg masticated up to the crotch. Seeing my brother was receiving only 12d per week, it was half his wages lost. The names my mother called those cows in French -- I had never heard cows with such names before! She was so angry that she told me to catch one of the cows and take it to the Pound, which was in Tom Lehane's paddock. It was the first Pound in the Shire, and is now the site of the Sutherland Hospital. Seeing I wasn't ten years old, it was too big a job for me.



About 1919-1920 Brewster sold his cows to Chris. Dube and "Scotty" Taylor , two young men who had just returned from the war. Dube's property was halfway between Oak and Bath Roads, with a front-age to President Av. and Flora St., and was about four acres, with a creek running through the centre. Half the property was a flower garden, and the cow-bails were built on the Flora St. half.

After the milk delivery was finished at approximately 8 o'clock in the morning you could hear Chris and "Scotty" banging those milk cans while washing, and singing the hit tune of the time "How ya gonna keep them down on the farm after thin" a seen Pare e?"

In 1925 Chris and "Scotty" sold the stock to George McHugh, who built his cow-bails on the eastern side of the creek halfway between Hotham Rd. and Talaga Rd., and grew his green feed on the western side of Hotham d Rd.

In the "Scotty" Taylor/ Chris Dube and Geo. McHugh era , all dry cows after getting into calf were driven through the scrub to Towra Point near Kurnell, where they would stay until a few days before calving time. Kurnell Rd. was not thought of at that time. The droving was mostly by Bern "Bronko" Dube, Geo. McHugh and Fred Valiance -- and what horsemen they were! In 1930 Fred McHugh gave up the dairy.

A Mr. George Gage built another dairy on the North West Arm Road directly opposite the Avenell Rd. turnoff, which we children used to call the "Diamond Drill", because that is where Fred Dent bored for coal before the turn of the century -- hence Dent's Creek. George Gage's property extended from the now vacant land which is reserved for the expressway opposite the natural stone bridge, southwards, taking in Wanganui Rd. of five acres and mostly rock,, The water came from the creek where the garage is now on the corner of Avenel Rd. and North West Arm Rd.; but George Gage's dairy never lasted very long, as the land was unsuitable.

The vacant paddock you now see opposite the stone bridge was Ted Lye's flower garden. He came there, after selling his flower garden at Miranda, for the digging of clay and shale for Bakewell's pottery, about 1916. It is now the site of Miranda Fair, and when you park your car under Miranda Fair you are at the bottom of the clay pit.

-- Mick Derrey

1982 Subscriptions to this is due on January 1st; a coloured subscription form is at the back of this Bulletin. This form may be handed to the Hon. Treasurer at the Dec. or Jan. Meeting; or posted to the Hon. Secretary.

Prince Charles of Wales was born on Nov. 14, 1948.

OUR 'SHIRE FOUNDATION" PIONEERS: 1906-1981

As part of the celebrations in connection with the 75th anniversary of the foundation of the Shire, in August the Shire Council gave an afternoon reception to honour all those who have lived in the Shire since 1906 or earlier. Also invited were their friends and relatives. Attending too, were several residents who had been here sixty years or so. There were in all a total of thirty nine "Shire Foundation" residents, but some were unable to attend because of illness or frailty, and relatives "stood in" for these.

After welcoming the special guests, Shire President Alan Andrews presented each with a Commemorative wooden plaque with the Shire Crest superimposed in colour. Then, over afternoon tea, old friendships were revived and old memories exchanged.

The "Shire Foundation" residents thus honoured were:-

Mrs. Gladys Bartlett (nee Samwavs): born in the Shire 1904.

Mrs. Dot Batty (nee Clark): born in the Shire 1903.

Miss E. ("Nell") Bentley: born at Menai 1901.

George Brinsley: born in the Shire 1904.

John Patrick Carrol : born in the Shire 1905.

Dawson ("Daws") Cary: born 1897: came to the Shire 1901.

Robert (Bob) Cook.: born in the Shire 1902.

George Cowling: born in Sutherland 1905.

Mrs. , Vera Cox nee Smith: born in_ Sutherland 1905.

Robert Michael ("Mick") D'Errey: born Sutherland 1904.

Mrs Rita Ewing (nee Rush): born in the Shire 1901.

Mrsr Vi Fenton (nee Houghton): born 1904; came to Shire 1906.

Len Fletcher: born Miranda 1897.

Mrs. Isobel ("Be11e") Gilmore: born in the Shire 1905. nee Bennett

Stan Gray: born in the Shire 1905.

Mrs. Nitar Hammill (nee Clark) : born in Sutherland 1900.

Miss Catherine Hill: born in the Shire 1894.

Miss Eema Hill (Nurse, Hill) : born in the Shire 1906.

Albert Hutchinson: born in the Shire 1906.

Miss Frances ("Cooee") Lock: born 1903: came to Shire 1905.

Mrs. Lily. Lye (nee Lobb): born in Sutherland 1903.

Walter John Macfarlane: born 1902: came to Shire 1906.

Mrs Frances McGarth (nee Hayes): born in the Shire 1902.

Fred Matson: born in the Shire 1899 (was a twin).

William (Bill) Mayman: : born in the Shire 1902.

Frank Mayman: born at Menai 1906

Harry Mayman: born Menai 1904.

William ("Bill") Miles: born 1889; came to the Shire 1898.

Mrs. Lily Milner (nee Thornton): born 1888; came to the Shire: came to the Shire 1896.

Mrs. Edna May Moat (nee Corbett): born Miranda 1905.

Mrs Joyce Perkins (ne Rush): born in the Shire 1905.

William Samways: born in the Shire 1894.

Jack Smith: born in Sutherland 1892.

Ray Smith: born in the Shire 1906.

Tim Thornton: born 1889; came to the Shire in 1898.

Mrs. Lily Towell (nee Dwyer): born in the Shire 1902.

Mrs May Weigand (nee Dadds): born in the Shire 1901.

Mrs Violet Williams (nee Hill): born in the Shire 1901.

Mrs, Muriel Wilson (nee Cleary): born 1899: came to the Shire in 1904.

A Master Record detailing personal notes eta. of many of the above Pioneers is held in the Local History Section at the Central Library Sutherland. This may be made available for research purposes with the consent of the Local History Archives Officer Mrs. Pam Garland.

* * * * *

"Depression Dave" Memories,...

STATION DOGS -- AND TRAVELLERS

If you were at any time humping a bluey and found it was necessary to call at a property to cadge a feed, you would note that the homestead wag'. always in a re-fenced area set well back from the road. he dogs were usually within this area; any dog running loose in the paddock would not hurt.

When you approached the gate you always threw "Matilda" onto the ground about twelve feet outside the gate, and then opened the gate wide. All the dogs would immediately run straight to your swag, sniffing all around it -- and some-times they would "-_bless it.

While this ceremony was taking place you stepped inside the gate and closed it. You could then go to the homestead back door, see the cook, and carry out your legitimate business; and then leave unmolested by a similar procedure-- on opening the gate the dogs rushed in barking and with all tails wagging, pleased to note that you are leaving; but they would give you no trouble.

We never carried a stick or tried to pat stock dogs --they move quickly and would nip you; we just talked to them.

-- Geo. Heavens

* * * * *

"THE PARISH OF SOUTHERLAND"

As the closing weeks of the Shire's 75th Anniversary draw near, once again reference may be made to the name of the Parish, Township and Shire.

It will be recalled that Captain (then Lieut.) James Cook named the northern headland at Kurnell "Point Sutherland" in memory of his crewman Forby Sutherland who had died and been buried on the foreshore on May 1, 1770.



Sir Thos. Mitchell
Surveyor-General for the Colony of
N S W 1 8 2 8 - 1 8 5 5 .

Shortly after the arrival of the First Fleet it was essential to arrange for the beginnings of survey of the Penal Colony, which was to be divided into Nineteen Counties on English geographical lines. By 1828 this mammoth job had been almost completed -- delayed for years by lack of qualified surveyors -- except for the southern portion of the County of Cumberland (in which the Shire is)

When Sir Thomas Mitchell was appointed Surveyor-General in 1828 he made immediate plans to complete the survey south of Georges River. This was accomplished in the next few years, and in 1835 he presented his maps to the Legislative Council with some introductory remarks. He stated that he had named the first Parish south of the river as "Southerland" -- the southern Parish,, so spelling it on his original map. Two lots of Letters Patent were filed (for some unknown reason), the first containing this Parish name as spelt by Mitchell; the second incorrectly omitting the "o". A copy of the original map also showed this omission and, significantly, the "o" had been added above the letters "S" and "u". In the Government Proclamation of the Nineteen Counties on May 22nd 1835, there is no mention whatsoever of the name of Forby Sutherland. The original maps are in the State Archives.

This correct Mitchell spelling was maintained until about 1881, although the spelling minus the "o" was sometimes used on later maps, when the "o" was officially dropped. This not only caused the loss of the historic basis of the Parish's original spelling (and the reason for it), but in later years it led to the erroneous connection of Forby Sutherland's name as being the origin of the Shire name given in 1906 when the Shire was incorporated.

The late Mr. Frank Cridland in his book "The Story of Port Hacking, Cronulla and the Sutherland Shire" (published Angus & Robertson 1924; revised edition 1950) erroneously stated in regard to the names of the township and Shire:

"The title comes from a much older source. Both titles are taken from the Parish, which was so designated in 1853 in memory of Forby Sutherland".

The date 1853 is wrong, but this may have been a typo -

graphical error in reversing the date. Mr. Cridland obviously did not know of the existence of the Mitchell maps. In a letter to the writer in 1951 Mr. Cridland said that after arrival in the district in 1888 as a young man, he spent many years in generally exploring the district and in talking to early settlers, who had told him about the Hon. Thomas Holt and the building of Sutherland House at Sylvania. It was "thought" that the house had been named either after Forby Sutherland or after the Parish --- which was "thought" to have been named after Forby; and so Cridland concluded that the new Shire and the township were both named after Forby. He said that his son Walter, who was then practicing as a licensed surveyor, did some research into land alienations; but other than that, his book was based on local reminiscences of both himself and old identities and not on any historical research.

As he wrote in his Preface: "It is really a collection of articles, most of which were first published in a local magazine.... Some day the writer may attempt a complete, consecutive history of the Sutherland Shire district"

The "Township of Sutherland", according to oral records held by the NSW Public Transport Archives (Railways Section), was named in honour of the Hon. John Sutherland, a Minister in the Parkes/Parnell NSW Government of the 1870s. He fought for some twelve years to obtain the finance necessary to allow his dream of extending the Illawarra Railway over Georges River, but by the time the grant came through his Government was out of office. These railway oral records were given by sons of some of the men attending the small function naming the "seventeenth stopping place" (the 17th mile from near the Redfern station then the terminus) as "Sutherland Railway Station" (1885) in honour of John Sutherland's long Parliamentary struggle.

The Shire of Sutherland was proclaimed by the State Government in 1906, the name being taken from the largest and most settled of the four Parishes, Sutherland.

If Surveyor-General Mitchell's original spelling of "the first Parish south of Georges River" had been retained, i.e. Southerland, not only would the historical significance of the name have been indicative, but it would have obviated all the years of argument, past and present. In 1770 Cook named the northern tip of Kurnell as Point Sutherland; in 1822 it was changed to "Inscription Point" by the Philosophical Society of Australasia when they erected a plaque on the rock face in memory of Cook and Banks; at the Bicentenary of 1970 the Shire Council replaced this with Cook's original name; and as well opened the "Forby Sutherland Memorial Park" adjacent to the Council's Administrative Building.

-- M. Hutton Neve

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1982 Subscription Form: please fill this in and post to the Hon. Secretary, or hand it to the Hon. Treasurer at the Dec. or January meetings. It now costs 24 cents postage, plus stationary and time to notify unfinancial members!

THE HORSE "CHANCE" AT MENAI

In the early 1920s my father Arthur Midgley bought a horse named "Chance". I cannot remember from whom Dad acquired this bay horse, or where. I was a small boy at the time and must be forgiven for letting lesser incidents escape my memory.

How Chance arrived at the farm I cannot remember either. Maybe Chance was tied behind a horse-and-sulky or led home by Dad or someone else. Dad never rode on horseback; the closest he got to a horse was when he had to put on the harness.

Dad bought Chance to work on the farm and to draw the spring-cart for the transport of poultry feed -- or anything else a farm horse was expected to do.

The previous horse that Dad had bought in 1916 for £4-10-0 was old and infirm. At the same time Dad had bought a sulky for £10-0-0: cheap, you may be thinking, but Dads award wages didn't reach £5 a week when working for Sutherland Shire Council,

An incident I will never forget was the first time Dad harnessed Chance to the spring cart in the driveway alongside the horse. The animal stood resigned to the task ahead, with Dad holding the reins near the bit.

Suddenly Chance commenced to kick with those powerful hind legs. Kick, I've never seen anything like it: Pieces of the cart began to fly everywhere: it was incredible: a battering ram couldn't have done any better -- or worse. In a matter of minutes the cart was demolished. Chance, realising he was free of that encumbrance -- and Dad -- raced madly off down the yard trailing the broken shafts. The remains of the cart sagged to the ground, mute evidence of what horse-power can do.

I don't know what Dad said -- he didn't swear. But I knew afterwards what the man from whom Dad had bought Chance hadn't said. This high-spirited animal had been a race horse and had never been in the shafts of a cart before: How many people had won or lost on Chance was anyone's guess, but I certainly know that Dad lost.

Some people are determined and like to accept a challenge--or just plain foolish. When Miss Clara Agnes Huggart the Menai school teacher heard about Chance she was determined to ride the horse, claiming of course that she was an experienced horse-woman.

Clara Huggart was born in 1869 and so was now over fifty years of age. She was about 5 ft. 11 inches in height and her figure was somewhat gaunt. With so much reading and writing Clara was forced to wear spectacles. She was given to prose, and had had a hymn included in the Methodist Hymn Book.

On her way to school one morning she left her horse and sulky at our place. The sulky was drawn by Dolly. Dolly was not given to being docile either -- at least, when not in the shafts.

After introductions to Chance, Miss Huggart led the horse down our drive and out onto the road. Drawing the horse into

the gutter she mounted from the embankment which was about two feet high. She was riding bareback, of course, for Dad never owned s saddle.

Miss Huggart gave Chance a hard pull on the reins. I was learning what a horse could do besides plough and pull a cart. I couldn't believe it -- never had I seen a horse go so fast. Chance was off like a shot up the road and over the hill faster, faster than any motor car I had seen.

The school mistress pulled desperately on the reins to stop this mad charge, but the harder she pulled the faster went Chance. She clung on somehow. This was what Chance had been trained for -- not the shafts of a cart. It might be a gravelled road and not turf, but this was something of past glory.

Clara Huggart had covered a good 8 furlongs (1 mile) in record time. Clinging grimly on, she realised that she should let the reins go. Immediately she did this, Chance stopped "dead".

Never did Miss Huggart borrow or attempt to ride Chance again. Dad wasn't giving Chance another chance either after that lot. He'd had enough. This interloper was no good for the cart or saddle, so he sold Chance to a "bottle-o' a n d scrap merchant who lived near Mr. Brindsley's Joinery Works in Toronoto Parade Sutherland. He had a four-wheeled waggon. To break Chance into being of some use he tied the rebel alongside one of the two horses when they pulled the waggon.

You could say Chance gave some punter a chance. Then in the end someone gave Chance a chance.

- Fred Midgley

Source: A narration by Jack Midgley.

* * * * *

"FOR SERVICES TO THE SHIRE"

At a special Shire Council gathering in August two of our members were amongst a number of residents presented with attractive Plaques and a Commendation in appreciation of their contribution to the Shire's community life -- Mrs. Aileen Griffiths and Mr. George Heavens. Last year Mrs. M. Hutton Neve was the first Society member to receive such an Award... and so we now have three members who have been so honoured.

* * * * *

"Whale Bay": on some old maps of the pre-Shire this name was given to Bate Bay Cronulla. Presumably it originated in the early days of whaling, when huge herds were seen off the coast on their annual migrations northward. On a cliff top above South Cronulla is a huge flat rock on which is carved the out-line of a large whale, now almost entirely indistinct. It would have been carved out of the rock at least 200 years ago.

"THE CAPTAIN COOK MYTH"

Factual History and Hero-worship

" 'The time has come', the Walrus said, 'to talk of many things!.'"

Alice Through the Looking Glass:

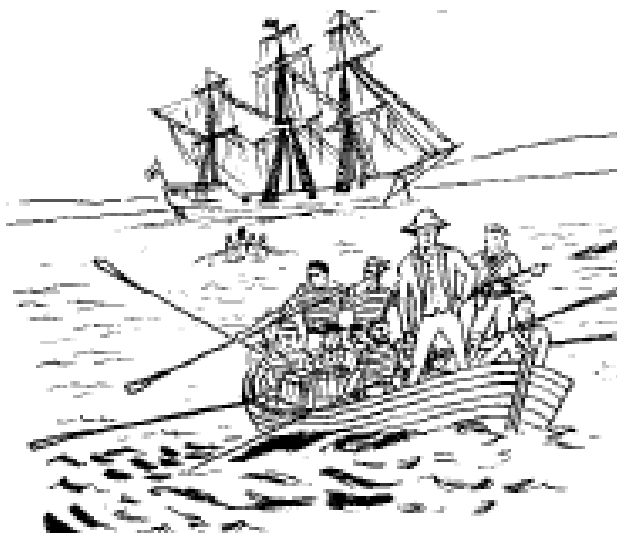
Lewis Carroll - 19th C.)



I am prompted to write this for two reasons (the first has a minor bearing on the second).... First, it has again been brought to the notice of our Executive Council that the interesting reminiscences of the late Mr. F. Cridland in his book "The Story of Port Hacking, Cronulla and Sutherland Shire", is still being accepted as a factual history. This is not correct as Mr. Cridland himself pointed out in his book.... Refer to my article "The Parish of Southerland" in this issue.

My second and major reason for writing this is the contretemps being raised by a new book which "debunks" (as the S.M.H. editorial Sept. 29 heads their comments) Captain James Cook as Australia's national hero. A former book "The Secret Discovery of Australia", by Kenneth Gordon Melntyre: Souvenir Press (Aust.), Medindie, S.A. 1972, created wide interest amongst many historians both here and overseas -- the sub-title being indicative: "Portuguese Ventures 200 Years Before Captain Cook" But I suggest this new book "The Captain Cook Myth", by Jillian Robertson (Angus & Robertson: 1981), has created a "hornets' nest", for it strikes at the very basis of New South "Wales' (and especially the Shire's) hero-worship of the British navigator.

"Captain Cook was an anti-hero, not a hero: a sadistic bully, more brutal than Captain Bligh.... He was an inefficient observer, who didn't even get the Transit of Venus right", she states. (Certainly, by today's standards his instruments were exceedingly crude and conditions difficult)and adds, "he couldn't recognise a meadow when he saw one.... He used existing charts in his voyage up the east coast of Australia".



She says that "in the glorification of Captain Cook, Australians seem so desperate for things to glorify that the facts about almost anything can be twisted to fit the need...

"A whole string of explorers had sailed along the coasts of the 'Great South Land', and Cook was not even the first Englishman to set foot on Australian soil.

This honour belongs to William Dampier, who visited Australia twice, in 1688 and again in 1699". Dampier landed on the west coast and made contact with the Aborigines. He was not very impressed, describing those he saw as "the miserablest people on earth".

Cook's main offence in Jillian Robertson's view, was his total indifference to the continent of Australia. He failed to undertake any land exploration -- during his six-day sojourn at Botany Bay he and some of his officers stretched their legs ashore by wandering a few hundred yards amongst the trees on the hillside above the landing site.

On the other hand, in nearly seven years in the Pacific on three cruises, Cook visited New Zealand five times, spending in all 176 days in N.Z. surveying coastlines, going ashore, and observing its people; and also four times at Tahiti, during the years 1769 and 1770.

Why this total indifference to the Australian continent ? Cook's secret instructions were, after leaving Tahiti, to seek the legendary "Great South Land", thought possibly to be the southern Pacific part of Antarctica. By circumnavigating N.Z. he proved it was not part of Antarctica. Cook knew of course that the Dutchman Abel Tasman had discovered Van Diemen's Land in November 1642, naming it after the Governor of the Dutch East Indies; and N.Z. in December of that year, naming it Staten Land. Tasman anchored in a bay in Cook Strait and went ashore, where some of his men were attacked by the Maoris (as they later became called) and killed. Leaving here, Tasman named it "Murderers' Bay" (now Tasman Bay). Tasman sailed up the west coast of the North Island, and named its north western extremity Cape Maria van Diemen, after the daughter of the Governor of Batavia, Dutch East Indies.

Having satisfied himself that the "Great South Land" did not exist, he was interested to locate the eastern coast of the Dutch New Holland, and this he sighted at south latitude 38 deg. -- just below Cape Howe. He was now intent on returning home, but put into Botany Bay to refresh; but while obtaining a plentiful supply of fish and wood, adequate water was still a problem, As his ship was by then also in poor condition Cook seemingly did not think it worthwhile to lay her up for overhaul while he carried out inland exploration (as he did in N.Z.) --for he was probably well aware that others had charted and explored this coastline -- certainly by the Portuguese in the 16th century, copies of whose charts were known to exist.

Jillian Robertson's book is mainly concerned with the impact which Cook's voyage up the east coast had on Australia --which was virtually nil. Having located the east coast of New Holland and followed it north, he found, as he had hoped (more than anticipated), "a Passage into the Indian Seas" ; this, of course, after his enforced stay at Endeavour River.

The "glorification of Captain Cook" is based on this one brief contact of a few days at Botany Bay. Only indirectly did Cook's "discovery" of the east coast have anything to do with the establishment of a Penal Settlement -- not a Crown Colony.

After the loss of the American Colonies the English Government had nowhere to transport its convicts. James Magra, who had been "one of the gentlemen" on the Endeavour, tried to persuade the Government to provide capital for the settlement of a British Colony at "Botany Bay" composed of "respectable and loyal American Colonists" who had lost all in supporting the Government in the rebellion. This would have been just reparation for these disillusioned New World Colonists, but as it would have cost further monies the proposal was dropped.... But the disposal of the ever-increasing number of convicts crammed into the gaols was a vital problem -- until "Botany Bay", 12,000 miles away, was recall-ed. It would be an ideal location for the worst of these nuisances. Minimum finance would be required, and the convicts could grow their own food -- or starve. The Government was very grateful to Sir Joseph Banks for his sensible idea.

The "glorification of Cook the Navigator" belongs not to Australia -- he did not even discover it -- but to N.Z. and Canada (which then included Alaska).

His mapping of the St. Lawrence RIver, during the attack on the French settlement of Quebec was so accurate that the charts were used up to the beginning of this century.

His circumnavigation of N.Z., the charting of its whole coastline, on-shore-exploration and studies of the warlike Maori; and his probing southwards to the Antarctic ice barriers are historical epics belonging to N.Z. alone.

On his last voyage, on the Resolution, Cook cries-crossed the ocean expanses between N.Z. and South America to complete his conclusions that the "Great South Land" did not exist. He discovered the Hawaiian Islands, and then struck east to contact the west American-Oregon coast near where Sir Francis Drake reached some 200 years ago.

Cook's Canadian saga had now begun. With the same skill and thoroughness as shewn in N.Z. waters, he put into Nootka Sound at Vancouver Island to refresh. In the summer months he then continued northwards to try to solve another legend--"The North West Passage", which would give European ships a short track to the Chinese and Indies trades. He reached the Gulf of Alaska, passing through what is now Cook Inlet, where he found a suitable anchorage, now the settlement of Anchorage. Then northward again, to enter into the narrow Bering Strait and so to the Bering Sea until blocked by the Arctic ice barriers: and thus Cook established that, like the legendary Great South Land The North West Passage also did not exist.

Little or none of these amazing feats of navigation and exploration into unknown and tempestuous seas at opposite ends of the globe are generally known to Australians-- they

would detract from the "discovery" of Eastern Australia and the "glorification" of Cook as a national hero.

This is the point Jillian Robertson strives to make in her controversial book. There are early explorers who deserve far greater recognition: Blaxland, Wentworth and Lawson, whose crossing of the formidable Blue Mountains in 1813 led to the opening up of the midwest NSW: Captain Charles Sturt who traced the Macquarie, Darling, Murray and Murrumbidgee Rivers and so allowed pastoral development and further expansion of eastern Australia: and Leichhardt, the first man to cross the continent from east to north.

It is not generally known that Captain Cook did not "take possession of the east coast" until he was leaving northern Australian waters. After sailing around "the Northern Promontory of this country" he named it York Cape. Later in the afternoon the ship anchored at a tiny island on the west side of the Cape; Cook, Banks and Solander went ashore, and in the words of Cook "once more hoisted English Colours and in the Name of His Majesty King George the Third took possession of the whole Eastern Coast" to Lat. 38 south. This is now Possession Island. It is also interesting to note that at the time Cook did not give any name to this "whole eastern Coast".

The time has indeed come "to talk of many things" as the Walrus succinctly observed: so now is the time for the Society to talk about factual historical information -- not the inaccurate "discovery" of the eastern coast by Cook: or of the romantic naming of this Shire after a poor unknown sailor who died of consumption at Botany Bay.

The "Captain Cook Myth" is a book every Society member ---and every Shire resident -- should read. Jillian Robertson has written a most provocative book, and she makes her points well, It will astound and doubtless shock the dedicated Cook worshippers, but as factual history it makes absorbing reading.

I understand the book will shortly be available at the Sutherland Newsagency, Princes Highway (opposite the Railway Station). The retail price is round about \$8.00.

-- M. Hutton Neve

Menai Bush Fire Brigade: forty-nine members of the Bush Fires Brigades in the Shire received Awards for long service at a presentation at Sutherland Shire Council. last July. Menai members with 25 years' service were M. Chegwidden, D. Leer and Mr. A. Sternback and Mrs. Sternback: also, for 15 years, Mrs. Rossini, Mrs. McDonald and Messrs. R. Rossini and M. Stralow:, this automatically entails Life Membership of the Menai Brigade after 25 years' service.

Tasmania: this name, in honour of its discoverer Abel Tasman was proclaimed on January 1, 1856, to replace the island's previously known name given it by Tasman -- Van Diemen's Land.

EARLY DAYS IN THE SHIRE

Seeing it is the 75th year of Sutherland Shire, I thought it an appropriate time to write about some of the old-timers before 1900 as told to me by my parents, and whom I later knew as a small child.

The first to come to mind is the Cole family, who operated a timber mill yard at Sutherland on the corner of Woronora Road (now President Av.) and the Coast Road (now Princes Highway). Durban Court stands on the corner today.

A great percentage of the logs were drawn by bullock teams from the gullies on the North West Arm Road and Avanal Road. Coles also had the first bank in the Shire; I think it was the Bank of N.S.W. run in conjunction with the timber mill.

On the opposite side of President Av. was old Bill Phillips who had his blacksmith's shop in what was later to be called Boyles Lane.

The one and only policeman in the Shire at that time was Constable Lewis,; who lived in the Station-residence on the corner of Flora and Eton Streets Sutherland. Mr. Hawkins was the only baker, on a site now occupied by a Bank on the corner of McCubbin Lane and Princes Highway. Mr. Warburton, one of the early railway Station Masters, lived in a residence approximately opposite today's Stapleton's Butcher shop and Steak House.

When the trains arrived at Sutherland Station passengers were met by horse coaches. The drivers would call out the destination of the coach -- Cronulla, Lilli Pilli, Yowie Bay, Gynea Bay, Miranda. Lance Giddings and Bob Cook were two of the drivers I can remember .

Two old Shire residents I can also remember were Charles McAlister and his wife Lena, who lived on what is now The Esplanade on the high ground past the Cronulla Surf Club Charlie McAlister became one of the pioneer Shire Councillors with Bob Cooke Mr. Roberts, the first Shire Health Inspector,. lived on the corner of Bellingarra and Box Roads, with a frontage to Kiora Road Miranda. Mr. and Mrs. Brooks lived in a brick house on the corner of Oak Road and President Avenue.



Sutherland looking south at the turn of the century. The large building on the left is Hawkins bakehouse. On the right is the residence of the station master. Second last building on the left centre is the Council Chambers, then Coles timber yard The house stands today.

Mr, and Mrs. Brooks became friends of my parents in 1894. Yr. Brooks was the leader of the Salvation Army Band which played on the Princes Highway outside the Sutherland P o s t Office. Most of the Band came from Mortdale and Hurstville. As there was only one kerosene lamp in the street, the Band brought their own lighting system, carbide lamps, with them.

-- Mick Derrey

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SHIRE'S 75th ANNIVERSARY BALL 1906-1981

The 75th Anniversary Ball, held on Friday 21st Aug. 1981 was very successful. Barring a few couples, the majority of people attending entered into the spirit of the occasion and wore some kind of period costume.

I was appointed Historical Adviser to the Ball Committee, and with the help of another member of this Committee (Mrs. J. Tonks) spent quite a few hours transforming the Civic Centre into an Edwardian Ballroom setting, and the end result was very gratifying.

I would like to thank Mr. B. Nakkam, Head Gardener of the Sutherland Shire Council, for allowing me to visit the Council Nursery early on the Friday morning so that I could choose all the palms and ferns necessary for the proposed decor. Thanks are also due to the Civic Centre employees Allan and Len, who were so helpful in placing the greenery exactly where I wanted them.

I am also grateful for the help given by our Deputy President Mr. Geo. Heavens, who came and checked the table seating with me.

Paddington Lace Panels for the concrete supports were kindly lent by Mr. G. Bennett of Cronulla, and these panels added to the feeling of the Edwardian Period.

I could not begin to thank the President and her helpers of the Port Hacking Garden Club, who spent so many hours arranging the beautiful flowers into elegant arrangements for the table settings. The flowers used were double and single white stocks, white and apricot carnations, white Geraldton Wax and white primulas backed with old-fashioned fishbone fern. Their help was invaluable.

Also, I would like to mention the Historical Photographic Exhibition mounted by Mr. F. Midgley, aided by Mr. ~ Archer and Mrs. Honeyman, was excellent as usual.

- M. Taplin

Nov. 11 1918: at 11.00 a.m. (London time) the end of World War I was officially announced -- although this was actually an Armistice.

The Peace Treaty was signed in 1919.

January 14: The Post and Telegraph has erected horse posts at the Post Office, to which Mr Mylacreest at his own cost added a rail and extra rings, an act duly appreciated.

January 20: A Tourist Agency has been established at Mr. Powe's shop for general convenience.

February 10: It is beyond dispute that our level-headed progressive and tenacious Progress Association Secretary Rev. W.A. Marsh, the Congregational Minister, is made of just the stuff for a Shire Councillor.

February 24: The newly constituted School Board comprised the following: Carrick, Warburton, Best, Wotton, Walker, Bell and McAlister. They met to discuss preliminaries, and to appoint officers: Mr. McAlister was elected President and Warburton Secretary.

March 10: A photographer from Kerry & Co. spent the day in the district taking a series of views for issue of Postcards. The Progress Association was behind the move.

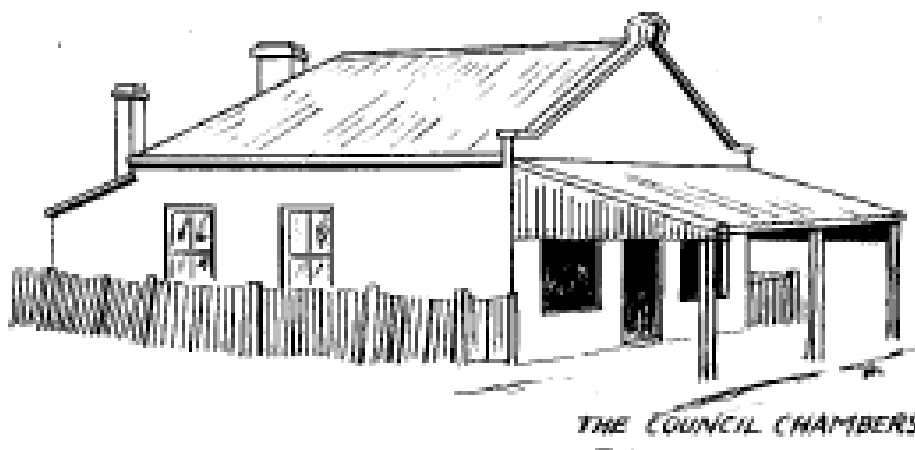
March 10: The new Metallic line and Ericson. Telephone instruments at the Post Office are up-to-date and a great improvement on the old system. The promised silent cabinet when erected will make an additional improvement.

March 17: A fire started at Bob Cook's stables on Sunday night. Luckily, Cook's brother discovered the outbreak in time to prevent serious damage being done. Some carriage lamps etc. were destroyed totalling a few pounds.

November 10: On Thursday afternoon Sutherland Police brought an elderly lady who was blind, named Bridget Cain, to S t. George Cottage Hospital suffering from a broken arm.

December 1.: The election of Shire Councillors was disposed of last Saturday and there was no great excitement. The figures were: A Riding: McAlister 87, Hill 68, Atkinson 45: B Riding: Hyndman 104, Lehane 71, Diston 57, Thacker 40, Roberts 24: and C Riding: Cook 101, Judd 94, Best 68.

December 8: Clrs.. Cook and Hyndman moved for £3 a week for the first Shire Clerk. It was defeated. The motion. of Clr. Hyndman that the temporary clerk Donne continue in office until January 1st at 30 shillings per week was passed.



December 22: Over 30 applications were received for the position of Shire Clerk. After careful consideration the number was reduced to four: Danne, MacFarlane, Tait and Best.

-- Fred Midgley Source: St. George Call.

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SHIRE COUNCIL ACTIVITIES IN THE LATE 1930

Cronulla Urban Area: Council has decided that the C.U.A., apart from placing unnecessary obstacles regarding Council rating limits, was now of no practical use. They had there-for made a successful application to the Local Government Department to dissolve the C.U.A. and also that portion of the Shire previously included. Areas numbers 1 and 2 have been declared the "Cronulla Town Improvement District".

Taren Point Road: Council has taken up with the Main Roads Board the expenditure of its funds upon this road. As a result the Board has declared this a main road, so that the whole of the maintenance costs is now borne by the Board.

Establishment of a Fire Brigade at Cronulla: during the year representations were made by the Chamber of Commerce for the Council to take the necessary action under the Fire Brigades Act to have a Fire Station at Cronulla. The Board of Fire Commissioners has now provided an up-to-date Station with Fire Fighting equipment, and all land within the Town Improvement District has been included in the Fire District.

Establishment of an Unemployed Relief Fund : The Council, realising the growing number of unemployed workers in the Shire, recently established an Unemployed Relief Fund. Meetings were held in various parts of the Shire, entertainments organised and contributions solicited; and Council employees volunteered to contribute an amount equivalent to 6d in the on the amount of their wages until some scheme was established by the Government for the relief of unemployment. As a result of this generous action £524-18-7 has been received and disbursed by Council up to December 3rd last, enabling 297 men to be given two days' work.

Extracts from Shire Records held by Geo. Heavens.

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Sutherland,: Lobb's Hall was again gay recently when the Methodist people celebrated their first anniversary. There was a large attendance, all local churches being represented in force. Tea was followed by a public meeting, when vocal and instrumental music and addresses were given. The minister in charge, the Rev. Thomas Jenkin, presided. (Lobb's Hall, East Parade, was later used as the local School of Arts. The front portion was remodelled about 20 years ago for a chemist's shop and adjacent bookshop).

Building Operations are making a bit of a stir. Mr. J.B. South's baker's shop and residence, for which Mr. T. Aiken is the contractor, has been started on; and Mr. Mylchreest is erecting a new house facing the railway station. (Both these were in "Railway Parade", now Princes Highway). Land is being enclosed near the school with a view to a building being erected: and tenders have closed for the removal of the Congregational Church to the site next the Post Office (this was removed from Robertson St. West Sutherland)... The railway yard is a busy spot nowadays, building material forming a large proportion of the loading handled.

Malvern Road (now part of the Kingsway) between Sutherland and the punt road junction (= the Kingsway lights) got into a deplorable condition during the rain, but the maintenance man Mr. Sparks is already at work effecting substantial repairs. He should have more help, however, and money laid out to re-pair thoroughly the road right up to Sutherland. The Malvern road is the only thoroughfare between Sutherland and Cronulla.

Miranda: a new local newspaper has been issued, devoted entirely to church matters in connection with the Church of England. Mr. Bowers has happily name his four-page tract "The Parish Remembrancer". It is a monthly magazine and is issued free of coat.

The crop of early potatoes has been heavy. In cases where it was carefully packed and graded the prices were satisfactory. There will be a very light crop of grapes.

Heathcote: Mr. Murray White is still agitating for a road to be formed from Heathcote to Eckersley across country, a distance of about 5 miles. He has so far succeeded in getting a bridle track formed right through to the Eckersley Post Office Mr. Murray White is one of the leading members of the Sydney Branch of the Heathcote Progress Association.

The road from Heathcote to Waterfall, now in a bad state, is undergoing some repairs.

Mr. E. L. Brown, of "Heathcote Hall", has been much to the fore lately, in trying to induce the Railway Commissioners to run a more convenient train service along the South Coast. Circulate were sent out by him, and hundreds of people, recognising the justice of his claims, have signed the petitions. An instance of the present service might be quoted; a late train on Christmas Eve was advertised to run to the South Coast, a number of Heathcote residents patronising the train, but were surprised to find themselves run through to Waterfall...

although the guard had been told to stop at Heathcote. Nothing was left to do but to walk home, a distance of about five Miles. Some of the ladies amongst the passengers found the rough going most distressing.

Fishing News: in Yowie Bay black bream, flathead and whiting are biting freely, with an occasional squire or schnapper. Mr. A. Seller last Saturday managed to gather in 30 "darkies" and a few flathead between 3 and 5 p.m.. From Como it was reported that there are nice sand whiting in the river, as well as flounder and flathead, and some very fair catches of assorted fish have come in. During the Christmas holidays the place was alive with boats, there being 175 let out from the three sheds on Boxing and New Year's Days, On both days Como was well patronised -- over 5000 on Boxing Day and over 4000 on New Year's Day travelling by train.

Motor Omnibus Service?. The Holt-Sutherland Land Company has, in reply to their initial query, received a reply from Europe regarding their project of putting a motor omnibus on the route, Sutherland to Cronulla via Miranda, and they are now waiting further particulars before proceeding. A vehicle to carry 24 passengers, and to perform the double trip inside the hour, is required.

M.H.N. Extracts

St. George Call, January to March 1904.

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THE PRESIDENT WRITES

This Bulletin brings us close to the end of 1981 and is the final one for the year.

At this time it is appropriate to think of those faithful members who regularly pay their subscriptions, despite inflationary effects, and read the Bulletin, but who are not regularly able to attend the monthly meetings.

Because this time brings us close to Christmas and the end of 1981, I take this opportunity to thank all members for their interest and support, and to wish them a happy Christmas and a 1982 that pleases them.

1981 certainly has been like any other for the Society. Membership has remained high, and attendance at Society functions has been good. Participation in presentation of talks at monthly meetings has been encouraging.

Progress on the "museum" project is static at present, and we await further developments. To enable members and any other contributor to help stock a museum, the Society makes an agreement whereby an object either becomes permanent stock of the museum, or is returnable upon request. This arrangement permits any person to display an object freely for all to see, whilst such person is resident in the district.

In conclusion, our last item of interest.... Come to the December Christmas meeting -- for interesting films by George Heavens on "travel" will make a great night.

-- Harold Ivers

"THE LIGHTS OF COBB CO."

From time to time the old furphy that the famous Cobb & Co. coaches passed through the Shire en route to Sydney; or even serviced some outer parts of the early pre-Shire -- is still heard.

After having begun in Melbourne in 1853 to provide a limited freight and passenger service within that State, in the early 1860s Cobb & Co. crossed into western NSW, and made Bathurst -- which was then the largest centre west of the Blue Mountains, their headquarters.

With the discovery of gold and the subsequent rush to "the diggings", coaching routes rapidly spread both throughout Victoria and to the NSW mining camps, with the firm obtaining important Mail Contracts.

The nearest that Cobb & Co. coaches were to Sydney was at Penrith where an advertisement in the "Free Press & Mining Journal" (Bathurst) of Sept. 3, 1863, stated: "Coaches carrying Her Majesty's Mails and Gold Escort, Leaves Cobb & Co.'s Booking Office Bathurst for Penrith" twice weekly, to connect with the trains from Sydney. There was also a weekly service to Parramatta to connect with the railway to Bathurst.

There is no record of Cobb & Co. ever operating nearer to Sydney than Campbelltown, Penrith and Parramatta, as the rail-way had already reached these places before the firm came into NSW; nor did they ever run on the (NSW) Southern Highlands or the South Coast.

Cobb & Co. coaches were repaired and maintained at work-shops in Victoria and Queensland, and in the NSW centres of Bathurst, Goulburn and Hay. A large range of vehicles were also built for public sale, and until 1886 coaches continued to be built at Bathurst. Sometimes these vehicles would be referred to as a "Cobb & Co. coach" because they had been made in the Bathurst factory to designs varied to suit the type of vehicle ordered.



A HORSE BUS STANDS OUTSIDE THE FIRST POST OFFICE IN GIDDINGS STORE ABOUT 1900.



Illustration from 'A Pictorial History of Cobb & Co'

There is seemingly no record of when Cobb & Co. ceased to operate in NSW, but it was probably in the late 1880s. The Victorian section closed- its last Melbourne Booking Office in 1890. The last coach to run was in the Queensland outback in 1924.

For nearly fifty years Cobb & Co. survived in NSW because of the railways. The huge distances of "the great open spaces" and the scattered inland settlement made it economically impossible for the railways to extend into this vast and near-empty outback. Cobb & Co. negotiated a "linking" role, providing complementary services to railway termini, and in so doing, actually expanded their business in NSW for some years. It was not the railways in NSW which finally brought the demise of the famous and legendary "Lights of Cobb & Co." -- as it was in Victoria -- but the advent of the motor vehicle,

Although there are still old roads on the outskirts of the Shire and in The Royal National Park, none of these cart tracks were ever "coaching roads" -- let alone Cobb & Co. roads. A "mail waggon, 2-horse" commenced from Kogarah Post Office in 1886 and picked up mail (and the odd passenger) for this southern district, crossing Georges River at Horse Rock Point Sylvania by vehicular punt (the site is on the eastern side of Georges River Bridge). Port Hacking Road then began at the river, the waggon's terminus being at the end of this road. This service ceased in 1909, terminating at Sylvania for a few more years.

In 1900 the Giddings established the first local coach service, from Sutherland railway station to Cronulla. Soon, "horse buses" began to run to Gymea Bay and other scattered locations, especially for owners of weekend holiday cottages; and "school buses" fed children from several settlements to Miranda Central School from 1906 for some years.

These local "coaches" or "buses" were more of the open wagonette type, with canvas weather-curtains and one or two horses. None were ever remotely like the magnificent Cobb & Co. coaches.... But as the early days of this district were served by horse-drawn vehicles, there were inevitably some "old hands" who claimed to remember (or were told about) the "Cobb & Co. coaches".

An excellent history "The Lights of Cobb & Co." was published by Rigby Ltd. about 10 years ago; this has recently been re-issued by Rigby under the title "A Pictorial History of Cobb & Co.: The Coaching Age in Australia, 1854-1924".

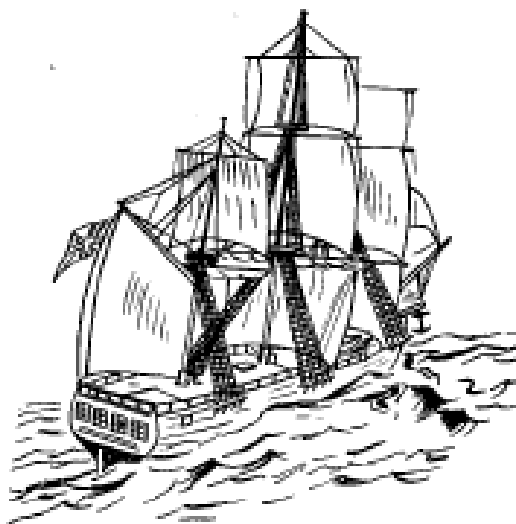
-- M. Hutton Neve

(My basic information of Cobb & Co. was taken from the original book).

Subscription for 1982: please fill in the Form included in this Bulletin and send to Secretary or Treasurer.

Elsewhere in this Bulletin we have explained Our Plans for Publication of Local History: and the Publications Committee in particular look to all members to support this venture by the Society.

SEA VOYAGE BY CAMERA



This Christmas meeting, being our usual film night, I intend taking the Society members on a sea voyage per medium of the camera -- not the usual "Sea

Princess" modern marine travel -- but on the type of adventure which Captain Cook and his crew had in 1769-1770.

You will embark at Ramsgate Harbour in England, and sail via Lisbon, Madeira, Las Palmas, to Cristobal.

While Cook sailed into the South Atlantic and rounded Cape Horn to enter the Pacific Ocean,

we went through the Panama Canal. Then on to the Galapagos Archipelago, Tetiaroa, Papeete-Tahiti (where Cook, after concluding involvement regarding the observation of the Transit of Venus, began the execution of his "Secret Orders"); on to Hua Hine, Bora Bora, Raiatea, Rarotonga, Tonga, Lord Howe Island. Finally, we arrived in Sydney -- and from here you may catch 8 train home.

The film is 16 mm in colour and without a track sound, but I have made a commentary on tape.

The film was taken in 1965, and the trip took seven months, but I have condensed it to 90 minutes. We called at all the above-mentioned ports, and I can assure you of an adventure of a lifetime.

-- Geo. Heavens

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Woronora Road., was the name of a rough track running westward from the corner of Port Hacking Road and "Beach Road" (now part of the Kingsway) at Highfield (Caringbah). It linked up with another track which meandered across the Woronora Cemetery down to the Woronora River, connecting with yet another track leading up the hill to the Old Illawarra Road. When the Shire Council came into being in 1906 this Woronora Road, as far as the present Princes Highway, was named President Avenue in honour of the first Shire President, Clr. Wm. Judd.

Miller's Point. Sydney. is believed to have got its name from John Leighton, whose windmill turned there and who was known as "Jack the Miller".

"Grims's Fairy Tales were written by the brothers Jakob and Wilhelm in the 18th/19 centuries; they were translated into many languages, delighting children for many decades, although unfortunately, not so well-known now.

PLANS FOR OUR PUBLICATION OF LOCAL HISTORY

One of the Objects of our Constitution is "The dissemination of historical information to members and others by lectures, discussions, publications, exhibitions and excursions."

At the last meeting of the Executive Council it was decided that some detailed information be provided to members concerning the work of the Publications Committee in this regard. Until now, this committee has been concerned with producing the Bulletin.

The Bulletin cannot be sold to the general public. Under Postal Regulations the magazine is classified "Category B", which enables us to post to members at 12 cents a copy. Individual copies cost 45 c. We are required to supply members, inclusive in their subscription, with at least 75% of the print; the remaining 25% covers copies to the Shire Library and Councillors, the National Library Canberra; the NSW Public Library, the Fisher (Sydney Univ.) Library, the National Trust and the Royal .Historical. Society; and "exchange" copies with a few other Historical Societies. Thus we are unable to reach the general public through the Bulletin.

We have now decided to venture into public production; this means the production of an attractively printed and illustrated booklet having visual appeal apart from its contents --and this costs hard cash.

For our first publication "The Story of the Woronora Cenetry", we printed 350 copies at a cost of \$610.00 (we are exempt from Sales Tax); the RAHS assisted with a grant of \$300.00 and Society funds met the balance. To sell to the public through shops we have to allow 25 to 33.1/3% discount on the retail price (\$3.50). Allowing also for printing costs gives us a profit of about 20 cents per copy. Thus by selling direct we make approximately \$1.80 after printing costs.

We hope to finance a second publication partly through profits from this first booklet; we are assured of a grant in 1982 from the RAHS of \$300. Research for this is nearly completed, and deals with the early history of the Kurnell, Woollooware and Cronulla areas.

Local History Publications

These are on sale at all Society monthly meetings.

Illustrated History of Sutherland Shire: A. & F. Midgley:\$1.00 This is a concise history of the Shire, in pictorial form and notes, from Aboriginal times. Although written mainly for schoolchildren, it has proved very popular with adults and has been re-published twice since its original issue.

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

The story deals with the years from Holt's arrival in Sydney in 1842, and his homes at The Glebe, Marrickville and Sans Souci; the building of Sutherland House for his eldest son Frederick; and covers the Holt-Sutherland period in the Shire

The Story of the Woronora Cemetery: M. Hutton Neve: \$3.50

The Cemetery was opened in 1893 to serve growing settlement on the new Illawarra Railway line (opened 1885/6 to Heathcote and Waterfall); so that in the course of time most of the Shire pioneers are interred here. Brief historical sketches are given of a number of these, as well as a few St. George District personalities. Of artistic interest are the dozen or so old headstones above the graves of forebears' remains removed from the Devonshire Street Cemetery ("Sandhills") in 1901 to provide for the development of the new Central Railway Terminus. It is little known that, if this Cemetery had not been established, the site might have become a racecourse, for this was under consideration. It had been proposed that a cemetery be opened as an "Acropolis" on the heights of Kurnell, served by a branch line from Sutherland around the Botany foreshores.

1982 production: The Early Days of Kurnell to Cronulla:

This forthcoming publication, researched and written by Mrs. M. Hutton Neve, will cover some of the Aboriginal history of the areas; the first land grant 1815 ("Alpha Farm"); the various grants made to John Connell jun. in the Woollooware area; also other related information, including the sea encroachment at the onetime beach settlement at what is now Wanda Beach. Some of the early history of this northern end of the Shire has not previously been published. The booklet will be illustrated; no price can of course yet be given, but it is estimated it will be under \$5.00.

The Sutherland Newsagency (Mr./Mrs. Keogh) in Princes Highway Sutherland, is interested in trying to build up a small historical section dealing especially with local history -- for which they have already had several enquiries. The Story of the Woronora Cemetery is on sale there.

-- Geo. Heavens,

Convener, Publications C'tee.

Como Railway Bridge (1881-5) has recently been classified by The National Trust. It is the largest of ten single track lattice girder bridges built in the years 1871-88, the era of rail expansion. The Trust would like to see the bridge maintained and used as a cycleway.

Cronulla R.S.L. Youth Centre: at the official opening by Past Shire President Clr. A. Andrews on Sept. 12, Society members noted were Mr. H. Ivers (President) and Mrs. Ivers; Mesdames A. Griffiths, M.. Taplin and M. Hutton Neve.

First Shire Council: the first meeting of nominated Councillors was held on June 18, 1906; and the first election of Councillors took place on December 8.

1906 Population: there were approximately 1,500 persons over 14 years of age.

ANNUAL CONFERENCE OF THE ROYAL AUSTRALIAN
HISTORICAL SOCIETY Oct. 9 and 10.

The Annual Conference of the R.A.H.S. was held on Oct, 9 and 10 Friday evening was set aside for a 2-hour "get-together" of delegates to meet one another and to discuss mutual interests; almost one hundred were present. Saturday 10th was the important business Conference, when varied aspects of "The Local Historical Society" were discussed.

The opening Address was by Mr. Philip Geeves, who posed the question "Whatever Happened to the Historical Movement?" When there was a sudden post-war interest in the study of local history the R.A.H.S. was quite unprepared, for they had never considered the formation of Branches scattered throughout the State: but now both the interest and the motivation were there. Some may say that now there grew too many local Societies, in some cases overlapping one another's area... And today, how are the original aims being continued? -- how much serious local research is being done? Is the memorabilia of the district, as photographs and the like, being collected and documented? What is being done to disseminate this information in their area by way of lectures and/or publications? The Society, formed with great enthusiasm, gradually degenerates into a "gossip evening" with a nice supper. On the other hand there are a few Societies -- not enough -- who are well organised, arrange interesting Speakers, and who devote much of their time to unearthing local history and recording it.

Mr. D. L. McDonald (also an RAHS Councillor) had some trenchant criticism of the unbusinesslike manner in which some Secretaries conducted (or failed to do so) their correspondence; and the casual arrangements (or lack of them) for the reception of Guest Speakers. Fortunately, none of this would apply to our Society -- our Executive Council must be one of the most businesslike of all:

Two other subjects were discussed: a suitable Constitution for a Society; and the Conduct of a Regional Museum. In this State there are 331 public and private museums, 224 of which are in the country. The very great majority would be "private" museums -- i.e., those run by local Historical Societies.

There are a few which are outstanding, having dedicated members to run them. Many, however, while having exhibits which could be interesting, are badly displayed and badly documented -- if they are labelled at all; others have glass cases and shelves, and often the exhibits themselves, simply gathering dust ..But all seem: to think it essential to display collections of empty bottles and of course flat-irons. There are a few specialist museums which are very good. A museum needs a well-supported roster of volunteers, not only to receive visitors but also to do the mundane jobs of sweeping and cleaning and polishing. In many cases the energies and the interests of both members and the visiting public could be better served by concentrating their monies on publications of local history.

During the session devoted to General Matters, some delegates drew attention to the lack of the teaching of Australian history in State schools, especially over the last few decades;

several delegates stated that at least two generations of children had grown up, as they themselves had, with absolutely, no knowledge of Australian history, nor even of any basic English history -- which of course was tied in with the early history of Australia. This regrettable position is only now being rectified, said Professor Cable (who is Associate Pro-Passer of History at Sydney University), but even though secondary students are now able to choose an aspect, of Australian history as a subject, it is not compulsory, depending (particularly in the early years of secondary education) on the teacher. Several delegates felt that Australian history should be a compulsory subject in the first years of secondary studies, especially so considering the large numbers of alien migrant children in our schools.

The announcement by Professor Cable that he was retiring after five years as President of the "Royal" was received with great regret. He stated he felt "five years was long enough" to be in office; so this would be the last Conference over which he would preside.

The Conference concluded with a delightful buffet dinner at The Argyle Tavern at The Rocks, this giving further opportunity for varied exchanges of ideas and points of discussion.

Mrs. M. Taplin and myself were the Society's delegates to the Conference, and we enjoyed it very much.

-- M. Hutton Neve

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THE PREMIER'S SUTHERLAND SHIRE 75th
ANNIVERSARY HISTORY COMPETITION 1906-1981

Early in August this Competition was announced, being divided into three Sections (1) Primary Schools (2) Secondary? Schools (3) Open Section. These were for Audio-Visual and Essay Presentation.

The topic was "any subject relevant to the past 75 years since the incorporation of the area as the Shire of Sutherland in 1906 up to the present".

Cash prizes are to be awarded for each Section, both to the individual student and to the participating school. In the Open Section (Essay) there was no age limit; a prime condition while that the Essay subject had to be based on in-depth research. It was further decided that the Essay be up to 5,000 words and typed. First Prize will be \$300, Second Prize \$75 and Third Prize \$25. A high standard, especially for the 1st Prize is to be looked for, and the judges will be allowed a discretion in making awards should there be only a limited number of entries.

The Judges appointed are: Mr. A. Buchan Deputy Director of Education; Mr. A. Gilbert, Professor of history, Duntroon Military College, Canberra; and Mrs. M. Hutton Neve, Research Officer of the Sutherland Shire Historical Society.

A. B. Cameron, B.E.M., J.P., Organising Hon. Sec..

FIXTURES

SPEAKERS

Nqv. 13: , "WATER PEOPLE" OF THE SHIRE: Professor F. Dickson
Dec. 11: SEA VOYAGE BY CAMERA: Mr Geo. heavens
1982
Jan.8: "MEMBERS' NIGHT"

This annual night is set aside not only to encourage members to have confidence in speaking to a gathering, but also to provide the opportunity for a member to give a short talk on some subject which could not suitably be developed into an hour-long address. Personal reminiscences of past Shire life are always very welcome. These "mini" Talks range from ten to fifteen minutes. Please contact the Hon. Secretary at the December meeting if you would like to assist..

Feb. 12: Subject to be announced: Mrs. M. Hutton Neve

Constitutional Notice to be given in February.

March 12: Annual General Meeting.

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EXCURSIONS

The outing on. "Sydney Explorer" Bus and excursion to Marrickville were very much enjoyed by those who attended.

At the time of writing we are about to visit the Hawkesbury River and travel with the "River Boat Postman"; set down for Oct. 29, the outing will have been finalised when the Bulletin is published.

Nov. 21: OLD SYDNEY TOWN: Leave Cronulla 8.0 a.m., and Sutherland 8.30 a.m..

Coach travel is \$5.50 for members and \$6.00 for visitors, plus entrance fees of \$4.00 adults and \$2.00 pensioners with travel concession card, and children. (To gain concession rate we must collect fare and make payment by cheque in one amount).

1982

Jan 16: PORT HACKING RIVER TRIP: following bays and river to Audley, where we will have luncheon. Our route will cover a greater area than the regular trip and will include places we were unable to reach last year.

Members \$7.00: Visitors \$8.00. Meet at Cronulla Ferry Wharf at 10.0 a.m.

TOUR COSTS: At the September Executive Council meeting it was passed that the extra for non-members would be \$1.00; originally the extra was put on tickets with the idea that visitors would join the Society because if they attended four outings than: would be equivalent of a year's subscription. With the increase in our fees the extra fifty cents lost its place. We feel certain all members will be in full agreement with the alteration, to take place from let January 1982.

March 5. 6. 7: Weekend Excursion to Port Stephens District:

Leaving Friday evening and returning Sunday evening. Full details will be available by November meeting, but could not be finalised in time for publication in this Bulletin.

BOOKINGS for Outings: please contact Mrs. E. Gumbleton,, 524.1660; for any Excursion information, either Mrs. Gumbleton or myself on 523.5801.

-- Aileen Griffiths, Convener.

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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 Convener or Editor, or post to Editor's address. Copy for the February 1982 issue should be handed in at the December 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 monthly meeting, proceeds being paid to the Society. The following are available:

Illustrated History of the Sutherland Shire: F Midgley 50c

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

The Story of the Woronora Cemetery:M. Hutton Neve:\$3.50

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.

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