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SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN: AUGUST 1983

"HERITAGE WEEK" and
SOLANDER EXHIBITION



The following are extracts from a personal letter to me from the Pitea (Sweden) Solander Commemoration Committee:-

"... all the wonderful colour photographs from the monuments of Cook, Banks and Solander, including Cape Solander, together with maps and other interesting material arrived safely, and are being used in our Solander Exhibition- which started in June".

This package was sent by the Shire Council at my request.

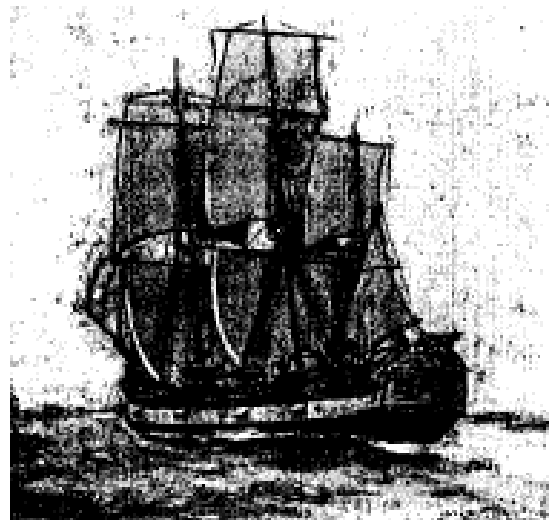
"On behalf of all citizens of Pitea and our local Solander Committee I wish to extend to you personally, to the Sutherland Shire Historical Society and to all people concerned at your end, our most cordial thanks for all your kind co-operation and assistance in helping us bringing Daniel Solander into focus -- late as it may seem 250 years after his birth here in Pitea".

I have just recently heard that the New Zealand Historic Places Trust are arranging to place a plaque at the very south of the South Island "from which the Solander Islands can be seen (on a clear day)".

This is in the latitude of 47 deg. south, and on 167 deg. S. longitude, and not far from the Antarctic ice-barrier which Capt.' Cook unavailingly tried to penetrate -- battling the dangerous and unpredictable storms of these southern seas.

It is understood that N.Z. will be organising a Solander Exhibition. towards the end of the year.

-- M. Hutton Neve



MENAI WOODCUTTER.

Cutting of timber as a means of livelihood was at one time quite prevalent in Menai. The timber-cutters began with a horse and cart. Motor lorries appeared on the scene later, but the occasional wood-cutter with horse and cart survived until after the Second World War.

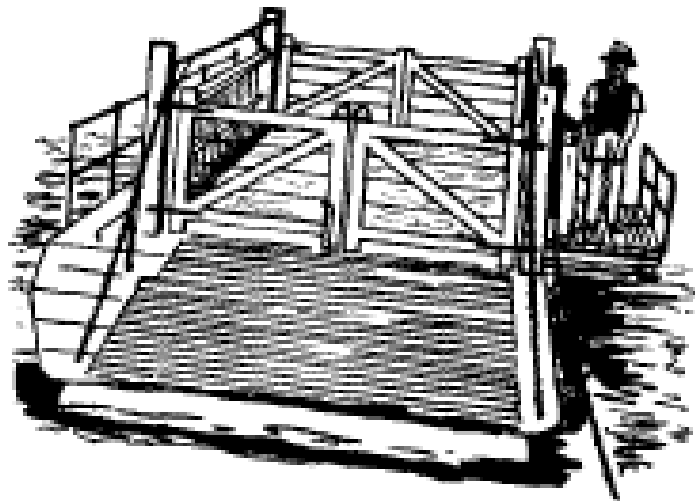
Probably the wood-cutter best remembered by the early settlers just after the turn of the century was Mr. Macfarlane from Mortdale. He entered the area, and for a few years blazed tracks through the thick bush and timber. A son is believed to have worked with his father.

MacFarlane with his horse-drawn flat-top waggon, penetrated onto ridges and into gullies, the wheel tracks of the waggon being everywhere. Whether he cut wood for a special purpose, such as bakers wood, is not known.

The waggon was drawn by three very small horses, not much larger than Shetland ponies. Great loads were heaped on the waggon, and it was heartbreaking work for these small horses: but they pulled and strained out of the gullies with their heavy loads, MacFarlane putting an obstacle under a wheel to stop it running backwards. Then the horses would strain and pull again.

Descending the long steep grade to the Lugarno ferry must have been quite a task. At least the horses had a spell while crossing the river on the old hand-winched ferry before facing the haul up the hill on the other side.

The winding cart track off Old Illawarra Road to Alford's



Point was known as "Mac's Track" long before a road was formed there basically on the trail of MacFarlane's pioneering.

Some years later when my brother Jack and I were cutting fence posts we came across wheel marks on a rock, but there was no evidence of a track as the bush had grown considerably. Jack said that there would be only one way to determine which way the track went -- to wait for a bushfire. Eventually a bushfire occurred, and the faint tracks were revealed, showing the route used by MacFarlane.

-- Frank Mayman.

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MEMORIES OF SUTHERLAND HOSPITAL GROUNDS

When I was a patient in the Sutherland Hospital for about three months recently it gave me an opportunity to unwind the film of memories of over seventy years.

The Hospital grounds were once part of Thom. Holt's farm where I saw lucerne growing from where the canteen is today in Kareena Road. My bed was usually near a window on the fourth floor, where I could see northwest to the junction of Port Hacking Road and Malvern Road, now the Kingsway. It was here Mr. Nolan had his store. What also comes to mind is Kneades' dairy where the shopping complex is now, opposite the Hospital vehicular gates.

Looking north from where the canteen is today was Mondel's vineyard owned by Jack, George and Annie Mondel. In the centre of the hospital grounds was a barn-like residence lived in by Tom Lehane whose father, I understand, was the caretaker for Thomas Holt.

As I progressed from my illness I was moved to the Rehabilitation Block, which brought back memories of 1940, when the night sister pulled back the curtains to let in the morning light. The area was the Army Detention Camp for the "bad boys" during the Second World War. The southern half of the camp ran to the railway, and was surrounded with barbed wire entanglements, with military guards strolling the four sides of the area.

Where the Rehabilitation complex is now was the officers quarters and the parade ground -- the officers were not particular about the language used; but there were few homes in the area at that time.

-- Mick Derrey

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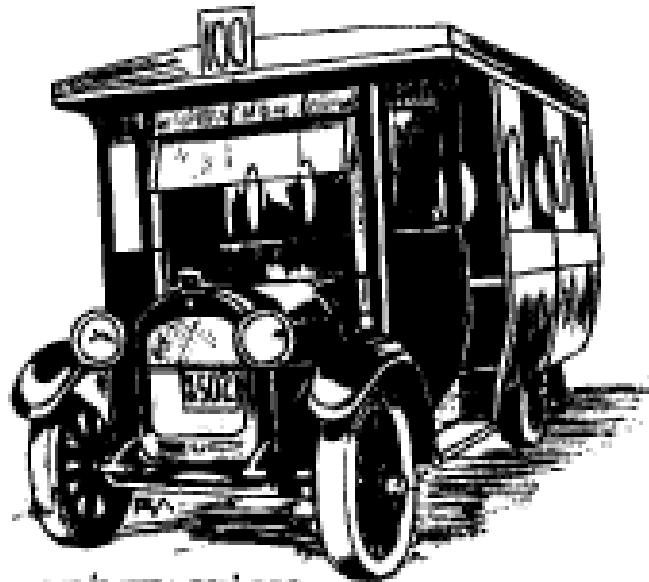
TROUBLES IN, FOG

Lane & Peters had a contract for constructing a sewer carrier about 1926 at Balmoral, where several Sutherland men were employed. Bert MacPherson was one of them and, with others, stayed in the vicinity of the job during the working days, coming home at weekends. Their transport was a Model T Ford one-ton truck, driven by Bill Brew, who later married Bert's sister.

Early one morning they set out in the Ford for Balmoral, but they had only proceeded from Oak Road to the vicinity of the brickyard office on the Princes Highway --only several hundred metres from Oak Rd, -- when the truck broke down. Perhaps it was just as well, for the driver was barely able to see where he was going due to a dense fog, the heaviest seen in the area by Bert MacPherson in his 67 years in the Shire.

The Ford was standing partly on the side of the road with the kerosene (hundred) tail light enshrouded in the fog, its occupants waiting for the fog to lift, and were fumbling about endeavouring to find out what the trouble was.

Traffic in those days using the High-way was very sparse, but that morning there were few who ventured out, and it was quiet and still. Then the men heard it. It was the growl of a heavy vehicle being driven slowly in low gear and coming from Sutherland. Louder grew the sound when suddenly a dark shape was discerned. Too late -- it crashed into the tabletop of the truck, to the dismay of Bert and his mates.



THE 'BUTTER-BOX' REG

It was the Reo bus returning to Gymea Bay, driven by its owner Mick Jennings. Unfortunately Mick, in an endeavour to see where he was going, was driving with one hand and leaning out of the side window watching for the surface of the road and failed to see the red tail light of the Ford.

Mr. Jennings had taken the bus to Sutherland as he did each morning from Gymea Bay with workers to catch the 6.10 train. did this because it was too early for the steam tram. Some minor damage was done to the bus, including the radiator, which bore the force of the impact, and it was put out of action.

No ill-feeling, however, was felt over the accident. The Ford was loaned to Mick, and at 10.30 on the Saturday and Sunday nights was conveying fishermen home from Gymea Bay to Sutherland railway station.

The Reo bus involved in this incident was almost as wide as wide as it was long, and was known by the locals as "the butter box". This bus had not long been acquired, and re-placed a smaller Chevrolet bus -- the first motor passenger carrying vehicle used on the route in 1924.

Mr. Jenning's first bus depot at Gymea Bay was the premises previously occupied by Warmans horse coaches. Re-fuelling was from a "spider legged" petrol bowser.

.....

Source: Interview with Mr. B. Macpherson on August 13, 1978

-- Fred Midgley

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SOCIETY PUBLICATIONS: The two latest publications, "From Kurnell to Cronulla" and "The Story of the Woronora Cemetery" were both financially very successful. Add to the sales of these two, Fred Midgley's "Illustrated History of Sutherland Shire" (now sold out), my "Thomas Holt" and the leaflet of "Daniel Solander" (this last being sold mainly at the recent Heritage Week), the Society's Publications Trust Fund has benefitted by about \$1800-odd. "Woronora" Is almost sold out, and I have between 30 and 40 "Kurnell" books on hand. Other than Heritage Week, the vast majority of sales were made through local bookshops and newsagencies. Although both "Woronora" and "Kurnell" were offered to members at a discount of 50 cents off the retail price, sales to members were most disappointing.

TRAGEDIES ON THE STORM-LASHED CRONULLA COAST

The east coast of Australia in general has been known since Cook's time as pounded by stormy seas sweeping tempestuously landward to create destruction and havoc. Cook noted in his logbook that he could not make a landing off present-day Wollongong, the surging foam-flecked rollers and undercurrents threatening destruction. From the earliest days of settlement, when the Colony relied for many years on small coastal shipping, there were numerous wrecks often with loss of life.

In 1922 there occurred one of the worst storms this century, when no less than sixteen low-lying waterfront sections of "Beach Park Estate" in the vicinity of today's Elouera Beach were completely washed away. They had been auctioned by Arthur Rickard & Co. in December 1914, but now form part of this beach. It was an "Act of God", by which the unfortunate investors lost all.

In July 1929 four men left Kiama to sail to Sydney in their 52-foot launch, the weather being calm but with a light breeze. Towards dusk the seas began to rise with increasing wind. Of the four men aboard -- Leslie Wilshire Charles Jelfs, and Eric Wyburd and his brother Ernest -- three of these were engineers. As the storm increased, the cylinder head of the engine blew off and pierced the hull.

After drifting some miles northward in the heavy seas with visibility almost zero, they suddenly crashed onto a hidden reef. Jelfs and Wilshire quickly disappeared as the launch was pounded to pieces. The Wyburd brothers, after struggling for some time in the raging seas, were finally flung onto jagged rocks where with gashed hands and legs they ultimately clambered ashore at Glaisher Point, opposite the home of Mr. Arthur Rogers. There is no record of the finding of the two drowned men.

A worse tragedy occurred in October 1933 when a small launch, a converted lifeboat 27 ft. long, left Sans Souci with six men aboard to fish off the Doughboy at the end of Bate Bay beneath the Kurnell cliffs. There was a choppy sea running, and the party were soon in trouble. Rising seas lifted the boat and dashed it onto the nearby rocks, turning it upside-down. Residents from the Boat Harbour "depression camp" managed to save two of the struggling men.

North Cronulla Lifesavers had been alerted and soon arrived at the scene, followed shortly after by Cronulla.

Beach Lifesavers, who had had their boat towed up the coast clear of the breakers -- by a motor-launch. One of the first to arrive was Dr. R. D. Miller, whose son Robert was stroke of the Cronulla surfboat.

A North Cronulla Lifesaver, 19 year old Douglas Liechleitner and several others who were on patrol, ran four miles along the sandy beach in heavy rain., carrying a belt-reel, and then clambered another 1½ miles over the sand-hills. Liechleitner (who had changed into swim togs before leaving) was the first to arrive. After briefly explaining to some of the campers how to pay out the belt, he slipped it on and swam out 300 yards to the Doughboy to bring in a struggling survivor. Then, discarding the belt, he went out again to bring in a body. A third man was later rescued. What was all the more amazing was the effort of the young men racing over the soft sand in the wind and heavy rain with the reel -- and back again- an unique test of stamina and endurance in an emergency.

Mr. Jack Dillon, captain of the North Cronulla Club, in speaking of the tragedy, said in particular of Liechleitner:

"Liechleitner is one of our finest members, a strong swimmer, and absolutely fearless. The part that the Cronulla surfboat played emphasises the importance of these craft along our beaches. If our boat had been seaworthy we might have been able to save the men who were drowned".

-- M. Hutton Neve

Sources: Daily Telegraph & Sydney Morning Herald: Oct.1933

Kogarah Historical Society Tour: in June Fred Midgley and I conducted a combined tour of the Shire for this Society. I covered Sutherland to Kurnell, Cronulla, the Camellia Gardens and the Tramway Museum. After lunch at the Sutherland United Services Club, Fred took over. We then had a most interesting tour of the Menai-Bangor district. Not so long ago this area was one of small farmlets, open paddocks -- and scrub. It is now a fast-growing suburb with many beautiful modern homes and a small shopping centre. Fred guided the bus around a number of streets, providing an eye-opening panorama of attractively designed homes --a surprise to some of the Kogarah members who recalled it as a small rural area.

Dogs are mentioned forty-one times in the Bible -- but poor old puss is not mentioned at all:

EARLY DAYS. At GRAYS POINT



The first man to reside on the peninsula of Mansion Point was Con Gerhig

He came there just after Bob Dashwood -- who was the first man to reside in the area now known as Grays Point. Dashwood settled here near the present-day junction of the

North West Arm Road and Grays Point Road.



Con Gerhig, a bachelor, had been a cabinetmaker at Beale Piano Works in Sydney; and apparently tiring of his trade, moved into this isolated spot and opened a boatshed.

While Con was at Beales, a youth, William Thomas Coombes, began working there as an office boy. Con told William of his retreat at Grays Point, and William Coombes went out later to see it for himself. He decided it would make an ideal place for a weekender and later as a place for retirement.

William Coombes married and lived at Bexley for years before retiring to live at the weekender in 1956, where he had bought a block of ground from Con Gerhig in 1914.

The next place of employment for William Coombes was at the O.K. Jam Factory in Sydney, where he was secretary for 27 years, and when the Company was sold to I.X.L. he was an accountant. Mr. Coombes then moved to Victoria for 5 years where he managed the Letona Jam Company. He returned to open an office for the Company in Bond Street Sydney.

To build the two-room weekender -- which still stands ---with an addition at the rear -- all the timber and materials for its construction were carried up Port Hacking River on a rowing boat. Everything was then carried up the steep hillside to what is Mansion Point Road.

William Coombes built the house himself, including the piers. The walls and ceiling of the first two rooms were lined with tongue-and-grooved boards. The house originally had tiered bunks on the walls, and for lighting a Gloria lamp was used. It was hard work at first and didn't leave

much time for Coombes' love of fishing. Mrs. Coombes always kept a First Aid box --- just in case. -- and plenty of food was always there for friends who chose to call in.

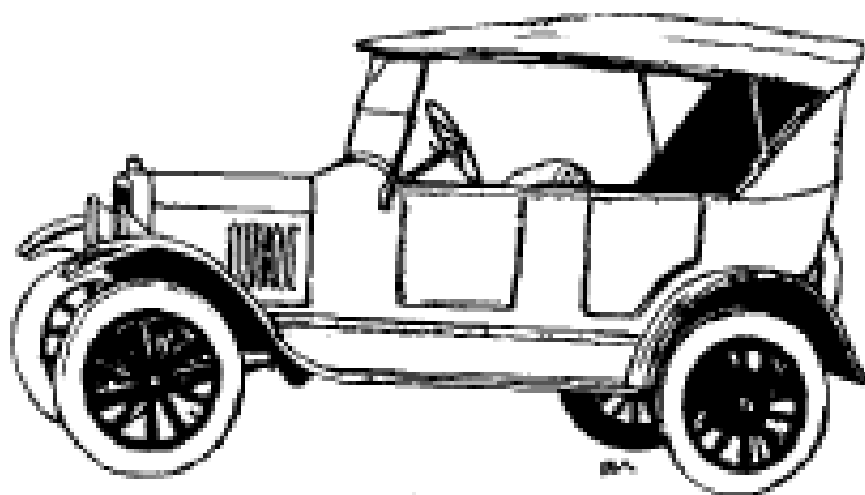
When William and his wife Victoria first came to Grays Point their daughter was two years old. Later, three more daughters were born, and as they grew older would always come to spend the August school. vacation there. A favourite spot for swimming was in the baths of Grays' at Gundamain.

Con Gerhig had made it known that he had willed his property to the Deaf and Dumb Society; but it was not so, and Mr. and Mrs. Coombes bought four blocks for £200 when it was put up for sale.

In earlier days the family found it easier to travel to National Park station and walk via Florence Drive to the weekender at Grays Point. Later, when Mr. Coombes bought a T Model Ford the family helped him to make a road following the same route, cutting down trees to get the car through. Some parts of the track were very steep and stalled the Ford, the girls getting out and putting stones behind the wheels. The track came out where the Grays Point School now stands, and where Stuart Robinson, an M.P., once lived.

All sorts of goods were carried in the car. When the hood was lowered galvanised iron tanks for the catchment of water were carried.. On one occasion one broke free and rolled down a gully, but was recovered intact. When travelling through Sutherland people would raise their hats and wave.

The family travelled to and from Marshall's Pictures at Sutherland on Saturday nights through Florence Drive, long after the stone bridge was constructed on North West Arm Road in 1922.



COOMBE'S FORD

"Old Charlie", who lived in a small cabin on the water-front not far from Coombes was the caretaker and looked after their house.

Before the car was bought a clinker boat was used, and provisions were obtained from Yowie Bay. On one occasion the family were caught in a violent thunderstorm. During the Second War, the boat was impounded with others at National Park, but the seams had opened up when it was returned. Repairs and modifications were carried out, and the boat is still used. Later, the Coombs bought their first motor launch.

An early resident near Coombes was Mr Conrad, who had a motor garage in Newtown. It wasn't until World War II that people began to come to the area in any numbers. About thirty years ago Hughie Wilson, who had a stiff leg as a result of being dragged by a horse in a bakers' cart after a collision with a car, came to live near Coombes. He had a small house near the road, and had a special path made for him to get to the waterfront to the shed where he hired boats.

A tragedy occurred in January 1927, which had a marked effect on the area for some time, when a youth, Mervyn Allum aged fifteen, was attacked in the stomach by a shark just off Mansion Point. Stan Gibbs, also aged fifteen, jumped on the shark's back and beat it off. William Coombes heard the screams of the bystanders and ran to the scene, already sensing what had happened. The victim was carefully carried to his T Ford on Mansion Point Road, and accompanied by a retired police photographer who lived at Grays Point, the journey began over the torturous track to National Park station.

Meanwhile efforts were made to contact the ambulance at Kogarah, and to meet it en-route. When Coombes arrived at Sylvania he had to sit and watch cars being loaded onto the ferry. When he reached the other side of Georges River the ambulance was waiting, but the youth was dead.

A few months later Stan Gibbs was awarded a medal for his bravery, which was presented to him by the Duke of York -- later King George VI -- when here to open Parliament House in Canberra.

William Coombes, who retired at fifty-nine, was able to spend some of his time fishing in the spot he loved until his death at the age of 72. His wife Victoria had turned ninety in May 1979 -- when I interviewed her.

Source : Interview arranged by Mrs. Pam Garland (Sutherland Shire Local History Library) with Mrs. Coombes and three of her daughters, and myself, in November 1979.

-- Fred Midgley

THE CARNIVAL AT CRONULLA BEACH

It was on New Year's Eve just after the Second World War in 1946 when large numbers of people attended a Carnival on the beach: for what purpose or cause I just cannot remember.

There were all kinds of contraptions there -- merry-go-rounds and the like, A boxing ring was erected in the centre of Cronulla Beach Perk, where a match was to take place at 8 o'clock at night.

One of the contestants was Ken Bailey -- I think he was our lightweight champion at that time. His trainer, Jack Dunleavy, was also there. Before the contestants entered the ring, Jack Dunleavy, who was once a boxer, told us a story of his trip to America to seek fame and fortune in the fight game. He told us how he secured a fight in one of the States. Then came the fight night when Jack and his opponent were introduced from the ring by the referee. He said, "On my right is Texas Smith weighing 9 atone 9 pounds, champion of the West Coast of America, versus Jack Dunleavy, weighing 9 stone 9 from Australia -- winner of the Melbourne Cup"

After the fight, Which Ken Bailey won, we all stayed to see the New Year in.

Bits of Interest:

Tommy Lake was the only man from Sutherland on H.M.A.S. Sydney when it sank the German raider Emden in 1914. His name is on the Honour Roll of the Sutherland War Memorial.

First City to Surf Race: On reading David Kirkby's account of the Carnival at Cronulla on 26th January 1927, and the crowning of Phyllis Stroud, I noticed he failed to mention the first City-to- Surf race ever; it was before the American City-to-Breakers. It commenced at Boyles Hotel in Sutherland and finished at Cronulla Beach, and was won by Harry Horner. The event was also run in 1928 when Gordon Anderson of Miranda was the winner.

-- Mick Derrey

"HOTHAM POULTRY FARM"

This onetime Miranda farm would be better remembered by some of our early members as the late Mr. Joe King's famous and unique white Campbell Duck (as apart from the English "khaki" Campbell) breeding farm.

Hotham Farm was part of the "old farm" of the Holt-Sutherland Estate when it extended northwards past Durbar Avenue to the "Gynea ridge" -- the crest of the Miranda area. The original "old farm" was dissected and subdivided when the Sutherland/Cronulla electric railway was built in the late 1930s and opened in Dec. 1939.

Hotham Farm had been established many years previously by Mr.A.W. Tyldesley, who later sold to Mr. F. T. Turner, and on nine acres of this one-time Holt land it became famous as the largest poultry farm in Australia.

The main water supply came from a small creek on the property, into which a small stream emanating from near the old brickworks flowed.

Mr. Tildesley's farm averaged over 6,000 layers at a time, and so outsize incubators were needed, capable of taking 20,000 eggs each. Electricity was not then available in the Shire, so that the incubators were run by kerosene, which "gave a very uniform and constant heat and a decided absence of smoke or smell".

All material around the incubator housing was either of brick or concrete. This obviated the dangers of jarring or vibration which might kill or injure the chicks.



AN EARLY SUTHERLAND SHIRE POULTRY FARM

When Mr. Joe King returned from World War 2, he looked around for a post-war investment. Hotham Farm was then for sale, and so he took it over, gradually reducing the poultry to concentrate on "white" Campbell duck breeding. In later years he partly returned to poultry, introducing Leghorn and Australorp for egg-production.

Hotham Farm continued until about 1960, when by then most of the Shire had been rezoned from rural to residential. The various poultry and duck farms gradually closed, Hotham Farm being one of the last to go; and it was again subdivided -- this time into suburban building blocks.

The southern corner of the onetime Hotham Farm is now the site of the President Private Nursing Home.

-- M. Hutton Neve

Source: "Poultry" Newspaper, Dec. 1947: Writer's Notes

SOME INTERESTING AUSTRALIAN DATES

Aug. 11., Sir John Robertson became Premier of N.S.W. in 1877. Within two years he had proclaimed "The National Park", so saved the area from coal mining

Sept. 29, 1846: Governor "Fitzroy's Despatch of 181i6, contains the first official suggestion of a central authority for the whole of Australia.

Oct. 5, 1833. The Theatre Royal opened , this event marked the beginning of the continuous history of the state.

Oct. 20, 1842: last issue of the Sydney Gazette and New South Wales Advertiser, which was founded March 5, 1803.

Oct. 25. 1810: George Street Markets opened.

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TWO EARLY PLACES OF ENTERTAINMENT IN SUTHERLAND

I refer firstly to Lobbs Hall in East Parade, nearly opposite the pedestrian road crossing of today, between the shopping centre and the railway bridge.

It was here that dances were held every Saturday night, and occasionally fancy dress balls were also held. It was the sending-off place for all the lads in the 1914-18 war. All the men who said good-bye from that hall from 1914-1918 are on the Honour Roll in Eton Street.

I was only 10 years old in 1914, and as I was my mother's escort I saw many parting tears as they said good-bye to their mothers and girl friends. The hall is now gone, .but the memories are still with me, the reason being I knew them all. At some of the send-offs there were up to 30 servicemen.

One couple stand out vividly in my memory as they said good-bye, as I heard them planning marriage on his return from the war. They were Cec. McPherson and Anne Cook: but it was not to be. Cec. never returned, and Anne married a chap named Bullock. Anne passed away in 1979 about 90 years of age.

The other hall was Boyles Hall -- the "variety" hall in Station Street, now Boyle Street.

In my childhood days in 1909 it was used by travelling picture shows of the Magic Lantern type. When they were being shown -- and being silent -- there were two old ladies who always sat in the front near the screen so as to be able to read the captions on the picture, as their eyes were probably failing. It was there they would give a running commentary



especially if it was a sad picture, reading out aloud. This annoyed the patrons so much that they bought bags of peanuts and lollies to use as ammunition while the picture was being shown. In most cases it was hopeless -- they still talked.

I have often thought that if the hall were here today and could only speak of some of the events which took place there from the turn of the century -- what stories there would be:

Some of the events which come to my mind is the school children's concert in 1910 when May Lewis, the daughter of Sergeant Lewis, was my partner on stage in a play. The hall also catered for ballroom dancing, fancy dress, roller skating and speed skating championships -- which were usually won by Mr. Fred Matson senior -- the father of Mr. Fred Matson who at the present time lives in Kareena Road Caringbah, opposite the hospital, aged over eighty. He was also a trick skater, one of which was jumping over six chairs placed in the centre of the floor.

Around 1912-13 Bazaars were also held inside the hall. Local talent often performed there in singing comic songs. Two who come to mind are Max Feldner and Oscar Matson, a brother of Fred Matson junior. Oscar Matson worked in the Council office.

The hall was also the training centre for boxers Sam Langford, Jerry Jerome, Dave Depena and Pal Brown, about 1911. Langford trained for Johnson. Langford and his wife and daughter Charlette rented Boyles cottage at the rear of the hotel facing Boyle Street. Bobby Delaney fought an exhibition match there against grandfather Joe Gilligan, a local, in 1931. It was now the Depression years and these boxing bouts terminated.

The hall was used by the unemployed for registration for food relief in 1930 until the tramway office became vacant when the trams ceased to run in 1932. The hall had also been used by Mrs. Emily Russack from July 1921 to 1928 for the screening of silent movies.

-- Mick Derrey.

(The shell of Lobbs Hall still remains, running from East Parade to narrow service lane at the rear. Some years ago the front part was gutted to form two modern shops -- the one time Opits Chemist Shop and adjacent Book Shop. The rear is, far as I know, more or less still in its original condition: it was built in the 1880s. -- Editor)

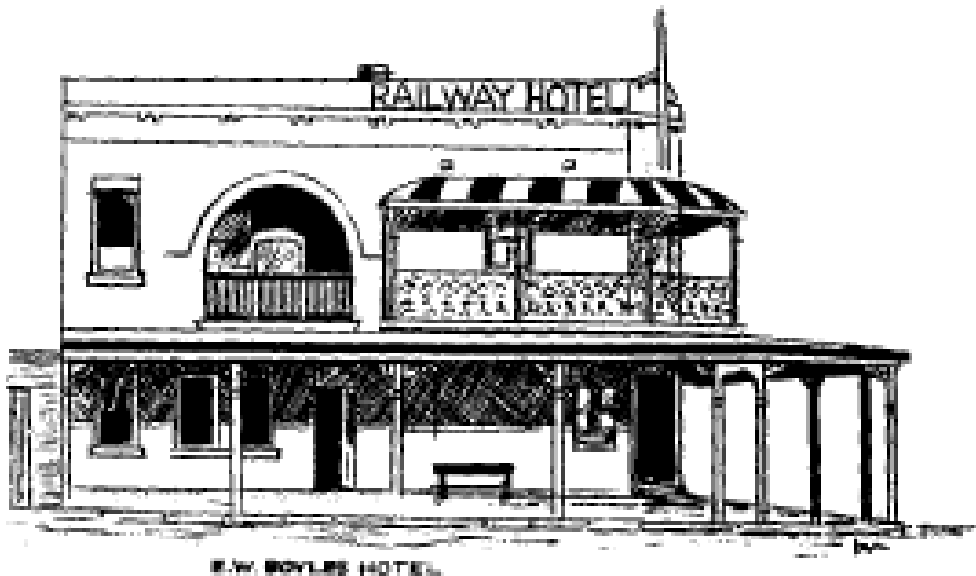
"TIGER'S CONVERSION TO SALVATION"

In reading a story in the 1982 August edition of our Society's Bulletin entitled "The Quarry" by George Heavens, he mentioned two names, Ted "Tiger" Green and George Candy, which turned my memory back sixty-two years to a story told by George Candy as we sat at the bottom of the Sutherland brick pit in 1921.

It was about "Tiger" Green's conversion by the Salvation Army. The incident occurred when the hotels and shops opened until 11 o'clock on a Saturday night in Sutherland. But for some 11 o'clock was not long enough. They had to be removed by force from the hotels -- which was the case on that particular Saturday night.

The Sallies were playing with the aid of carbide lights where the Sutherland Senior Citizens Hall now is, and the hymn was "Onward Christian Soldiers". George Candy was one of the audience when he saw a man being thrown out of the Railway Hotel (Boyles) into Station Street (now Boyle Street). When the man regained his feet after the second bounce, all covered in dust, George Candy noticed it was "Tiger" Green staggering over to the Sallies with tears running down his cheeks --- but as George said, it may have been beer.

It was finishing time for the Sallies, so they asked



the audience if there were any to join their ranks. "Tiger" stepped forward. He was congratulated. A big bass drum was placed in front of "Tiger" with the mallet resting on the drum.

The Captain then asked "Tiger" to say a few words to express his joy of now being one of the Army. "Tiger" began by saying how happy he was. "In fact" he said, "I feel so happy, I could bust the drum:"

Mick Derrey

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NOTES FROM THE PRESIDENT

It is good to see Mike Derrey back at our meetings following a spell of hospitalisation and surgery. His cheery outlook, despite his misfortunes, has set a marvellous example for all of us.

It is sad to note the absence of Reg Hall, who has had to leave his Caringbah home and take up residence at "Menaville" in Frederick St. Rockdale. We wish him well, and I would encourage members who know Reg to visit him.

This year made a good start with a variety of interests ahead, and I look forward to strong support in all aspects of the Society's affairs.

Storage of artefacts remains a problem, but the shire Council is working on a proposal which may assist.

The recent excursion to The Glebe was an interesting experience, and one of a number which lie ahead in the months to come. The introduction this year of a second weekend excursion is a major step forward, and is well supported.

Contributions to the Bulletin are coming in; and I urge all members to search out their shelves, drawers and memories; there must be many worthwhile stories for consideration by the Editor.

-- Harold Ivers.

School Address: last month Fred Midgley gave an illustrated talk to the 4th class children at Our Lady of Fatima Primary School Caringbah. Fred has a "knack" of holding the interest of young children and makes local history come alive for them -- as was proved by the various questions asked by the youngsters.

EDITORIAL NOTES

The Position of Editor :

An Editor has the absolute right to accept or reject contributions, and is not under any obligation either to return the material or to give reasons for so doing. This is a courtesy on the part of the individual Editor.

As long as an Editor keeps within the "Objects" of the publication he/she cannot be dictated to or told how to run the publication. If the proprietors have good reasons for dissatisfaction an Editor may be dismissed on grounds stated in writing.

The Press Council (N.S.W.) oversees the ethics of journalists engaged in editorial duties, and is particularly concerned regarding the "status and power of the Editor and may, when applied to, take appropriate action where necessary.

Copyright:

"Copyright, as a type of property, is founded on labour and invention". (Copyright Amendment Act 1980).

In general terms, the author of an original composition owns the exclusive rights to the work, be it a composition or an illustration (as in our Bulletin).

Any writer may base an article on research material, and short extracts of up to 10% (total) may be quoted. However, acknowledgment must be made to the original source, giving title, date and author. Many of my articles, and also Fred Midgley's, are based on research, sources/references being quoted; other contributions, especially Mick Derrey's, Frank Mayman's and some of Fred's, are either personal reminiscences or interviews.

Copyright extends for fifty years after the writer is deceased; if published posthumously, then for fifty years after publication.

Over the past years I have been occasionally given material that is obviously copyright; other contributions have simply been re-written in toto from the original without acknowledgment of sources etc; and I have had two or three clipped from contemporary publications "as this would be interesting for the Bulletin" -- breach of copyright here. This does not apply to metropolitan daily newspapers, but it is a courtesy to acknowledge: and some specialist magazines such as "Heritage Conservation News" welcome extracts, but appreciate the courtesy of an acknowledgment

Most historical research material is out of copyright, but if you are seeking material in our Shire Archives (or any other library) and have any doubts, then ask the Library staff. However, your sources, etc. should be quoted.

(Both the Pictorial News and the Leader have been given authority to reprint from the Bulletin provided acknowledgment is made: and this has been scrupulously adhered to).

-- M. Hutton Neve, Editor.

CONTRIBUTIONS: Members are asked to submit material for the Bulletin; it need not be confined entirely to local history, but this is especially welcome -- being in keeping with the Objects of the Society: other aspects of Australia are also welcome. If material is extracted or -rewritten from other publications, please quote source. Note short article in this issue referring to Copyright. If handwritten, please print names in BLOCK (= Capital Letters), and hand to Editor or Convener, or post to Editor. Contributions for the Nov-ember issue should be in the hands of the Editor by Oct, 7; February copy should be in the hands of the Editor by Dec.10 -- The Printing Dept. of the Council will be heavily involved following Council elections in Sept. and the Xmas/New Year break.

"Copy Books": early this century, children learning to write practised in a "copy book", copying the printed examples over and over again to get the letters perfect in copybook handwriting. Up--and-down single strokes, hooks and half-hooks preceded the copying of actual letters and later of words. In some copybooks words were written faintly So that the children could write over them to assist in the forming of correct handwriting. It would be fascinating to know if any member would have one of these old writing books still preserved.

" THE MAN FROM IRONBARK "

"He lifted up his hairy paw, with one tremendous clout
It landed on the barber's jaw and knocked the barber
He set to work with tooth and nail—and he made the place a wreck;
He grabbed the nearest gilded youth, and tried to break his neck.
And all the while his throat he held to save that vital spark.
'It's murder: -- Bloody murder' : yelled the man from Ironbark. "

-- A.B. Paterson.

Ironbarks was an extremely busy town in the 1850s, thronging with thousands of people. Situated between Orange and Wellington N.S.W., it was very appropriately named after the Ironbark trees growing there in great profusion and the "ironbark" types who made up the population at the time.

A few years before Edward Hargreaves discovered gold near Orange in 1851, a mentally retarded shepherd named Wallace often picked up small heavy yellow slugs that caught his eye as he walked around the country about a mile from what was to become Ironbarks township. It was later, after Hargreaves' discovery became known, that Wallace showed the slugs to a coach driver named Hogan, and it was only then that they were correctly identified as gold.

Then the "rush" started. Chinese and Europeans came in thousands, armed with picks and shovels; and these people started the infamous town of Ironbarks. Every creek and dip were lined with men with gold pans, hammers and drills, and the hills became pockmarked with shafts and tunnels. There were the miners, storekeepers, thieves and gamblers, and grog sellers --- not forgetting the ladies who easily and evilly relieved the men of their hardly won gold; and of course a couple of troopers (police) to endeavour to control the unholy rabble. In 1850 gold was fetching about £3-0-0 an ounce -- three times the average wage being paid weekly in the towns.

Big mining companies set up batteries of stampers made of steel, each weighing approximately a ton. These operated 24 hours a day, and the noise could be heard for miles, making sleep impossible.

Crime and vice were uncontrollable. A Judge Docker said, after hearing one of many cases which came before him from

the infamous Ironbarks area: "This vile place. If I had my way, I'd quarantine it, put a brick wall around it, and let no one go in and no one come out:".

There were some colourful characters living in Ironbarks, in those days. Gold fever was everywhere, and with all that gold around there were many who thought "why work for it?" -- men like Ben Hall, his mates Johnny Gilbert, Dunn and O'Meally -- bushrangers who robbed constantly and rode regularly through the country around Ironbarks. Bell and Harvey robbed a battery near town -- an unforgivable crime in those days. Harvey was shot while getting away, and Bell took poison rather than face justice.

An old miner named John Haynes, who had a shaft near town, carried a gun loaded with nails, and swore that if anyone tried to jump his claim he would nail him to the nearest tree.

There is still plenty to interest the would-be miner in the area, as the diggings were only rushed over. There must be plenty more gold to be found; most creeks on the common could reward the panner with a few colours. Beside the Mookerawa road which winds its way through the old diggings to the park, there is a replica of an old gold miner's hut near Mookerawa Creek, and nearby are the remains of an old Chinese oven.

Today Ironbarks is known as Stuart Town, with a population of about 300, with two stores and a hotel. Its economy is based on sheep and cattle farming, with a few orchards. The town is situated in a gentle hollow in the hills, but changes to extremely steep and rugged country within a few miles.

Gone now are the wicked ladies and the gambling men. A few men still frequent the bars, mostly farmhands and boundary riders. Darts and Snooker are now the popular pastimes between drinks, as well as telling yarns of the old days to the tourist who calls in to quench a thirst. One thing still remains.... beards are very popular in the town of Ironbarks.

My sources of information I gleaned from talking to the locals in the pub --who guaranteed the information to be entirely correct, as they had a very grubby blue pamphlet to back up their stories.

This poem is truly Australian and well worth reading.

-- G. Heavens

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FIXTURES

Excursions.

Saturday Sept. 17: Hornsby District. Leave Cronulla at 8.30 a.m. end Sutherland at 9 a.m.. Cost is \$5.00 for members, and \$6.00 for visitors.

Friday Oct 21 to Sunday Oct 23 Queanbeyan. Weekend tour.

We have a waiting list, but with three months to go, please add your name if you are interested. The cost will be \$90.00 inclusive of all meals, coach travel and accommodation.

If you have made a booking, will you please make your final payment by August meeting, as we have a number of expenses for this tour that must be paid early; also, it will enable us to know exactly the numbers who will be confirming after paying their deposits.

The programme will be: to Queanbeyan Friday evening; tour guided by a member of the local Historical Society on Saturday; Saturday evening dinner at Gundaroo Pub; Sunday morning to Canberra, with free time to visit and inspect as you wish; luncheon will be on the shores of Lake Burley Griffin: then to Berrima for a short time, and on to Mittagong for Sunday evening meal -- to arrive in the Shire about 8.0 to 8.30 pm.

When final payment has been made, a newsletter with full details will be given to each traveller, to plan Sunday morning thoroughly.

Sunday Nov. 26: Lake Macquarie district. Leave Cronulla 8.0 a.m., Sutherland 8.30 a.m.. It will be along day, but with daylight saving we should return home in the sunlight. Members \$8.00; visitors \$9.00.

For all bookings, please contact Mrs. Ada Cutbush, phone 523.8147; for details of excursions, contact either

Mrs. Cutbush or myself -- 523.5801.

Aileen Griffiths, Convener.

MONTHLY ADDRESSES:

Please see next page.

FIXTURES, (contd.)

Addresses

August 12: Mr. J. Hodge: "Museums of History and Their Role ,in the Community".
Illustrated

September 9:Mr. Brydon Brown:

Public Relations Officer Taronga Park Zoo. "History of Zoos".

October 7: Speaker to be confirmed.

November 11: Rev. C. Steele: "Lord Howe Island". Illustrations and Commentary

December 9: Mr. Geo. Dusting: "Early Birds".:Film Pioneers of Aviation.

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SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

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

The Society is affiliated with the Royal Australian Historical Society and the National Trust of Australia (N.S.W.), and also the Genealogical Society (N.S.W.).

Society Publications are registered with the National Library Canberra in accordance with International Standard Serial numbering; this automatically includes copyright to the author. The Society's registered number appears on all of the Bulletins, viz. ISSN 0586-0261; the Society's occasional publications carry an ISBN,

Bulletin Extracts: Any editorial material may be reprinted in other publications provided that acknowledgment is made both to the writer and the Society's magazine.

Publications of Local History are usually on sale at each monthly meeting; proceeds are paid to the Society...

The Hen, Thos. Holt. MLA): illus.: M. Hutton Neve: 50 cents

Story of the Woronora Cemetery: illus.: M. Hutton Neve: price to members now \$2.00 (non-members \$2,50); there are only a very few copies left.

From Kurnell to Cronulla: illus.: M. Hutton Neve: price to members #3.00; non-members \$3.50.

Monthly Meetings of the Society are held on the 2nd Friday of each month, commencing, at 8.00 p.m., in the Recreation Staff Room of the Council's Administrative Centre in Eton Street Sutherland (2nd floor), Visitors are Welcome.

The Opinions expressed in this Bulletin are not necessarily those of the Society.