

No. 19

February

1982

Price: 10 cents

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SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN: February 1982

HERITAGE WEEK ...

March 22 to 28

To commemorate Heritage Week the Royal Australian Historical Society plans to open its building for viewing.

The RAHS has for some years occupied this historic building purchasing it about twelve years ago.

The building, situated. at 133 Macquarie Street and now called "History House", is the last remaining example of a sandstone-built "gentleman's town house" in Macquarie St..

It has the traditional old-world charm complete with iron-lace balconies, but more than that, for it stands on land with deep historical associations, and in a position from which an observer could have heard the ring of the First Fleet axes as ground was cleared for the initial settlement.

The site was granted to Joseph Nottingham Palmer by the Governor Sir Charles Fitzroy in May 1849. In 1851 Palmer conveyed it to a Sydney barrister, who sold it in 1852 to Thomas Woolley, a member of the first Sydney City Council and a Director of the Australian Gaslight Company. Woolley was responsible for the construction of the building, after which he immediately sold it to Dr. William Bland. Dr. Bland had been transported to NSW in 1814 but pardoned the following year. He figures largely in the establishment of the-Australian Medical Association in 1859.

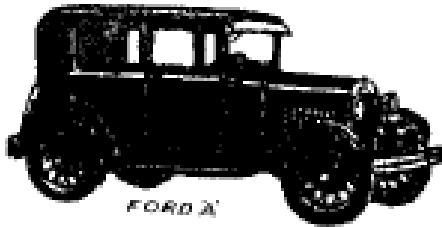
Thus, a location with so much historical background seems to be ideal for the commemoration of Heritage Week. It is hoped that as many Society members as possible will take this opportunity of viewing the attractive headquarters of t h e "Royal". As fair as is now known, it will be open from 10a.m. to 3, p.m. -- without charge.

M.H.N.

The President and Executive Council wish all members a Prosperous and Happy New Year.



THE RAWLEIGHS MAN



A recent issue of the Australasian Post features an article on the door- to-door Rawleighs Man. The "Rawleighs Man" became a house-hold word travelling Australia, Starting about the time of the Great Depression. (1930s) .

I thought this once familiar sight had disappeared, but the article says it is not so. The Company is still going strong, but where it was once a predominantly the male door-to-door salesman, women now sell on a house-party plan: but in the country the old-fashioned Rawleigh Man is keeping up the tradition.



The article brought back many memories of different hawkers and the door-to-door salesman, from when I was a child and to some years after World War II. They walked, rode and drove to sell their wares in Menai.

Sometime in the latter part of the 1930s a young man began 'Telling Rawleighs Products through Menai. He was of average height and build, and always wore a grey dustcoat. His name was Robert L. Fry. It was stamped on all the sales literature with "your Rawleigh Dealer". I think he resided at Gymea.

He drove a 1928 Model A Ford sedan. I used to think that that was fitting, as an 'A' Ford sedan was featured on the sales brochures, just like the one he drove.

In his wooden-type sample case were all sorts of products -- "for Man or Beast". There was Tapioca Dessert, Ointments, Medicines, Soaps, Spices,. Polishes -- to Roup Powder for poultry. I still have the glass jar complete with label and instructions. Then there was Colic and Bloat Base for cattle and horses. Mum bought some of that too, for we had a horse and cow and kept some on standby. Bob assured us it was good, and his words were verified by Wilfred Nicholson, who had a number of cattle and horses about a couple of miles from where I lived -- in fact, he "swore" by it.

Mum thought some of the products were dear, but nevertheless bought them, for she said they were good. Whenever a purchase was made Bob would note them and, leaving his sample case on the kitchen table, walk out to the Ford and bring them in from his stock.

Then came the War, and such things as selling goose; door-to-door could not be done with manpower regulations and petrol rationing. Bob came one day and said good-bye. He had enlisted in the R.A.A.F.

The years rolled by, and one forgot about such things as Rawleigh Dealers.

One day early in 1947 Alf and I were helping Dad erect some new gate posts, when around the corner on the gravelled road from Sutherland came an A Model Ford sedan. It pulled up in the rough old gutter. The driver got out -- it was Bob Fry in a grey dust coat and in the same Model A. It seemed that the war had not intervened and pushed tradition aside.

Bob came for a while, then gave it up. About 8 years ago I learned that he was running a holiday resort in a country area.

Rawleigh Products were and are still manufactured in Melbourne. The early products always carried the portrait of the founder W. T. Rawleigh of the parent company in the United States.

-- Fred Midgley-

Source: Australasian Post: Author's memoirs.

* * * * *

"Goosey Goosey Gander" : While on the Society's tour recently of Old Sydney Town" I was horrified to see a well known lady member being attacked by a large goose. The creature knocked the lady's cup of tea over and proceeded to consume her lunch in great gulps.

But I was more horrified to hear the lady's exclamation --using a word most unbecoming to ladies of our Society: - and especially within the hearing of children::

Geo. H.

* * * * *

ORIGIN OF SOME SHIRE NAMES:

Georges River was named after King George III, being explored and named by Bass and Flinders in their tiny boat "Tom Thumb" in 1795.

Shelly Beach: this name is sometimes spelt incorrectly a "Shelley", under the mistaken impression that it was named after the English poet Percy Bysshe Shelley (1792-1822). The name is descriptive of the extremely shelly bottom of the beach. It is also known as "Sandshoes Beach" by some of the surfing fraternity -- for obvious reasons.

Loftus: in 1902 much of the land on the westward side of the railway line, from the southern 'edge of the Woronora Cemetery, was subdivided for sale. The Governor of N.S.W. was at that time Lord Augustus William Frederick Spencer Loftus. He was born in on 1.817 and died in 1904.

Woolooware: Aboriginal for "a muddy flat". The name was first used by Surveyor Rober. Dixon in 1827 when he was surveying part of the pre-Shire.

-- M. Hutton Neve



"AUSTRALIA DAY"

January 26 -- Why?

January 26 commemorates the day on which the First Fleet of Convict Transports sailed into Port Jackson, to establish the Penal Settlement of New South Wales.

The Fleet left Portsmouth in May 1787 with six transports conveying the first load of prisoners to "Botany Bay", together with the *Sirius* and the *Supply* (both Royal Navy) and three storeships.

When about 240 miles east of the Cape of Good Hope Governor Phillip left HMS *Sirius* and boarded the little *Supply*. He hoped that the small tender, not having to keep pace with the lumbering transports, would out-run the convoy and so allow him several days in which to

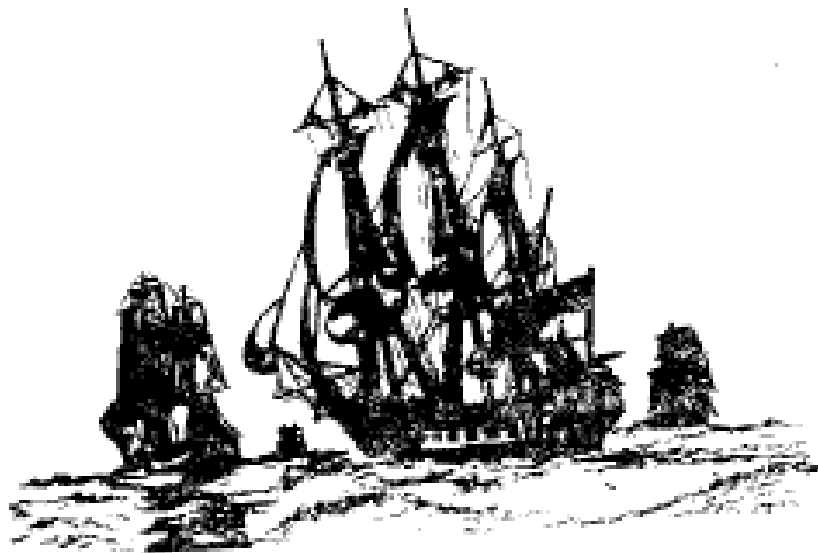
examine the country around Botany Bay and so fix on the most eligible location for the settlement.

However, the *Supply* did not travel as speedily as had been hoped, entering Botany Bay on the morning of Jan. 18, 1788, to anchor on the NE side of the bay. She was followed the next day by three of the transports; and on the 20th the *Sirius* and the rest of the convoy sailed through the Heads.

In the afternoon of his arrival Governor Phillip went ashore. He did not, as many people think, land in the vicinity of Kurnell, nor did any of his ships anchor on the south side of the 1st Fleet had no contact whatsoever with the pre-Shire.

Two days were sufficient to convince Phillip that Botany Bay was quite unsuitable for a large settlement; fresh water was scarcer and Cook's "grass meadows" turned out to be marsh.

On Jan. 21 Phillip, with two boats from the *Sirius* and one from the *Supply*, sailed north to explore the harbour Cook had mentioned but had not entered. As we know, Phillip was so impressed by it that the next day he re-turned to Botany Bay and ordered the removal of the ships to Port Jackson. On Jan. 27 the marines, civil officers and convicts were landed.



As will be seen from the map, none of the let Fleet ships had any contact with Kurnell. It is thought that a ship's boat, under Midshipman Aiken (Aitken, Aitken) may have sailed down the coast as far as Port Hacking in search of an abundant supply of fresh water, There is no documentary proof but, strangely, this entrance was known until about 1880 as "Port Aiken Heads" or "Port Aiken". It is possible that, in the haste to remove the Fleet to the sheltered waters of Port Jackson, this abortive exploration was not noted in Phillip's Journal.

It is little known that Capt. Cook took possession of the eastern coastline only as far as south latitude 40 deg.(this was part of his Secret Instructions after leaving Tahiti) --approximately Cape Howe -- considering that all land below there was Dutch territory discovered and claimed by Tasman in 1642 and 1644, including van Diemen's Land and all territory westward of Long. 135 deg. -- i.e. New Holland. Phillip's Commission, however, gave him jurisdiction southward to Lat. 43 deg. 39 min, which included van Diemen's Land.

It was not until Feb. 7, 1788 that a regular form of government was established. On that date the whole of the let Fleet personnel were paraded -- civil servants, military and convicts. The Royal Commission appointing Captain Arthur Phillip as Captain General and Governor of the territory of New South Wales was read, various speeches made, and the troops paraded for review.... And so concluded the ceremonies attending the foundation of the Penal Settlement at Sydney Cove.

The Dutch showed little interest in consolidating the New Holland of Tasman's claim; and so slowly the British pushed around the more accessible coastal areas, The coastal lands of the Great Australian Bight were explored by Byre 1839--41 as far as Albany; from the Swan River north and around Shark Bay by Gray 1839-49;and Leichhardt in 1815-6 pushed north to reach the Coburg Penin.(Arnhem Land) in 1845,

The by 1850 Phillip's boundary of west long. 135 deg. had, for all practical purposes, been superseded by these explorations westward and southward, the Dutch making no protests; so that gradually the British Government took over the whole of the widespread continent.

In taking possession of the eastern coastline of N e w Holland- in 1770, Cook had ignored any Aboriginal claims; and in 1788 the establishment of the Penal Settlement by Phillip was nothing more than a "takeover" of land without any reference to the Aboriginal inhabitants -- on the presumption that, as they were not permanently settled in villages with cultivated areas, they were not legally "settlers".

In the light of historical accuracy lust what may be said about "Australia Day January 26"?

First, the Convict Fleet spent 2-3 days anchored in Yarra and Frenchman's Bays, Botany, the convicts remaining aboard; no ships anchored off Kurnell. Second, some of the Civil officers and marines landed in Sydney Cove early on Jan. 26--

the convicts did not; the "Jack" (not the Union Jack'*) was hoisted on an improvised staff, the health of King George III toasted, and some volleys were fired by the marines. The majority of the convicts were landed on Jan. 27, and for the next few days temporary encampments were prepared. Thus, it would seem that Feb 7. 1788 may be claimed as the official date for the establishment of the Penal Settlement, and therefore the foundation of the subsequent Colony of New South Wales -- the "birth of a nation" born and cradled at Sydney Cove.

Western Australia was founded 18-6-1829: South Australia 28-12-1836: Victoria 1-7-1851: Queensland 6-6-1859. Each State was self-governing and individually responsible for defence and trade. It was not until Federation in 1901 that the various States came together until the name "The Commonwealth of Australia:

Only, the eastern States recognise January 26 as their date of foundation -- particularly so New South Wales, as the premier State; the others celebrate the date of their own found.'tio . Thus, to call Jan. 26 "Australia Day" is a misnomer, for until Federation there was no united Australia: and at Jana. 26, 27d?.. the British Government had acknowledged in Phillip's Cosmi.aion th prior Dutch claim to New Holland.

But what of ;historical accuracy? Nations twist their ,own history to show themselves in the best light, both in the attempt : to establish credibility and, often, to salve their conscience -- and, of course, for political and / or commercial gain,. And just that is being done in this Shire: It makes a lovely sob story to pretend that a poor Scottish sailor, who :died: of consumption and was buried at Kurnell, had a Parish, township and the Shire itself named-in memory of him: and to designate Kurnell as the "birthplace of the nation" is a tourist .attraction (of commercial benefit). Cook slipped into Botany Bay to replenish his stores of food and water, both of which were dangerously low; he did hoist the British "Jack" and then left. He did not take possession in the name of the British Government. or King. Phillip entered Botany Bay on the recommendation of Sir Joseph Banks, and was horrified to find it unsheltered from strong southerlies, rocky and barren, and lacking in any good water supplies. He anchored his Fleet on the northern side of the bay -- no contact was made with the southern (Kurnell.) side.

All this Society can do is to push for "truth in history" -- and keep on re-iterating the truth.

-- M. Hutton Neve

** The "English Colours" of both Cook's and Phillip's time consisted of the united flags of St. George of England and St. Andrew of Scotland; the "Union Jack" did not come into being until after the Union with Ireland, when the Cross of St. Patrick was added in 1803.

Subscriptions were due on Jan. 1st --_ have you paid yours???

BY HORSEBACK THROUGH THE SHIRE IN THE 1860

The two riders left Sydney, "crossing the dam at Cook's River"; on reaching Arncliffe they put up at an inn for the night. Next day, a circuitous sandy track led them to the "ferry" at Georges River.

"We cooeed for a long time to attract the captain of the punt, and at last we thought of lighting a fire to attract his attention, Much to our surprise he pulled over in a skiff to ascertain whether we wanted the punt; and being answered in the affirmative, he crossed over to bring the 'machine' over..

"Will I ever forget the mode of propelling this 'ferry'! A heavy coir rope was running over a wheel at either end, and Mr. Puntman's only method of moving the machine was by pulling hard, hand over hand, at the rope -- a tedious and heavy performance.

"Arriving on the Sylvania side, the road ran past the eastern shore, near the building originally erected by the father of Elias Laycock, and more recently added to by Mr. Holtt. Thence the track carried one on to the 'old farm', now the site of Miranda township, and from there on the road now remains as then".

They eventually arrived at the "Gynea Hut", where they were to spend the night. After having watered the horses at a small creek which ran in the direction of the Woronora River, they hobbled and turned them out to graze.

"We turned into the Hut - and jumped back in surprise, for there, hanging from the tie-beams were two huge carpet snakes seemingly in a playful mood and swinging round about each other. Experienced hands soon removed the reptiles, and we then looked forward to a bit of tucker and a well-earned rest."

The narrator then went on to describe "this bungalow among the gum trees: `Roughly thrown together of split slabs, the whole edifice only comprised two rooms, with a bush fire-place across one end, Ventilation there was aplenty, as no attempt had been made to fill up the intervening spaces o f the rough timber, The roof was of stringy barks and where • sheet or two had slipped out of position a -view might be bad of the celestial bodies."

Extract: St. George Call: March 16, 1907.

Notes: (1) The first vehicular ferry, steam driven, came into service in 1886. The same type of "ferry" was used in the early days to cross the Georges River at Lugarno,

(2) The "Laycock building" was seemingly the onetime "ante House" (i.e., where the Georges River tollmaster lived), and Thos. Holt enlarged it for his use when he began to develop his newly acquired Sutherland Estate. The additions were Apparently done in 1861, as this is the date recorded for " Holt's Cottage".

M.H.N.

PORT HACKING FERRIES

It would appear that the first launch or ferry services on Port Hacking were run from Simpson's Hotel at Bonnie Vale. The motor launch "Bonnie Bird" was running a service between the Hotel and Tyreel Point by 1905. This was a small well--deck launch with a full length canopy and open sides.

In 1906 a land sales advertisement at Bundeena lists a timetable for trains arriving at Sutherland and coach departures from there to Tyreel Point. Average time for the trip by either Rush's or Simpson's coaches was 55 minutes. Fares were 1/6d single; 2/- return; and 2/- for workmen.

On December 18, 1909 the inaugural trip of the new ferry service from Gunnamatta to Audley took place, with a company of ladies and gentlemen numbering thirty. Clrs. McAlister and Hill from the Sutherland Shire Council were also on board. Mr. W.A. Hodgkinson the proprietor of this venture was the owner of a fine well-deck type craft, the "Pioneer". At Audley celebrations were held in a spacious building shell on an ideally warm day.

In March 1904 William Simpson, after 40 years' sojourn in the area, sold the well-known hotel at Bonnie Vale. The new landlady was Mrs Melhuish. The proprietors in 1906 were Mr. and Mrs. Kingham. An application was received by Sutherland Shire Council In 1915 from Mrs. Kingham to ply between the hotel and Gunnamatta with the launch "Dolly Kay". Permission was granted, the service later extending to Bundeena. Simpson had a lengthy substantial wharf with easy access, but gradually the sand made it Impossible to reach it in any type of watercraft. 1920 Sutherland Shire Council constructed a new wharf at Bundeena at a cost of £212-0-0.

Captain Ryall purchased land at Bundeena when the Yarmouth Estate was put up for sale in 1904. He continued his oceans going activities however, until on medical advice he had to abandon it, But he was determined to continue his activities on the water, for on March 1, 1915 he commenced the Cronulla-Bundeena ferry service with the 20-passenger well-deck launch "Myambla", operating the vessel on his own.:

When Tom Hegarty was the proprietor of the Cronulla-Audley ferry service, his engineer was Wally Bridges, who also looked after the



engine which drove the generator for power and light at the part-open-air galvanised iron covered theatre in Gerrale St..

Mr. William Atkinson, when working for Hegarty, would often leave the wheel of the ferry on its return from Audley at a certain point to collect the fares, handing the wheel over to his six--year-old daughter Aileen, each time with the same instructions: "Keep your eyes on the red road at Lilli Pilli". That little girl is now Mrs. Aileen Griffiths, a vice-president of the Sutherland Shire Historical Society.

Hagerty, who owned three ferries, "Karinya" (later "Gunnamatta I"), "Audley" and "Burraneer, sold out to Capt. Ryall about the mid-1920s. The two ferry services were now one.

The boats were maintained by Capt. Ryall's son Eric and Eric's brother-in-law Hedley Marks. Capt. Ryall was always at the helm -- except of course in extremely bad weather when the service was interrupted. Ryall always had a pipe in his mouth, a cap with an anchor badge and white top, and thick rubber-soled sandals.

About 1922 the fare to Bundeena was 1/3d return. Mail was carried on Monday, Wednesday and Friday, arriving at 10 o'clock. On Tuesday and Thursday it came on a later boat. There was very little mail; sometimes none at all.

The ferries carried almost everything to Bundeena in the early days. Access by road was a long way off. The first motorcars, three of them, were driven through the scrub to Bundeena by a party from Sydney on May 14, 1923. It was not until August 1952 that the road into Bundeena was officially opened.

In the early days Capt. Ryall towed a small dinghy behind the launch, and would drop fishing parties at Gibbon, rowing them ashore in the dinghy, and picking them up in the after-noon, at a pre-arranged time.

The 1934 timetable required the use of three boats to run the holiday service. About 1948 an hourly service was maintained; on a Friday night from Cronulla they ran at 7.20p.m., 9.20 pm, 10.20 pm, and 11.20 pm.. A service was also provided for the Saturday theatre patrons at 11.30 pm..

In the 1950s the fleet consisted of the Bundeena, Gynea, Gunnamatta, Macquarie, Burraneer and the Cronulla -- the last renamed the Curranulla a couple of years previously. The Macquarie was also the cargo boat, with a reinforced roof; it could carry 4 tons and was powered by a Kelvin kerosene engine. Two of the other boats also had Kelvin engines.

At the conclusion of 30 years' service the citizens presented Capt. Ryall with a gold watch. In 1947 he retired and was given a farewell by the Bundeena community.

The ferries were sold to Cliff Mallam of Hurstville. There were four brothers, Eric, Cliff, Abb and Harold. It was Eric who was mostly on the ferries.

Since then the ferries have been sold several times. The present owners, trading as The Bundeena & Port Hacking Ferry Service, took over from Jack Gowland of Cronulla Ferry Service Pty-. Ltd., on December 15, 1975.

Let us have a look at the ferries used-on the Bundeena and Audley services.

MYAMBLA: A well-decker carrying approximately 20 passengers; commenced the run to Bundeena in 1915.

GUNNAMATTA I: was originally the Karinya, but the name was changed because there was another vessel with that name.

GUNNAMATTA II: a well-deck boat was eventually bought by a syndicate to run as a tourist cruise on Cooks River, but the venture failed.

AUDLEY: carried 28 passengers: sold to interests at Pittwater,

MACQUARIE & BURRANEER: both were requisitioned by the Army during World War 2.

CONQUEROR: ex-Brisbane Water service running out of Woy Woy: came to Bundeena after the last war, but was withdrawn after the road was cut through to Bundeena. It was sold for service on Lake Macquarie.

PIONEER: commenced cruises to Audley from Gunnamatta in 1909; carrying capacity of 28-30 passengers.

GYMEA: now Tom Thumb 111; came from Forster where it was built in 1949 and called Alma-G. The Gymea was renamed by the present owner in an attempt to popularise the vessel for promotional school excursions, thus giving the boat some historical significance. Its length was 40 ft. and carried 80 passengers. It is fitted with a Gardiner diesel engine.

CURRANULLA: originally the Cronulla, it is still in service. It was built in 1939 by Morrison & Sinclair of Balmain to the order of Capt.. Ryall (then the proprietor of Bundeena Ferries). The vessel is 53 ft. from bow to stern, and has a beam of 16 ft. licensed to carry 135 passengers. It is fitted with an unique 3-cylinder Gardiner diesel engine.

BUNDEENA: reputed to be the largest capacity single-decker ferry in Australia. Bundeena was built at Holmes' Boat--shed in Sydney in 1946. the length of the vessel is 59 ft., with a beam of 18 ft., and is licenced to carry 198 passengers. Bundeena was sent to Hobart in 1975 at the time of the Hobart Bridge collapse to join with other ferries in provide shuttle service across the harbour. She was placed on Lake Pedder Tasmania, on January 12, 1978, for tourist cruises, and licensed to carry 142 passengers; but the venture failed and the boat was put up for sale.

BARDOO: acquired during mid-October 1981; the boat had been running on Wallis Lake N.S.W., on tourist work. I is approximately 12 months' old and named Bardoo The Aboriginal word for "sand". The name is expected to be retained on, Port Hacking, and she is intended for use in charter work

only. It has portable parts, allowing their removal to clear the deck for dancing etc.. A 5-cylinder Gardiner diesel engine provides the power.

MISS AUDLEY: a twin-hulled shallow draught vessel, it is a 48 ft. catamaran designed by Robert Killick and built by his partner Peter Bracken; it was introduced to Port Hacking for cruises to Audley, on Saturday April 25 1981. It is equipped with a barbeque and bar, and carried 50 passengers.

BASS & FLINDERS: the owners of Miss Audley Daytripper Cruises had plan of a sophisticated floating restaurant, dining off the Heads of Port Hacking, with a la carte menu dining room, and an upper deck barbeque, in December 1981.

The ferries from Cronulla to Bundeena have for some years struggled for survival due, of course to road trans-port. In 1975 fares rose from 20 cents to 60 cents single, for adults. The State Government continued to subsidise the operator Jack Gowland for 30 cents for pensioners. Gowland suggested running the ferry on a co-operative basis.

Fares in February 1981 were \$1.50 adults, children 60c to \$1.00 according to age, pensioners 75 cents, and \$4.00 for a family. All fares are at single rates.

The service was restored to Audley about Easter 1981 after an absence of 6 years, due to silting of the river. Extensive dredging some years ago for shell grit is said to have been one of the causes, having a drastic effect on the river and movement of the sand.

Four-hour picnic cruises using M.V. TOM THUMB III leave Gunnamatta on Wednesdays, Saturdays, Sundays and public holidays at 10.30 a.m.. The vessel is also available for private charter.

-- Fred Midgley.

Sources: Mr. H. Atkinson, Mrs. A.Griffiths, Mr.L.Manny; Author's records.

* * * * *

First Military Wireless Message sent from Heathcote: it was on a stormy night in the wild bush near Heathcote that this local history was made on April 20, 1911. Major George Augustine Taylor was in a makeshift tent, and two miles away a small group of Army specialists were waiting for the magic of an airborne message. After much adjusting of gear at both ends, finally it happened. Although it was only- a few "dit-dit-dab-dits" (Morse Code), Major Taylor had successfully transmitted the first military wireless signal in Australia. The major died many years ago, but his wife Mrs. Florence Taylor, CBE, survived him until her death on Feb. 13, 1969. She was the first woman in Australia to obtain university degrees in both Architecture and Engineering.

-- M.H.N.

A Reminder -- have you paid your 1982 Subscription ???

A SHIRE FIREMAN REMEMBERS

This story is from a friend of mine, Bob Stuntz. He was a Permanent Fireman (N.S.W.F.B.~ who lived at Grays point for many years, and now lives in retirement at Culburra N.S.W.. (G.H.)

As a child of ten I can remember going for weekends to my grandmother's shack in the Royal National Park. We used to pick up a rowing boat kept in a boatshed on the salt water side of Audley, and row down to the shack, which was situated in Leg-of-Mutton Bay. The shack was of galvanised iron, with a dirt floor, having kerosene lamps for lighting. If my memory serves me right my grandmother, a Mrs. Aiken, had a lease of the land on a yearly basis from the National Park Trust. Ship Rock and Swallow Rock were landmarks in those days, as now.

As a young married man my wife and I lived in that shack for a time in the early War years until I could find a suit-able residence in the Shire.

After the Japanese entered the War, and the escape back to Australia of that distinguished soldier Lieutenant-General Gordon Bennett, acting on his advice all boats were removed from the Hacking waterway and stored in safe keeping above the weir at Audley. We were left with a small rowing boat as transport to Grays Point.

With a threat of bombing attacks on Sydney, all Fire Brigade personnel were ordered to live in the metropolitan area, so I had to move closer to town, and my wife with our two children lived in the shack for a time on her own. She used to row across to Gays Point for milk etc.. There were two buses to Sutherland, one for schoolchildren and one for workers -- two up and.. two back.. Later, we lived in Arcadia Av. at Gymea, with a frontage to the upper reaches of the North West Arm.

As a professional city fireman (NSWFB) it was only in later years when I became stationed in Sutherland Shire, at first at Caringbah and then at Sutherland, that I first saw and admired the magnificent work the Volunteer members of our Service and the Bushfire Brigade did in our community.

The Grays Point area was usually burnt out every five years. With the build-up of tinder-dry material, then the hot westerlies or north westerlies, then Grays Point would be flattened, but thanks to the magnificent work of the fire services, although there was loss of property occasionally -- but loss of lives, no. There was community spirit and the urge to serve; names like



ENGINE OF THE N.S.W. FIRE BRIGADE.

Ray Paton,, Ralph Brinsley, Geo. Heavens, Doug Turner, Jack Joins and" old Cecil" spring to mind. These men gave truly a lifetime of service and dedication.

The Shire Council has pumped more finance into their Bushfire Services, adding more modern equip-meant; but the risks are always there, as we witnessed in the tragic loss of life of five Bushfire personnel at Waterfall in 1980.

I myself self set some sort of precedent, in that I was the only child ever to be born at the Fire Brigade Headquarters in Sydney (213 Castlereagh St.).

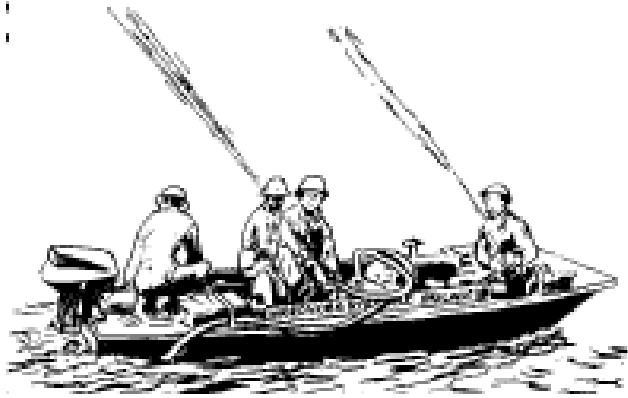
My father, a fireman,;, applied to the chief officer to be granted a set of married men's quarters, these being available at that time. The year was 1913, and I duly arrived on the' 27th December. Serious complications arose and my mother and I were taken to Crown Street Women's Hospital, where my mother, Ethel, passed away on the 29th December, aged seventeen years and nine months.

On the day of her burial the coffin was placed in the Deputy Chief Officer's office, and later passed through a double rank of officers and men to a horse-drawn hearse in Castlereagh Street for burial at Waverly Cemetery. My father told me there was not a dry eye amongst all those men as her coffin passed between the ranks: and Sydney, a much smaller and less populated city but more humane than now, turned out its citizens to pay their respects and maybe shed a tear of their own.

During this time, I was at the Hospital in the new-born babies' ward, and the other new mothers took it in turn to offer their breasts rich in milk. and warm in love to a little stranger.

By way of interest, my father was well-known in those days. He had captained Eastern Suburbs Rugby league Reserve Grade team 1909-10, as well as his brother John. Stuntz,, who was a dual International in Union and League.

John was one of the original pioneers with Daily Messenger and Dan Framley, amongst others, who changed codes and founded Rugby League.



A 16 FT. FLAT BOTTOMED CRAFT USED BY THE WORONORA RIVER BUSHFIRE BRIGADE" BEFORE THE PURCHASE OF A LARGER UNIT



BUSHFIRE BRIGADES ARE NOW A WELL EQUIPPED RADIO CONTROLLED ORGANISATION

John enlisted in World War I and was killed in action at Bullicourt.

Sincere regards -- Bob.

Submitted by Geo. Heavens.

OPENING OF ENGADINE LITERARY INSTITUTE & RECREATION CLUB (1931)

On November 29th the village of Engadine was the scene of a happy function' -- the official opening of the above, by Clr. R. Bingham, Deputy Shire president (who was accompanied by Mrs. Bingham and daughter Betty) and Clr. Lawrence.

Clr. Bingham congratulated the people of Engadine on having such a fine building, and expressed the wish that they would spend many bright hours in it; and he also recalled the fact that it was built entirely by voluntary labour.

Mr. Woods, president, asked all to sing "God Save the King", which speaks volumes for the loyalty and fine type of folks residing in Engadine.

Clr.. Lawrence, after congratulating all on their achievement in erecting so fine a building, then proceeded to tell of the Council's activities in connection with endeavouring to get electric light for Engadine, and expressed the belief that it would be crowned with success. He urged the people to agitate in regard to water, assuring them that Council would do all in its power to help.

At the conclusion of the function all present were invited to adjourn, for afternoon tea.

Condensed from S.C.A.M. 1931.

FATAL FALL FROM TRAM AT SUTHERLAND

An unfortunate accident occurred at Sutherland about nine o'clock on Monday morning, June 15, resulting in the death of Eric Arthur Morris, aged 13 years 11 months, who resided with his uncle Mr. Charles Coughlan at Taren Point Road Taren Point. The lad attended school at Sutherland, and as usual travelled by tram from Caringbah. It appears that when the tram pulled up at Flora St. Sutherland, he got off the tram, but when it started to move off again he jumped on and walked along the footboard of the rear carriage, and whilst the tram was in motion stepped across on to the footboard of the front carriage, and had caught hold of the iron stanchion when he appeared to lose his balance and fell between the two carriages, the wheels of the rear carriage passing over him. He died on the way to St. George Hospital at Kogarah.

--MHN

Condensed from S.C.A.M. 1931.

PAINTINGS OF CAPTAIN' COOK



On the Laura road, 150 miles northwest of Cairns Q. there is (or was) an Aboriginal cave painting of Capt. Cook as the painter saw him stepping ashore at Cooktown in 1770.

Cook is shown with his arms spread wide, the fingers open to indicate that he came in peace and had no weapons. Nearby was another drawing of Cook in a cocked hat, but this one has been destroyed by vandals.

When these paintings were first seen in 1959, there were also a number of others giving the local tribe's complete version of the visit of Cook and his men. Other incidents, involving both the whites and the natives,, were also portrayed. Many of the paintings have now been destroyed by "tourists" - vandals who must inform others that "Joe and Jan were here; with date; other vandalism, even worse, has consisted of "improving" Aboriginal work by adding to the drawings, some lewdly; and some have unintentionally been destroyed by overenthusiastic amateur anthropologists in fixing tracing paper (gummed) to outline the drawings.

To many white visitors these ancient drawings are simply objects of curiosity;; they do not seem to realise -- or more likely; do not care -- that these paintings are the property of the tribe who drew them, and were executed both for tribal reference and for the instruction of future generations. In other words, the paintings and rock,-peckings are the visual history of the ancient Aboriginal.

-- M. Hutton Neve Source:

"People" Magazine, April 1966.

The Shiprock Aquatic Reserve has been established at Little Turriell. Point, Port Hacking. This covers a complete ban on the taking of all fish and marine life.

The Reserve covers an area of approximately 100 metres (about 125 yards) along the foreshore to the north and south of the Shiprock formation at Little Turriell Point, and some 60 metres (about 75 yards) offshore, This does not include the public wharf at the end of Turriell Point Road.

-- Pictorial News: 17-11-'81

"The Good Old Dates" In the late 1920s an Oxford Street butcher sold trays of meat which included a 5 lb roast, eight lamb chops, a lamb's fry, 2 lbs of sausages and 1 lb of dripping -- all for 2/6d (30 cents).



SHIRE PIONEERS IN ADVANCING YEARS MR. & MRS. SAMWAYS

DAIRIES IN THE SHIRE FROM 1910

Madeline and Ada Mylcreest had their dairy and home directly opposite St Patrick's Church in Sutherland. Their land extended from Belmont Street to Flora Street. There was no milk delivery in Sutherland being so sparsely populated;

people came with their jugs and billycans for their milk. I am now talking about the 1911 era. Miss Mylcreests also had the laundry. I would often see them ironing with the "mother pots" irons (ie. "Mrs. Potts' irons") when I went there with a message from my mother asking when they required her to do the washing, which she usually did.

At that time there was a Mrs. Waldron. living in Fiore St. where the convent is now. As a 7-year-old I would run her messages and collect manure for her garden, for which she would pay me 6d (5 cents) per billycart full. My favourite spot was where the Council Chambers and the Civic Centre are now. Mylcreests' cows would break out and go there to camp in amongst the ironbark and turpentine trees.

In the 1920 era a Mrs. Bradney established a dairy at the southern end of Merton St. near the creek. This is the beginning of Saville Creek, which flows into the salt water at North West Arm. There was a big hole full of water, then known to us kids as Stapleton's Hole, and this was the main swimming pool for the kids of Sutherland School. Stapletons' slaughter yard was also there at the southern end of Glencoe St., bordering on The National Park.

Where the bridge is now over Saville Creek on the North West Arm Rd., it was infested with leeches like overgrown garden worms. This was about 1910 --, with no habitation in the area; there wasn't even a cart track to what we now know as Grays Point. Bob Dashwood blazed a trail through in 1911-12 from President Ave.. Dashwood maintained the track himself until around 1918. That was his recreation at week-ends -- filling holes and digging out rock.

But back to the leeches.... In 1910 Dr. Cooley at Hurstville, to whom my mother would go for attention, had, like other medical practitioners in those days, a use for leeches. My mother would return with an order for two dozen leeches to be delivered on her next visit.

That was a job for my brother Fred aged twelve and myself aged six. He would tell me to stand in the creek where the bridge is now over Saville Creek, When he called out I would run out with dozens leeches clinging to my legs, and these he would scrape off and place in a jar of water. My mother would receive 2/6d per dozen.

It is here that I again catch up with my dairy story.

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We go to the Blades who had a small dairy farm halfway between Bath. Rd. and the now disused brickworks with a frontage to the "Coast Road" -- which is now Princes Highway. They also had a Post Office Agency known as Bladesville P.O.. Our home was on the corner of what is now North West Arm and Woronora Roads - this is now President Av.. Our address was Dents Creek via Bladesville P.O..

Blades never made any milk deliveries. I think they were more interested in selling

cows with the calf at foot: but you could buy milk there, and sometimes Mrs. Blade would fill your billy for nothing.

There were other dairies which sprung up later -- there was Jim Crosby in Milburn Rd. Gynea, and Westerns in Alkaringa Rd. near the salt water. About 1922 Charles James established a dairy at what is now Kirrawee on the southern side of Prestident Av. -- now known as Willow Place, between Oak and Acacia Roads; but it was in operation for only a short period.

We come now to Samways' dairy on the Princes Highway at Sylvania, opposite the present Catholic Church. The 'hill from the church, going towards Sutherland, was known as "Samways' Hill". The Samways were very early residents in the Shire.

There was also a dairy on the corner of Kareena Rd. and The Kingsway -- where there is now a car sales yard, a chemist and other small shops facing Sutherland Hospital. The owner was a Mrs. Noad.

Then there was Greens' dairy at the northern end of Woollooware Rd. Cronulla, down near the mangrove swamps. This was about 1922 -- here, the mosquitoes would eat you alive:

Later, there was a milk depot opposite the Catholic Church at Cronulla, at the end of the railway platform; this was near Robinson's power station, which was the Shire's first electricity output.

All dairies in the Shire ended with the introduction of pasteurised milk and the Milk Board.

-- Mick Derrey.

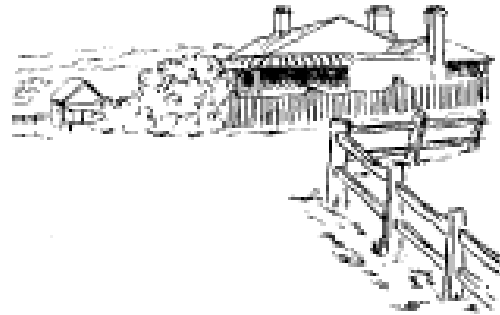
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Extract from, The Australian Encyclopaedia. 3rd edition: Grolier Publications: Sydney 1977..

In 1835 Major Thomas Mitchell named the Parish of "Southerland" (from "Southern land") as part of the forerunner of the present Sutherland Shire. The railway arrived from Sydney in 1885 and the station was named Sutherland, reputedly after John Sutherland, a former Minister for Works who had promoted the project. Sutherland townsite was surveyed near the railway station the following year, presumably taking its name from the station; and Sutherland Shire was gazetted on May 16, 1906. There is little evidences to support the popular contention that the area was named after Forby Sutherland.

EUROPEAN versus ABORIGINAL SETTLEMENT and Its Affect on the Shire



The Continent of Australia is one of the oldest land masses known to science, and the oldest and largest island. Recent research in the vicinity of the NSW/Victorian border adjacent to the "Dow Swamp" has suggested that the first Aboriginal migration entered northern Australia, probably from Asia Minor, some 40,000 years ago --- or more. Over roughly the next 20,000 years there were two other Aboriginal immigrations.

Gradually these migrants spread throughout most of the country, adapting their ways of life to the natural resources of the area in which each "clan-group" lived & managed" these resources. Game of all types were hunted only for food --- there was never any indiscriminate slaughter but a harmonious co-existence with Nature. The integration of varied types of animals and rodents and a few birds into their totems an rituals further protected these, thus ensuring the existence both of the Aboriginal and of the fauna for some 40,000 years or more.

But with European contact and then colonisation this balanced and ancient life-style was suddenly and dramatically altered.

There came not only land-hungry white people, but also land.--hungry sheep, cattle, horses and pigs (with their hard hooves to break up the soil and trample the fragile growth of native plants) and poultry, together with take-over by exotic plants of two types. One was the single-culture grains--oats, wheat, barley, rye and domestic vegetables, as well as exotic fruit trees. The other plant-types included blackberry, cape daisy, brook. gorse, "Salvation Jane", St. John wort, plantain and pine trees. All these were completely foreign t o this island continent.

This sudden takeover by exotic livestock and plants has been the major impact rather than that of man. Yet even here colonising man has had a dramatic effect...The white man has impinged on the natural water supply – in terms of damming, erosion, salination, pollution and alteration of the levels of water tables.



Then, too, the spread of roads, fences, towns and all

the other complex artefacts of Europe came to compete with the other users of territory -- the ancient Aboriginals, all the strange marsupials and the indigenous plant life, and also bird life, especially the water-birds.... And then, too, the Europeans introduced varied illnesses and diseases, to all of which the Aboriginals had no inborn resistance.

In 200 years within the Shire practically all living signs of the Aboriginals have gone. A little of their strange rock art survives hidden in secluded places, still safe from white vandals. Many acres of swamps, reedy-lined creeks and man-groves have been destroyed, and with them have gone the water-birds whose habitats these were. Twenty years ago it was not unusual to see "V" formations of wild ducks and geese flying high overhead above Loftus in the darkening twilight, and to hear their occasional calls, especially the thin honking of the geese: but these are now memories.

The destruction of the Aboriginal way of life -- and also the Aboriginal; the indiscriminate slaughter of animal and bird life; the destruction of native plant life: all this, and more, has been done in the name of white colonisation, settlement and modern progress to modern civilisation.

If Sir John Robertson,, Premier of NSW, had not set aside a large area of forest and its surroundings in 1879, today The Royal National Park would have been denuded of all its commercial trees by the timbermen, and the area would have been developed into mining settlements to work the vast deposits of coal beneath the Park for export to world-hungry markets.

In the Shire we are fortunate in having both the Royal and the Heathcote National Parks still almost entirely in their natural state, as well as several small "Nature Reserves; What little there is left of the past must be protected in the name of Conservation for the future.

-- M. Hutton Neve

* * * * *

Christmas Holiday Period 1904:

Arrangements for visitors to the National Park at Port Hacking.

The Park Trustees desire to notify the public that arrangements have been made for an Improved Railway Service, and Additional Trains now run daily to Loftus Junction and Waterfall, and on Saturdays and Sundays to Loftus, all of which places are upon the Park.

Vehicles will meet visitors at Loftus Junction daily and at Loftus on Saturdays and Sundays. In order to secure seats communication may be made by letter or otherwise to Mr. Daniel Lobb, Loftus Junction, Sutherland Post Office.

St. George Call, Jan. 1904

The Publications Committee wishes all members a bright. and prosperous New Year.

WOOD-CHOPPING CONTESTS IN OLD SUTHERLAND

The President Mr. Ivers, reported to the monthly general meeting that while on a holiday in early December last, he had found something of interest to the Society.

In a museum at Bowraville, some 10 or 12 miles from Macksville in the Nambucca region, a Certificate was displayed, having been awarded to Ronald McDonald, a champion axeman from Sutherland, by the Royal Agricultural Society in 1910.

In February 1903 a local newspaper reported that "the wood-chopping contests are again engaging the attention of our brawny sons. There is to be a grand gathering of axemen on Saturday, when we may see some wonderful work".

An example of one such contest, reported on April 4, 1903, recorded:

On Saturday last a wood chopping contest was brought off at Sutherland and was well contested. Mr. Saunders acted as Judge and Handicapper. Mr. Ted Boyle undertook the tact of getting the logs and see that other matters were in general working order for the contests to be held in his grounds.

Results: 1st Heat		2nd Heat		3 rd Heat	
Joe Fretus	35 S I	A. Banfield	25 S I	T.Jenkins	35 S.1
Jo Towell	35 S 2	Ron McDonald	Scratch	2/John Fretus	35.S 2
A. McFarlane	35 S 0	H. Green	18 S 0	J.Laycock.	35 S 0
G.Ben field	23 S 0	J. Dwyer	25 S 0	J.Dwyer	35 S 0
A.McDonald	35 S 0			J.McFarlane	30.S.0
Time 2-32 secs.		Time 2m45s		Time 2-26s	

Finale `Joe " Fretus 35 S: I : A Benfield 25 s 2, T. Jenkins 30 S 0 Fretus took 1st prize (£3), and A..Benfield 2nd Prize (£1).

On a Saturday in July 1903 Terry gave McFarlane 50 seconds and beat him easily. Terry met the champion Ron McDonald and gave him 13 seconds; Terry won easily.

When sleeper-cutting commenced for the Sutherland-Cronulla tramway at Little Forest (west of Menai) in 1909-10, a number of Sutherland men were engaged in this work.. They included Fred and Duke Mepstead and their father, J. Dwyer, Bob. Cook, Tim. Thornton, the Eckenberg brothers. Liverpool, and the champion axeman Ron McDonald, who was a well. built giant of a man standing 6 ft. 2 ins. McDonald blazed a track through the scrub and trees with his axe for the carts to get through with the sleepers to the Georges River.

Ron McDonald Married Duncan McLeod's daughter All Sutherland, and after a short time they went to live on his property at Macquarie Fields. Near their house a large tree grew. McDonald said he would cut down the tree, and was

standing underneath it, a large branch broke off and fell, hitting him on the head and killing him.

-- Fred Midgley

Sources: St. George Advocate, Mr. Tim Thornton, Mr.H. Ivers

THE PRESIDENT WRITES

Comment in brief: "So soon again:" I said to the Bulletin Committee when asked for my Notes for the February issue: Such is the speed with which 1981 seems to have slipped by. It is a good sign when time can slip by without being noticed -- it shows a healthy utilisation.

The Society has been in the frontline again this year, drawing attention to itself in one way or another, with our Exhibition Group providing pictorial and hardware history at various sites visited by the public. These "portable museums" provided principally by Fred Midgley have always received praise.

An exhibition with a difference resulted from a very hurried consultation, just before the September meeting, with the Public Relations Officer of the Sutherland Shire, Mrs. Joan Thompson. Her request: "What about 6 to 8 members of the Society willing to travel on a float -- a sailing ship called 'Sutherland Shire'-- at the forthcoming Gynea Lily Festival, and later at the Engadine Show?" Such a request was of course a commando The requested number of members and visitors, suitably attired, obliged: Time Setting = 1906.

"Has-Beans from Bowraville" : this uncomplimentary phrase fits both myself end my company as a result of a visit to the mid-north coast early in December. It refers to a friendly greeting received on entering the Bowraville Historical Musum. The doorkeeper had a bag of about 10 pounds of freshly picked green beans, which he was going to give to a friend who failed to arrive. The doorkeeper was about to close up--due to lack of patrons, when we arrived; so we received the beans -- free. Very shortly after we entered the Museum, other visitors arrived, I believe we made a profit:

While at the Museum we noticed a certificate of Champion Axemanship awarded to an early Sutherland resident --a Ronald McDonald. Details were researched by Fred Midgley, resulting in an article in this issue of the Bulletin,

The Bowraville Museum is ideally constructed, and I would recommend that all members touring there visit it.

-- Harold Ivers

"THE FIRST FLEETERS":

A Comprehensive Listing of Convicts, Marines, Seamen, Officers, Wives,
Children and Ships ...1788

Edited by P.G.Fidlon & R.J. Ryan 1981

On May 17, 1787, eleven ships set out from England on an eight-month voyage to "Botany Bay". This was the first of many fleets which during the next sixty years or so, transported nearly 170,000 convicts to Australia.

As far as is known, about 1350 men., women and children left England with the First Fleet. Their names, status and the ships in which they journeyed are the subject matter of this book, including the date of arrival. The most valuable feature of this book is that it lists in strict alphabetical order, not only the whole complement but also every variation of spelling and alias mentioned in the many original source documents relating to the First Fleet.

It is a 96 page paperback, fully indexed, and is obtainable from the Library of Australian History at 81½ George St. Sydney, costing \$4.50, plus 50 cents postage for a single copy.

Members tracing family history will find this invaluable.

--M.H.N.

* * * * *

SHIRE ACTIVITIES IN 1931,

Reservation at Head of Woronora River: an effort was made by private persons to obtain control of the reservation in this area for private development. Council successfully opposed this application.

Reduction of Minimum' Charge for Electricity Fees: during the year council considered ways and means of reducing the charges for the supply of electricity; in June last, the minimum charge of 10/.. per quarter was reduced to 7/6d for light, a reduction of 2/6d per quarter.

Cronulla Urban Area: Council found that the "Cronulla Urban Area", apart from placing unnecessary obstacles in Council's way with regard to rating limits, was of no practical use; and Council successfully applied to the Local Government Department to dissolve the Cronulla Urban Area; and that part of the Shire previously included in Cronulla Urban Areas Nos. 1 and 2 has now been declared the "Cronulla Town Improvement District". (this permitted a greater development of the town)

Sharkproof Fence at Cronulla Beach: several firms and companies have applied for permission to erect a suitable fence for the safety of bathers. Clr. Monro ("Joe") favoured the idea, believing that it would help to make Cronulla even more popular, and would be especially attractive for summertime night bathing. Clr. Hand was in favour of enclosing the whole of the beach. it was decided to investigate the suggestion at the next meeting.

S.C.A.M. 1931.

Submitted by Geo. Heavens

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 sources. If hand-written, please print Names in CAPITAL LETTERS. Hand to Convener or Editor, or post to Editor's address. Copy for the May issue should be in the Editor's hands by the April 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 Sutherland Shire: F. Midgley: 50 c.

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

The Story of the Woronora Cemetery (Illus).1M.H.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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Excursions Committee: Mrs. A.Griffiths, Convener: Mesdames Cutbush, Gumbleton, Wickham: Messrs. D. Archer & Batch.

A Reminder:

Subscriptions were due January let. Have you paid yours ???

FIXTURES.

SPEAKERS

Feb. 12: "THIS IS YOUR SHIRE" M. Hutton' Neve

(The revised Constitution will also be considered at this meeting)

March 12: ANNUAL GENERAL MEETING & ELECTIONS

Notice of this will be forwarded to all Financial Members as per Constitutional procedure. Only Financial Members 1982 are entitled to take part. Members must be financial before the start of the meeting.

April 9: THE "GREYCLIFFE" FERRY DISASTER

(To be confirmed)

EXCURSIONS

Since last Bulletin we have had two most unusual excursions, firstly on the "Hawkesbury River Boat Postman", followed by the "Old Sydney Town" outing. These are certainly reminders of earlier times in the Colony, and give present-day citizens some ideas of the tribulations and difficulties experienced by our forebears. But, as touring attractions they are a "must" on any calendar.

As this is being prepared we are about to have another tour of the Port Hacking River area -- this proved a most popular one in 1981, and from the bookings a larger number of members and friends will be travelling with us in 1982.

NEXT EXCURSION: Weekend tour to PORT STEPHENS AREA:

Friday March 5 to Sunday March 7: Leaving Cronulla 6 p.m., Sutherland 6.30 p.m. Friday, and returning to Shire approximately 8.30 p.m. Sunday. Cost of weekend \$75.00 each.

There is a waiting list at present; but please add your name if interested as, regretfully, there is always the necessity for some intending travellers to cancel. We request full settlement by January 31 if at all possible, or at least definite confirmation of your booking, to enable us to finalise bookings with Motel etc..

MAY 22: (Saturday): will be a full-day outing to Mosman.

Arrangements are in hand at the moment, but until finalised we cannot give any details in case changes are necessary. Please keep that date free, and all information will be given at the February meeting.

BOOKINGS for outings -- with Mrs. Gumbleton (524.1660); information regarding Tours either with Mrs. Gumbleton or myself (525.5801).

Aileen GRIFFITHS

Convener.