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It was a black day for the half-starved Penal Colony at Port Jackson when it was learnt that on 19th March 1790, H.M.S. Sirius had sunk in stormy seas at Norfolk Island, whence she had been sent to seek food supplies to augment the minimal stores -- which were being rapidly diminished. Norfolk Island was their only hope of succour until the arrival of the Second Convict Fleet in June of the same year.

When she struck "her bottom bulged immediately, and the masts were soon cut away, and the gallant ship upon which hung the hopes of the colony was now a complete wreck". Although she was carrying passengers as well as crew, by some miraculous means no lives were lost.



The Sirius was under the command of Captain John Hunter, later Governor of New South Wales; and the first Lieutenant was William Bradley, who had had the responsibility of steering the First Fleet from Portsmouth to Botany Bay without any mishap. They had all to remain at Norfolk Island until there was a ship available to rescue and return them.

Both men were court-marshalled in England, but both were completely exonerated from any blame.

Now, with the approach of the 1988 Bicentennial Year a small group calling themselves "Friends of the Sirius" propose to have her raised if possible. Miss Jennifer Amess, of Canberra, one of the group, stated: "The Sirius is important to all Australians as a symbol of our European origin here. It's the only First Fleet vessel known to be in Australian waters and its recovery would be a most fitting tribute to the Bicentenary'."

It is an ambitious project, and one which will require a good deal of research. It was originally built as a merchant vessel, but purchased by the Admiralty in 1781 to be fitted out as a store ship. The builders will have to be learnt, the likely equipment carried, and some details of the personal possessions which were on board when she sank. "In fact; said Miss Amess, "we are not even absolutely sure yet of the actual site where she sank".

It will indeed be a most interesting and exciting project.

M. Hutton Neve

Source : Bicentenary '88": October 1982

WHARF AT YARMOUTH ESTATE PORT HACKING



JOSEPH CARRUTHERS

On 19th October 1885 the Reform Land, Investment and Building Co. Ltd. was formed in Sydney, in which J.H. Carruthers (later Premier) held 5000 shares out of a total of 12,000 taken up.



WILLIAM SIMPSON

In May 1886 Messrs Richardson & Wench issued Lithos showing the subdivision of the Yarmouth Estate for the Reform Land, Investment & Building Co. Ltd giving the name of J. R Carruthers as its solicitor, and announcing a sale by auction May 26. In the centre of the waterfront subdivision a "proposed jetty" was shown on the Litho. There were 87 lots, from 5 to 30 acres.

The manager of the Company, Francis W. King, wrote on 5th March 1887 to the Works Department asking that arrangements might be made to receive a deputation regarding the erection of a Wharf. But Mr. Dailey, acting for the Engineer-in-chief Mr. Moriarty, bluntly refused, stating that it was a private matter to erect a wharf.

A petition signed by sixty gentlemen was presented by Frank Farnell M.P. for Central Cumberland, and Varney Parkes (son of Henry), on 29th March 1887, to Mr. Halligan of the Harbours & Rivers Branch. He refused, reporting that such a venture would be a waste of public money, as a wharf would be used only to land building materials, and was in a very exposed position and open to the north-east winds and the sea. Sixteen of the petitioners had signed Port Hacking after their names, with four indicating National Park as their abode.

In a letter to the Minister of Works Mr. Sutherland, dated 7 June 1887; Varney Parkes and Frank Farnell (appointed Chairman of Trustees of the National Park in December 1888) endeavoured to point out the necessity of a wharf and the future of the area.

They believed it was a gateway to the National Park, and construction of a wharf would also bring settlement to the mesa. Mr. J. Dent of Botany had run a steamer there for some weeks, but had stopped as there was no wharf. He had built a new steamer expressly for the trade to Port Hacking, and would commence running when a wharf was completed. Next to the Estate was a hotel (Simpson's) at which over a 1000 people stayed during the year. Mr. W. Richardson had built a marine residence at Hordern's Bay. A list of names of proposed settlers then followed in the letter, including Mr. J. Dent who intended to open a ship-building yard there and to erect several houses for his workmen.

Other industries would be Tressider & Bartlett's Nursery; Adams & Co. Coal, boring, King and others Brickmaking The proprietors of a white-

metal quarry were waiting for a wharf to coke work In their quarry, which was close to the wharf on the eastern side.

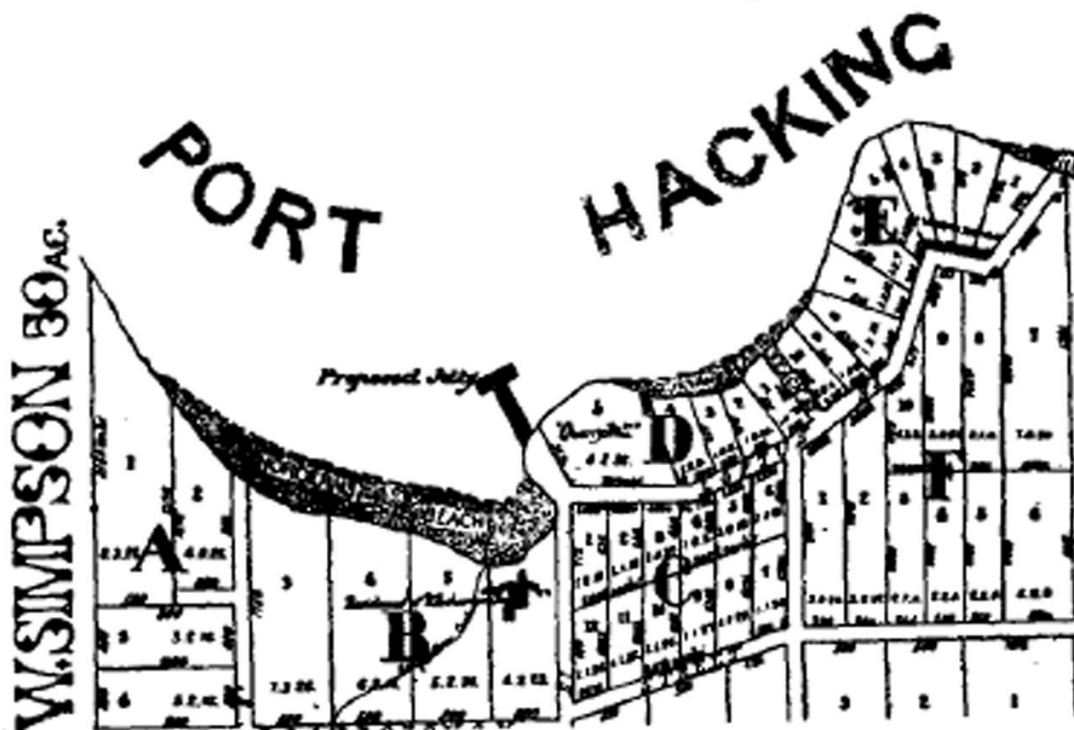
A sandbar existed about a mile from the Heads, so that & wharf mum go outside that, The site of the wharf was chosen by experienced men-- , Dent, Mr. O'Shea and Mr. W. Simpson (Fisheries Inspector) and others.

Petitions and representations for the proposed wharf continued, and, when in February. 1888 Mr. Carruthers was elected as Member for Canterbury, he soon began putting the pressure on the Minister for Works Mr. Sutherland for the immediate grant of £900 or have it planed on the Estimates. On 5th July 1888 Mr. Carruthers had succeeded, announcing that a vote of £900 for the wharf at Port Hacking was passed, and that Mr. Williams, Engineer for the Works Dept. had been given the necessary instructions.

Eight tenders were received, the lowest of £735 from Arthur Davis being accepted. However, writing from Cockle Creek (Brisbane Water) on 29th November 1888, Arthur Davis stated he was unable to carry out the work at Port Hacking due to Government work on the Richmond River. Davis forfeited his £10 deposit.

In January 1889 the tender of E.A. Blake accounting to £889.12.6, being the lowest, was recommended for acceptance.

Troubles were in store for the contractor. In prevailing south-east gales and high seas of the 25th to 27th May 1889, ninety feet of ballast work and parts of the wharf were destroyed. All. the girders were found in various parts of the bay and on the rocks. The punt used in the work was torn from its moorings and carried to the north side of the bay, suffering considerable damage.



A reef of rocks running along the beach at about low water was torn up, and many of them, a ton in weight, turned over. On 29th June, while driving pylons a heavy swell did further damage to the punt, and it was taken away for repairs.

The cost of larger stones to form a breakwater at the suggestion of Mr. Williams, Public Works engineer, firstly came to £412 to be charged to Ministerial Expenses". Some interlocking stones weighed from 2 to 6 tons.

The wharf and breakwater were completed on 24th January 1890. During construction the work was washed away on two occasions, the contractor Mr. Blake suffering a serious loss in money, timber and plant. Mr. Williams was very pleased with the work of the contractor. The total cost of the wharf and breakwater was £1,455-14-5.

Mr. O'Sullivan called for a history of the case in connection with the construction of the wharf on the Yarmouth Estate, and to ascertain the connection Mr. Carruthers had with the Reform Land, Investment & Building Co. Ltd.. Investigations showed that Mr. Carruthers held in all 4,350 shares and was a Director of the Company. The Company went into liquidation and was wound up on 12th October 1893.

A Government Officer reported in November 1903 that on a visit to the Yarmouth Estate he noted that there were no roads cleared or constructed and access to the wharf was by a narrow bush track near the foreshore. There was no settlement, and the Estate was covered with thick scrub. The wharf was used almost exclusively by the meter River Steam Ship Company, which ran a steamer occasionally during the summer months in connection with their excursion trips. Passengers alighted for a few hours and then returned to Sydney.

Fred. Midgley

Source, a Papers respecting the erection of a wharf at Yarmouth Estate, - Port Hacking, Legislative Assembly, NSW 1903, in the writer's file.

June 18

1849 the last convict ship, the "Hashemy" sent to NSW, the convicts were not allowed to land, and the ship was sent on to van Diemen's Land, where most of them, except the most vicious were given a ticket-of-leave.

June 19. 1820 death of Sir Joseph Banks.

July. 23. 1802s NSW was divided into two Parishes the Parish of "St. Phillip" in honour of Governor Phillip, and the Parish of "St. John" in honour of Governor John Hunter.

Hawkesbury Shire Council has already begun to develop a new park to commemorate the Bicentenary. Last month members of local service clubs, and others from the RAAF base and Hawkesbury Agricultural College plant 440 trees at the Richmond end of the park development in only two hours. Further planting is to take place in the spring. This is an unique way in which to celebrate the Bicentenary for the benefit of the future.

An Australia Day Event: Mrs. Colin Coleman sen. of Jannali, a Society member, became a great-grandmother for the first time -- on Jan. 26, 1983.

Baby Shannon Marie is the great-great-great-granddaughter of the convict Henry Radnedge, a soldier serving in India. The charge reads:

"Gunner Henry Radnedge of the 1st Troop, 3rd Brigade, Horse Artillery, was assigned on the following charge ...With having at Kurnaul on the night of 9th Sept. 1834 feloniously stolen, taken and carried away from the Barracks then occupied by the said troop and with having in the same night at or near a tank in the vicinity of the said Barracks, broken open the said box and there from taken and carried away 100 Sonat Rupees, and 8 annas, the same being the property of the said Gunner Charles Coolstone. The Court, having deliberated on the evidence before them are of the opinion that the prisoner ... is guilty of the charge ... with the exception that the court finds only the sum of .70 Rupees or thereabouts in tend of the sum of 100 Sonat Rupees as stated in the charge. The Court having found the prisoner guilty.... do sentence him Gunner Henry Radnedge etc. to be hanged by the neck till he be dead. But the Court being of the opinion that the particular circumstances of the case do not require that Judgment of death shall be executed, and having above entered Judgment of Death to be entered against him, do order t b e prisoner to be transported to NSW as a felon for the term of 7 years."

Rednedge was taken to the Common Gaol Calcutta, to be embarked on the Indian (6-5-1835), but "owing to an accident that the vessel met with, the convicts were returned from that ship".

As his behaviour in the Common Gaol was good (as if it wouldn't be with a suspended death sentence hanging over him: -- V.H.) he arrived in the Colony of NSW on the Warrior 1835.

-- Valerie Humphries (nee Coleman)

* * * * *

Following the death of the first Shire President, William Geo. Judd, (d. 6-12-1929) probate of his Will showed that his estate was valued at £44,656 -- a large sum in those days. The estate was left absolutely to his widow, she being sole executrix.

A HUNTING EXPEDITION AT ECKERSLEY

In the early 1930s I arranged with my neighbour Fred. Bentley to go on a hunting expedition to the old settlement of Eckersley. A few ruins now remained -- the Commonwealth Government had declared the area for military purposes in 1913.

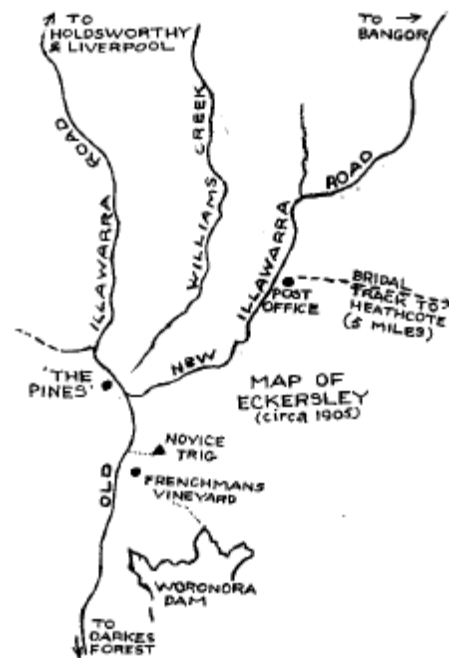
The other member of my party was my beagle hound Dick, who would scent out the quarry for us. Dick had been a stray and was given to me by my cousin at Kangaroo Valley.

It was a Saturday, and having put such items as required for the excursion in my 1928 Morris I set out, picked up Fred and headed south on the Old Illawarra Road. About a couple of miles from my home the road is joined by the Heathcote Road, but one cannot continue further on it, as the military have the area fenced and the road closed by a gate.

I drove past the remains of the old Eckersley Post Office and a little further on stopped at a place called "The Pines", where there had been a homestead and a number of pine trees. There was now only one left; and when I came out some time later in my Plymouth car. It too had died a victim like the others, of bushfire.

Here we let Dick go in search of a quarry. He hunted out a wallaby. Fred. Bentley, usually a good shot, tired and missed. I fired with better aim -- but I never shot at a wallaby after that.

The beagle went off on the hunt again, but getting around nightfall had not returned. I had prepared for this by



bringing a loaf of bread, the Idea being to place the loaf on the ground and cover it with a hessian bag. This stopped birds or other bush creatures from eating it; but on his return the hungry dog would obviously tear the bag off.

On the Sunday we set out to see if Dick had returned, but the bread was untouched. I was concerned and began to look for him. It was impossible to walk the gullies, so the only way was to follow the vehicular tracks in the area.

In Eckersley the New Illawarra Road was joined by the Old Illawarra Road running across the ridges from Holdsworthy and Liverpool. This road -- or vehicular track -- runs all the way to Darkes Forest, and is not to be confused with the Old Illawarra Road running through Menai.

We headed south, and just before entering Darkes Forest we came across an old orchard. There were plenty of apples and pears so we eat down and had a feed, contemplating what to do next as there was no sign of Dick.

"Mick" Horace, Harry and Jack Bray of Menai claimed they were the first to drive a motor vehicle to Darkes Forest in 1929. The vehicle was "Mick's" 1928 International truck. I would have been the first to drive a car through.

After leaving the orchard we proceeded through Darkes Forest and onto the Princes Highway. Leaving no stone unturned, I decided to drive to the Woronora Dam on the chance Dick may have wandered there on seeing people and houses: but the dog had not been sighted so we headed for home.

After lunch I drove out on the old road from Menai to Liverpool. Passing Williams Creek, I turned left on what is the vehicular track marked on Crown Land maps as the Old Illawarra Road running into the onetime gunnery range. These vehicular tracks were in the centre covered with low scrub and brush. This took its toll on the underside of the Morris by scraping off the black I had only recently applied.

On arrival back at "The Pines" the bread was still untouched. I had assumed Dick to be lost or injured -- when the beagle suddenly limped out of the bush.

-- Frank Mayman

* * * * *

Water Famine in Sutherland and Environs 1926: the Council announced (S.C.A.M. 19-2-1926) " that all persons who require water may obtain a supply by applying at the Council Chambers during office hours -- 4/9d per 100 gallons, delivered at the front gate of the premises".

Tasman's Secret Orders: when he left the Dutch East Indies base at Batavia (now Jakarta) in his small ships Heemskerck and Zeehan in 1642 to explore in southern latitudes, he was hoping to find a direct route to South America in order to strike a mortal blow at Holland's old enemy Spain. Travelling southwards down the west coast of Australia, he rounded Tasmania -- which he named van Diemen's Land in honour of the Indies Governor General -- and then proceeded in a north-easterly direction for some distance before swinging northward to Batavia -- with-out having accomplished his objective: but at the same time he more or less circumnavigated this continent, although he was standing too far easterly off the coast to realise it.

SUTHERLAND SHIRE HOSPITAL IS 25 YEARS OLD THIS YEAR:

Celebrations began in March with a street parade-in Caringbah together with a fete. In April an Anniversary Ball was organised; there was a reunion for past and present medical staff; and the nurses organised a seminar, which included a luncheon and cocktail party.

At present it is an "associate" teaching hospital, but it is hoped that at a future date it will be converted to a full teaching hospital. Another plan which the Health Commission given thought to is the establishment of small "satellite" services in Menai and Loftus, but this last is only a thought at present, and would not be developed until the population increased.

Before the establishment of the Shire Hospital all sick and injured had to be transported by ambulance to the St. George Hospital at Kogarah resulting of course in delayed treatment and sometimes death.

Recently a new \$21 million extension was completed, but before it can become operational further funds are required; so, until that eventuates, the huge new complex stands silent and empty, with the hospital officers little more than "indefinite caretakers".

M.H.N.



OUR HERITAGE DISPLAY

I am happy to note the increasing interest of the community in "Heritage Week". This was evidenced by the attendances at the exhibition of "our Heritage" held in conjunction with the Sutherland Shire Council in the Civic Centre from April 11 to April 17.

Many people viewed the large display of photographs and old artefacts and expressed their pleasure at the exhibition -- which was, -for quite a number of the older Shire residents a revival of memories of things long past and of their parents who were pioneers.

Project sheets with drawings explained sixteen objects displayed on the tables, this adding interest for the schoolchildren; with an additional sheet relating to Dr. Daniel Carl Solander.

A special feature of the exhibition was the 'Solander Displays' to mark the 250th anniversary of the birth of this Swedish naturalist at Pitea in 1733 Dr. Solander was the Natural Scientist who sailed on the Endeavour with Cook and Banks.

Interest among most of the children of the school groups was noticeable. Although talks to the classes were not planned, several of the teachers asked for a short Question-and-answer session.

Records show that 1427 children from 19 schools, from Year 3 to Year 9, attended the exhibition over the five weekdays, Numbers of pupils rose from ,127 on Monday 11th to 405 on Friday 16th. Adult attendances also rose from 58 on Monday to 141 on-Friday; to 532 on Saturday and 443 on Sunday 17th. In the evening sessions (we were can from 9.0 a.m. to 9.0 p.m. Money to Saturday) 295 children accompanied their-parents. The total attendances were: Schoolchildren 1427: Adults-including Teachers = 1296: Children with Parents = 295 Total Visitors to the Exhibition = 3018,

Sale of Books and Posters from a table at the entrance to "the exhibition realised \$381.10 (this also included a few donations), this being paid to the Society's Publications Trust Fund.

I express my appreciation to Clr. Michael Addison, who is the Shire's representative on the Heritage Council; also to the staff of the Shire Council for their co-operation in making the exhibition such a success. The Society is also appreciative to the local press for publicity.

I also thank all members of the Society who loaned articles and photographs for display; and those who assisted with transport, arranging the exhibits and manning the exhibition during the days and six nights. This type of exhibition adds to the prestige of the Society in the community.

- Fred Midgley,

Exhibitions Convener.

The President Writes

I write these notes following the Annual General Meeting of 1983, held in March. The meeting was well attended, as it always is in this Society, indicating a continued interest of members in the Society it-self, as well as the material the Society has to offer.

Syd. Stedman did not stand for re-election, as he had indicated earlier. I thank him once again for his efforts during those years he occupied the important position of Hon. Treasurer. I was very pleased that another member with financial experience volunteered to follow in Syd's footsteps. Colin Coleman is now the elected Hon. Treasurer, and I look forward to association with him in the future. Likewise, I welcome Graham Brown to the Society's Committee, and I also look for-ward to his contribution to the Society's leadership.

Basil Griffin this year has taken up the duty of Publicity, and we have already noted some of his work. Previously guardian of our 'portable library", Basil wishes to retire from this duty and it is now offered to any member wishing to assist the Society's work.

I congratulate the remainder of the Executive Council on their re-election. Their efforts are obviously appreciated.

The meeting had one especially significant feature. Our Secretary --- previously, and again -- Mrs. Taplin, was able to make arrangements with the President of the Sutherland Shire Council, Clr. K. Skinner, to be our guest-of-honour and to conduct the election of officers. Clr. Skinner was able to spare the time, and in performing this duty, strengthened the tie between the Society and the Shire Council, which we aim to perpetuate. Many thanks, Clr. Skinner, for your support.

Lastly, I thank all those who expressed their confidence in me by electing me once again as President of this excellent Society. I look forward to serving you during 1983 in this capacity.

Harold Ivers

Cook Memorial At Liverpool: when in 1854 the Commissioners of the Road Board Trust were having the roads under their care required, they had milestones placed between Liverpool and Campbelltown. The starting stone in Liverpool was an obelisk about 12 feet high, similar to the one in Macquarie Place Sydney. This was placed at the corner of George and Moore Streets, and the distance of Campbelltown and Sydney were engraved on the square part of the monument. It was also decided that, as the town of Liverpool stood at the (navigable) top of Georges River, it seemed appropriate that a tribute be paid to Captain Cook, and an inscription was therefore engraved on the upper part of the obelisk, as a memorial. This obelisk is now in Discovery Park at Liverpool, at the corner of Atkinson Charles Streets.

THE FIRST MOTOR BOAT REGATTA ON PORT HACKING

All roads and tracks led to Lilli Pilli, on a warm Sunday afternoon in 1922. All steam trams arriving at Caringbah were crowded with people as were the buses running from Caringbah to Lilli Pilli.

The excited crowds gathered on every vantage point where the old Lilli Pilli boatshed once stood.

The first event was a handicap race for all small launches powered by a single cylinder Chapman Pup and small Clay engines. No outboards were there at this time.

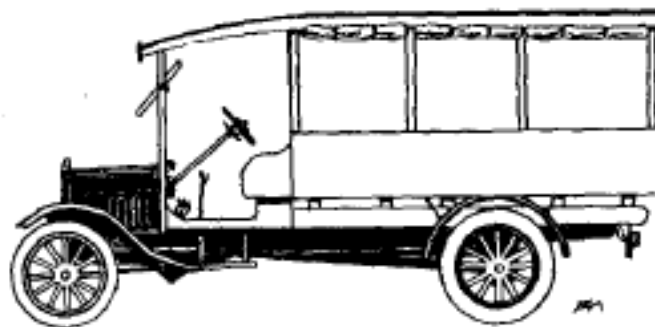
The course was from Lilli Pilli boatshed to the western bank at Gynea Bay, where two large buoys were anchored for the craft to circle and return to Lilli Pilli and the winning post. When all the small craft were back near the finishing line, Ruben Head and his wife would start their hydroplanes and lap the contestants at the finish. Ruben Head drove Head No.1 and his wife drove Head No. 2. Both boats were powered with inboard Rolls Royce engines.

Late in the afternoon came the rowers in their outriggers, to get a challenger for Reg. Short who was the State Champion at that time. Those who faced the starter were Stan Gray, Bert Hilder, Nobby Emerson and Jack Toyer. The event was won by Jack Toyer, with Stan Gray second, Hobby Emmerson Third, and Bert Hilder in fourth place.

The double heavy-boats event was won by Stan Gray and Ken Malby. Others who competed in this event were A. Maguire, Arthur and Bob Bell. Single and double sculls events were also held, and there were also events for the ladies.

It might be worth mentioning here that this occasion was the birth of water skiing, on Port Hacking. The ski was made of half a light door cut length-ways and towed by one of the not-so fast launches, Head's hydroplanes being too fast for these beginners. It was from that day in 1922 that water skiing grew to what it is today.

-- Mick Derrey



T MODEL FORD BUS WITH SIDE SEATING.
RAN TO LILLI PILLI

ALBONES OF LUGARNO



East of the vehicular ferry and a tidal inlet a public Reserve at Lugarno was declared on November 25th 1902. Known then as the Lugarno Reserve, it was renamed The Albert Delardes Memorial Park in September 1967.: Notified on March 16th 1896, Portion No. 224, an area of three acres, two rods and two perches, was sold for this public park.

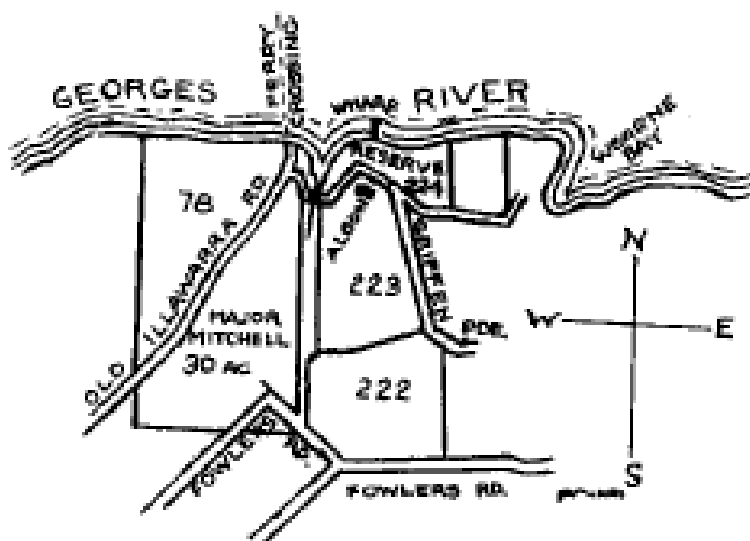
Little of the park could be called level as the northern boundary sloped towards Georges River. A wharf was soon constructed, for it was here before the turn of the century that Seabrook Bros. called with their paddle-wheeler "Telephone" while on excursions from Como to Parkesvale. The Dawson family of Hurstville alighted here en route to their selection at Menai. A large "Welcome" sign was erected on two supporting posts on the shore near the wharf.

About 1906 David William Albone, aged 33, purchased portion 223 above the Reserve and portion 222 adjoining it and running south to Fowlers Road. Portion 223 was originally taken by William Golden in 1887 at a large Crown Land Auction in the area now known as Illawong.

When David Albone, a carpenter by trade, had his house erected, he no doubt saw the opportunity to open a tea room and pleasure ground, as there were numerous picnic and fishing parties, excursionists and holiday makers.

Whilst holiday makers came by the Georges River they also came across the vehicular ferry or down Old Illawarra Road, turn into the narrow access of Griffin Parade and across a creek to the Reserve.

The weatherboard house



was situated on the rocky hillside above Griffen Parade. Considerable work was done in making the pleasure grounds and levelling for the erection of a number of summer houses. A store was opened where confectionary, drinks, hot and cold water were available. There were cigarettes for sale and billies for hire. Albone's mail was collected at the Como Post Office.

Later a hall, also of weatherboard, was constructed and joined to the house, The hall served as a popular entertainment centre for the community, Menai residents coming there when dances were held.

Mr. Albone was a small swarthy man, while his wife was a big-framed woman with white hair, Later, the eldest girl Red was obliged to leave school and take her mother's place, which included looking after three younger children.

The two eldest children attended school when their father's launch was not running. Tremayne, aged 9, began attending on January 29th 1912, and his sister Rode, aged 7, on October 8th 1912. It was a long walk for little feet in leather-type boots which came up to their knees, making a distinct crunch on the gravel road.

Four other children, Alex, John, Margaret and Alice Quigley of Scottish parents, who lived beyond the Lugarno Reserve At Wearne Bay, also walked to Menai school in 1914. Their father was a shipbuilder. Later, when he became ill, the children walked to Bentley's farm at Menai for milk. When their father died they left the district. A cousin, Colin Quigley, aged 9, also attended the school at the same time.

David Albone also had launches and boats for hire. He did not work on the Lugarno vehicular ferry, but ran a ferry service with a launch to Como railway station. It was used by Menai residents who walked or drove their horse-drawn conveyances to Albone's before the Woronora bridge was opened in October 1912,

On one occasion Charles Bentley with his wife and three young daughters on an outing were returning home and waiting for Albone's launch in a small shelter on the riverbank below Como station when a severe storm struck, with vivid lightning, thunder and heavy rain, which terrified the children.

When the storm abated David Albone came with his launch but they found on arrival at Lugarno that the driver of their waiting horse-drawn transport had decided to go home. Darkness had

fallen, and Mrs. Albone invited the family to have a cup of tea before proceeding on their journey to Menai. They forgot their parcels -- as they had been shopping -- leaving them at Albones', and some of the children had to go back the next day to get them.

The launch service was not always reliable. Sometimes passengers waited in vain for Albone -- who was at the Como Hotel. Menai residents had to find their way to Sutherland walk to Woronora River, cross in Price's row-boat ferry, then walk home to Menai.

David William Albone died on August 7th 1947 at Parramatta, aged 74. He was privately interred on the 8th August, the death notice appearing in the Sydney Morning Herald of Aug. 11.

In latter days the house and hall were deserted. It was here that the two well known jail escapees Darcy Dugan and Mears concealed themselves. The house and hall were destroyed by fire in 1967.

-- Fred Midgley

Sources: Miss N. Bentley, Mr. S. Bentley, Mr. F. Mayman, Menai Public School Admission Roll, Sutherland Shire Council Local History Library for Sydney Morning Herald 11-8-1947: Author's Notes.

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HOMELESS SHIRE COUNCIL: Indignant Landlady's Action

Since its inception the Sutherland Shire Council has transacted its business in premises which were formerly used as a butcher's shop, but recently it decided to borrow a sum of money to erect a Council Chambers. A dispute between some of the Councillors and ratepayers in regard to a site, however, delayed the matter.

In view of the following letter, which was read at last night's meeting of the Council (Propellor, 7-8-1914), this placed the Council in a predicament:-

"Councillors, Shire Council, Sutherland -- take one (1) week's notice from August 3, to quit premises now occupied by you as Council Chambers. After the impertinent remarks of your president, I cannot tolerate you as a tenant any longer, and I shall require the premises punctually, as I want to turn them into something useful. Signed, Johanna Lehane."

Councillor Hyndman Shire President, commented: "I'd like to know what impertinent remarks I made -- it's got me beat".

It was decided to instruct the Council's solicitor to apply for a stay of proceedings."

-- Ray Sowden

INDEXING WORONORA CEMETERY

In the Society of Australian Genealogists' quarterly magazine. the "Descent", in the March issue 1980 a request was made to members to help record information on headstones in cemeteries in our State of NSW As I have lived in the Shire all my life I felt I should offer to help index our Woronora Cemetery. I had no idea then how many years I would spend in the cemetery -- I mean, working on this project; non-working years there will come soon enough! I started in July 1980 in the Wesley-an Section with four helpers -- my sister Joy Creighton, Marie O'Connell (who was a member of the S.S.H.S) and the Naughton sisters, Betty and Kath Ferguson. All except Joy were members of the Genies.

After the Wesleyan Section was finished there were three of us left to proceed further. This we did indexing the Congregational, Salvation Army, Jewish, Lutheran Seventh Day Adventists, Baptist and Primitive Methodist. At this time Mr. Sid Naughton retired and helped his sisters in their work. Then in the November issue of the "Bulletin" and in "Descent" we asked for help to make this a shorter job. The response was wonderful.

We are now a family of seventeen workers putting in time at the cemetery when it suits us individually. If the weather is windy or rainy we might not go. There is very little shelter while indexing. One very hot day I felt light-headed and kept damping my head with a wet Chux. I wanted to finish the row I was on, to save time in finding it when I next came, The only relief of shade came from under a very big Camphor tree which grew beside the road and sheltered two of the graves. I was writing the information down when -- Plop! a magpie left his "transcription"! maybe he felt happier -- but I didn't: But this is all in the joy of helping to "transcribe our cemetery".

At the moment some of us are in the process of finishing off the Presbyterian Section, while others have started the Church of England.

We are a mixture of members of our Historical. Society and the Genies, with a few friends also helping. Those from our Society are Mr. Jack Winward Mrs. Alice Miller and Mrs. N. Hutton Neve. From the Genies we have Mesdames Kath Ferguson, Connie McPherson and Dot Howardson, Miss Betty Naughton and Mr. Max Millhouse and from both Societies are Mesdames Merle Kavanagh, Margaret Vlakis, Val Humphries. Mr. Phil Ready and Lois, and myself. The other four helpers are friends of members -- Mr. Sid Naughton and Mesdames Gwen Nixon and Margaret Gallagher.

I can now see an end in sight with our project, so that it will be well and truly finished before the Bicentennial year. On the whole there are not many graves which we have not been able to record the information to help future generations (because of fretting) in their genealogical re-search. but what a pity we didn't think of this project ten years ago, so that we might have succeeded in recording all the information.

-- Elva Carmichael

May 2, 1829: Capt. Fremantle took formal possession of Western Australia.

May 11, 1813: Blaxland, Wentworth and Lawson set out on their expedition to cross the Blue Mountains.

SUTHERLAND TRAMWAY OFFICE AND A WAITING SHED

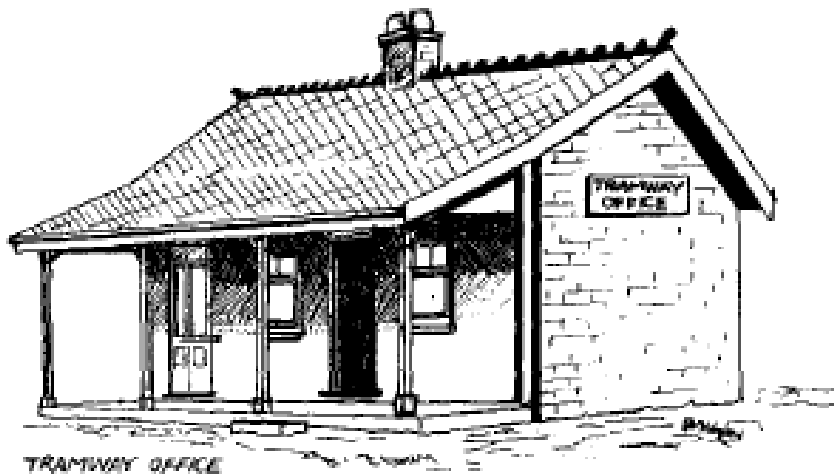
Seeing that June 12th 1983 will be the 72nd Anniversary of the commencement of the steam tram to Cronulla, I thought some-thing should be written of the old tram office. I saw it being built in the latter part of 1910, and knew the first staff engaged in operating , the trams.

The men in braided uniform was the chief, Mr. Farman. The drivers I can remember were Joe Sellers, George Logan and Mr. Hall. Joe Seller's sons Alex and Bill were my little school mates, as were George Logan's boys Jim and George. Mr. Hill's son Aub. became Sutherland's leading dance pianist during the First World War and after.

When the tram era ceased in 1931 in the midst of the Depression, the tramway office became the dole office, where men queued to register. Prior to 1931 the dole office was in Boyle's Hall. This brings me to a story concerning the tram office.

About 1927-28 a murder took place in the city in a brawl between three of the underworld, in which one man was shot and killed. Two men were charged, and a man named Wally Tomlinson turned King's Evidence and was released; the other two served time. So the only thing for Wally to do was to barricade himself and his wife in a house in Port Hacking Road Caringbah. They had Alsatian dogs to guard the place and also had peepholes in the walls of the house, so they could see out when the dogs barked.

But Wally, like us, had to come out of his hiding to receive the dole in 1931. At that time the Premier Jack Lang employed inspectors and there was a fortnightly questionnaire which we were compelled to fill in and take to the tram office. This was too much for Wally. He broke out of the queue, went inside and tore up all the questionnaires he could lay his



hands on; but seeing he was a friend of the police he was never arrested. A Mr. Rath was the dole boss, and I was there and saw all the proceedings.

Another little story I want to tell is about the "Sydney Road" tramshed, it being the first after leaving Sutherland. The site of the shed is now occupied by the Kirrawee Estate Agency at the junction of the Princes Highway and The Kingsway near where two old stringy-bark trees still stand. It was built by Grandfather Bindley in 1911, when I was seven years of age. The tramshed had a hip roof with quite an overhang -- like a small verandah.

It became a haven for the tramps who travelled the coast road, making mostly south, especially in the winter months. They would get their water from the Wiggins family who lived opposite -- where there are now car saleyards.

I have seen them there for three days in a wet period. Wood was plentiful at the rear of the shed. I remember three old tramps with swags which they would roll up and place in a corner of the shed. They would boil their billys in front of the shed, and in wet weather they would store their wood under the seat of the shed.

There is one old tramp I can remember as a small child. He asked me my name and I said "Mick Derrey". Then he asked me where I lived, and I told him "on President Avenue". I could not tell him "on the corner of North West Arm Road" because the road was not even thought of at that time.

Then I asked him, "Where do you come from, mister, and what is your name, He replied: "My name is Bob Allen and I have come from Gin Gin". Only for the name of the place I would never have thought again of his name. Later I found on a map that Gin Gin was west of Bundaberg. As a child I often wondered where did the tramps come from and where did they end up along that gravel road which we now call Princes Highway.

-- Mick Derrey

* * * * *

BICENTENARY or BICENTENNIAL ?? There has already been some argument as to which is correct: the answer is -- both are, according to their usage. According to "Bicentenary '88", the publication produced by the Australian Bicentennial Authority (HQ = The Rocks): The Authority has chosen to Use Bicentenary as the noun (e.g., the Australian Bicentenary) and Bicentennial as the adjective (e.g., a Bicentennial activity): but, please, no hyphens". (i.e, not "Bi-centenary" etc.).

AN ABORIGINAL TRAGEDY AT PORT HACKING

(This story is a follow-up to the one in the February issue. It is written by Mrs. Dulcie J. McGinley (nee Simpson) and is contributed by Alice Miller).



I have been asked by my cousin Alice Miller (nee Laycock) to tell about the Aboriginal tragedy at Tyreel Bay, Port Hacking, in the 1700 era.

My grandparents Susannah and William Simpson, who ran the old "Simpson's Hotel" across the river in the late 1800s, employed an old Aboriginal woman named Biddy, who told them the tale as related by her grandfather.

The South Coast tribes were returning home from La Perouse, but as a storm was brewing and night approaching, they decided to stay at the large Port Hacking cave. The grand-father and a young lad were sent up the hill to gather wood to make the fire. While doing this the cave was struck by lightning, and the whole tribe perished.

The grandfather's story was taken as a "tale" and not investigated. When the Simpson family gave up the Hotel to the Kingham family, Grandfather and son Harry (my father) bought up most of Tyreel Point. Father's portion was 5 acres, the dividing fence being just beyond where the Cave had been.

Father married Bessie Connell Laycock in 1902, and bought an old weatherboard cottage from up toward Caringbah. He bought it down on wheels and erected it on the top corner of the property, added to it and made it into a General Store. He had the first telephone line brought down to the building, and mother took up the position of Postmistress.

My father started a coach run to Sutherland, but passed it over to his younger brother Alf. He then took up building, starting with a boat-letting business, building up all the boats and sculls himself. then he started on a new home on the brow of the hill, in a glorious position overlooking the boatshed, with a view from South West Arm to Bundeena.

We moved into the house in 1913 as mother had two daughters by then and another baby coming -- who came for only six weeks, a boy.

When father decided to make a vegetable garden he found that all the ground was smothered with broken shells, so he

decided to investigate old Bidy's tale. He blasted at the western end of the huge shelf of rock that had been struck by the lightning. The blast split the rock down the centre about 12 to 14 inches wide, unearthing every conceivable size and shape of human bones. Father salvaged a whole skull complete with a full set of teeth, which we kept for many years. The large rock was resting about 6 feet above high-water mark.

The newspaper stories brought professors from all points west, but the Maritime Services Board held up any further investigating. Then fate stepped in, and father became ill and passed away in November 1920. Nothing further was ever done, and the bones just disappeared. My mother and I left the home in 1925, going to Cronulla to look after Grandfather Elias Laycock.

(It is estimated that this Aboriginal tragedy took place between 1730 and 1740.
-- Editor).

* * * * *

The John Webber Painting of CAPT. JAMES COOK:

"A heated dispute has erupted over the British Government allowing a rare and important portrait of Captain Cook to be exported to Australia". (SMH 1-4-'83).

It was put up for sale by Trinity House of Hull, and was bought by Australian millionaire Alan Bond for A\$512,000.

Mr. Anthony Cayzer, chairman of trustees of the National Maritime Museum (U.K.) stated that the portrait was painted after Cook's death, but from preliminary sketches made previously. He considered the speedy granting of an export licence as a "major blunder" and should never have been allowed to leave England. "Cook remains first and foremost a great British explorer"; and should therefore hang in the Cook Galleries of the National Maritime Museum.

The other five known contemporary or near-contemporary portraits have either been lost, or are held in England en where he was born and lived -- or New Zealand, where he spent many months during his three voyages.

Strictly speaking, Cook is of interest only to the NSW and Qld. coastlines of "New Holland". He was the first Englishman to discover this coast; he spent six days at Botany Bay -- and several weeks at Endeavour River after being near wrecked on the Great Barrier Reef. Besides N.Z., his exploits belong to Canada and Alaska -- and to England.... After all, the Australian Government had the same opportunity to bid for this painting as did Alan Bond -- if they had been interested.

M. Hutton Neve

SUTHERLAND FIRE BRIGADE'S FIRST FIRE FATALITY

Reading through an old Fire Brigade, Records. book dated January 1942, I came across the following entry by Capt. A.R. Paton:

"Received notice from the fourth officer appointing Mr... G. Heavens as a member of Sutherland Volunteer Fire Brigade from 15th January 1942". I was 33 years of age at that date, and served continuously until the 13th January 1974, giving 32 years' service and attending some thousands of fires in the Sutherland Shire. I received a medal for long service, a medal from the Queen for exemplary fire service, a certificate from the board of fire commissioners, and two certificates from the Sutherland Shire Council, items that made it all worthwhile. It was 9.16 p.m. Thursday 13th March 1941 a man ran into the fire station at Sutherland to report a house well alight in Auburn Street, Sutherland. near President Avenue, The Captain and eight men turned out immediately and attended to the fire, which was extinguished with one hydrant and 200 feet of hose. There were no difficulties encountered regarding the extinguishing of the fire just routine; it had been only a snail cottage, and it was all out and over in half an hour.

But the tragedy was a Mr. Frank Davidson, an aged gentleman who was caught up in the fire and burned to death. It was thought he was lighting a mentholated spirit stove which blew back on him, as a metho bottle was found on the floor after the fire was out. It was a very sad thing to have happened, as Mr. Davidson was a frail old gentleman who lived alone, and was respected by all who knew him. This was shown by the large crowd who assembled at Woronora for his funeral.

A block of units now stands on the site of that fatal fire

. ---- Geo. Heavens

* * *

Cronulla celebrations postponed: the Township of Cronulla was inaugurated on Sept. 11th 1895, and the Shire Council had intended to celebrate the Jubilee in September 1945. Owing to the fact that the war was still raging in the Pacific it was felt that the time was not opportune for celebrations. It was therefore decided that when hostilities ceased Council would, with the co-operation of the citizens of the Shire, consider the arrangement of a suitable function to celebrate the occasion. By the time that residents had settled down from the trauma of the war years the proposed Cronulla Jubilee celebrations appear to have been forgotten in the reorganisation of the immediate post-war years.

EXCURSION REPORT

With the new Excursion Sub-committee having been elected only during April, no long-term programme has been possible in time for this Bulletin.

However, 21st May we will be visiting the Egyptian Room (Masonic at Petersham, followed by a tour of Fort Denison in the afternoon. By the time this Bulletin is in your hands it may be too late to make enquiries, but Mrs. Cutbush on 523.8147 will tell you of any cancellations if you wish to contact her.

We have plans for a visit to Glebe during July-- on Sat. 16th. The arrangements have not yet been confirmed by the Glebe Society, but we will give you, hopefully, full details at the May meeting. With the short days of July we endeavour to arrange a tour of an area not needing long travel, enabling our members to get home before too cold and/or dark.

A number of members have asked for a second weekend tour during the year. At the moment we are asking members for their approval or otherwise of a weekend to Queanbeyan district with Saturday evening dinner at the famous "Gundaroo Pub". If you haven't been there, or heard about it, we can sum up best by saying it is a return to the "good old days" ; and must be visited to be really appreciated. It is a relic of the nineteenth century, but a fabulous evening's entertainment. We would expect to do the weekend for between \$85.00 to \$90.00, but be assured it is money well spent if you haven't been there - and definitely well spent to go back again if you have.

If there is sufficient interest bookings will be taken for this from the May meeting, to give an equal chance to all members and their friends.

1983 Excursion Committee Members are as follows: Mesdames A. Cutbush, E. Gumbleton, E. Shappard; Messers D. Archer, G . Heavens; with President H. Ivers ex-officio; and Convener Mrs. A. Griffiths.

Enquiries for excursions and bookings ;Mrs. Cutbush 523-8147; and other enquiries Mrs. Griffiths 5235801.

Please let us have your suggestions for outings during 1983, so that we may be able to incorporate them in the programme being prepared.

Stop Press: Queanbeyan trip is definitely on -- it was approved at the April meeting, and has now been booked.

-- Aileen Griffiths,

Convener

* * * * *

Attractive Poster of Como Hotel (showing original part, with "iron lace"), built c. 1883/4 available to Members @ \$1.00 (to others, \$2.00).



FIXTURES.

ADDRESSES

May 13: FREEMASONRY: Mr. John Wheeler

June 14: „SOME REFLECTIONS ON A LOCAL GOVERNMENT CAREER"
 Mr. Athol Hill (Shire Clerk 1968-1982)

July 8: MEDICAL MISSIONS IN AFRICA IN THE 1980s MURGWANZA N.W.
TANZANIA N.W, TANZANIA.

 Mr, Colin Ivers. (Illus.)

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ANNUAL GENERAL MEETING: March 11, 1983 ELECTION RESULTS

<u>President:</u>	Harold Ivers
<u>Deputy President:</u>	Mr. G. Heavens
<u>Vice Presidents</u>	Mrs.A. Griffiths, Mr. F. Midgley
<u>Hon Secretary</u>	Mrs. M. Taplin
<u>Hon Treas</u>	Mr. C. Coleman
<u>Publicity Officer</u>	Mr. B. Griffin
<u>Research Officer:</u>	Mrs. H. Hutton Neve
<u>Archives Officers.</u>	Mre D. Oliver (represented by Mrs. P. Garland)
<u>Hon Auditor:..</u>	Mrs. A. Becker
<u>Committee</u>	Mrs. I. Cutbush, Messrs. D. Archer, G. Brown, K. Matthews, R. Sowden.

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CONTRIBUTIONS: Members are invited to submit material to the Bulletin; this need not be confined to local history, but this is especially welcome. If material is extracted or re-written, please indicate source. If hand-written, please print names in

CAPITAL LETTERS Copy for the August issue must be in the hands of the Editor by July 22nd --- earlier if possible.

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

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

Society Publications are registered at the National Library Canberra in accordance with the International Standard Serial Numbering; this automatically includes copyright. The Society's registered number appears on publications -- for the Bulletin it is: ISSN 0586-0261.

Publications of Local are usually on sale at the meetings, proceeds being paid to the Society. The following are available:

The Hon. Thos. Holt, MLA: by M. Hutton Neve(Illus.) : @ 50 cents (There are only a few of these left).

History of the Woronora Cemetery and Pioneers: M. Hutton Neve:

Illus.): \$2.50; price to Members now = \$2.00

The Early History of Kurnell to Cronulla: by M. Hutton Neve (Illus.): \$3.50 retail, but to Members \$3

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 8pm, in the Recreation Room of the Shire Council's Administrative Centre in Eton Street (2nd floor). Members' visitors and intending members welcome.

* * * * *

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