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ATTRACTING TOURISTS



In recent times Sutherland Shire Council has been stressing the need to attract more tourists to the Shire, and a committee was formed with representatives from organisations such as travel and the Sutherland Shire Historical Society.

A campaign to attract tourists to our Shire is not new for such a venture occurred before the formation of the Sutherland Shire.

In January, 1906 a tourist agency was established at Mr. Powe's newsagency for general convenience due to its location. It was opposite the railway station on the corner of the Railway Parade (now Princes Highway) and Station Street (now Boyle Street).

The Sutherland Progress Association was responsible for the move led by the secretary, Congregational Minister, Rev. W.A. Marsh whose large Parish included Sylvania, Miranda, Sutherland and Menai. He assisted in the formation of a church at Menai (then Bangor) in 1903, and was energetic enough to walk there on acme occasions. A local newspaper said of him, "It is beyond dispute that our level headed, progressive and tenacious Progress Association secretary is made of just the right stuff for a Shire Councillor.

In March, about two months after the tourist agency was established, a photographer from the well known Sydney firm of Kerry & Co. spent the day in the district taking a series of views for issue as postcards, organised by the Progress Association. Postcards were an easy way of communication and it was nice to send a friend or relative a view of the Shire in which you lived.

Sutherland Shire Council followed up what the Progress Association had started. In September, 1908, following a vigorous advertising campaign of Sutherland Shire, not only in Australasia, but the worlds Kerry & Co's. photographer, Mr. Cale was escorted on Monday the 14th 1905 by President Judd and Clr. Cook on Woronora river. Here many fine views were taken which included Cathedral Rock, making a unique picture.

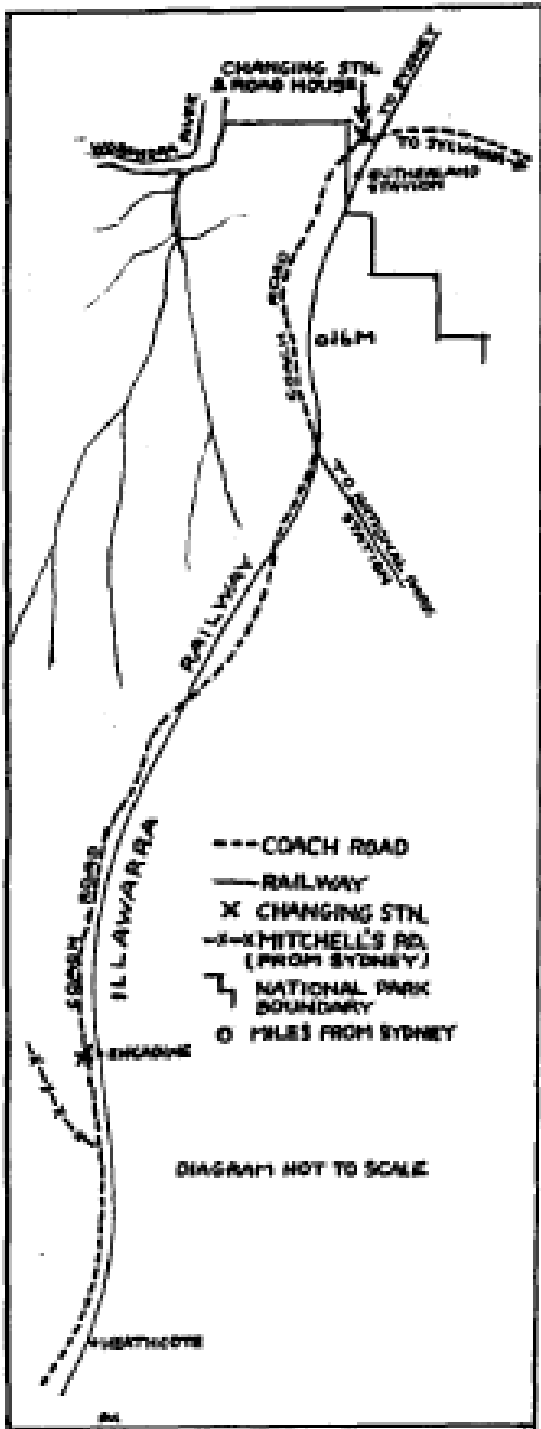
Eventually fine views of Port Hacking, Cronulla, Sylvania, Miranda and other areas were taken, By mid December, 1908, beauty spots of Sutherland Shire in 63 sets (4 in a set) had been distributed over the principal railway stations of N.S.W.

---- Fred Midgley

Sources 'St. George Call'.

BY COACH TO THE ILLAWARRA FROM SYDNEY via SUTHERLAND.

Before the railway from Sydney to Wollongong, the only means of communication than by sea was by coach.



The first coach trips had been from Campbelltown via Appin and the Cataract -- a long, rough and tiring journey. A little later, a coach service had been started from Wollongong to Sydney via Heathcote/Engadine and the Pass of Sabugal, crossing the Woronora ford and on to Mitchell's 1845 "Old Illawarra Road", and then by horse-ferry across Georges River to "the forest road" (Hurstville) and so on to Sydney. This, too, was another hazardous and rough journey.

A "Government road" had been laid down by Surveyor Parkinson from Horserock Point at Sylvania in 1864 along the western side of the Holt-Sutherland Estate, becoming known as the "New Illawarra Rd." A hand-pulled punt crossed Georges River from Tom Ugly's Point Kogarah, capable of carrying a two-horse

coach. This traversed a line which is virtually Princes Highway to Sutherland, turning westward into the present Grand Parade at approximately the United Services Club --the Illawarra railway would later cut across this old road. The road then continued southward along East Parade. In later years, this road from Georges River also became known as the "Sydney Road" or the "National Park Road" (i.e., after 1880).

Here, on the corner of East Parade and Oxford Street where the Water Board reservoir is, was the "horse-changing station" together with a roadside restaurant kept by a Mrs. Goddard and her son Joe. Meals were advertised at 2/6d with free liquor (but no "take-away"). On one occasion, two detectives suspected Joe might be sly-grog selling; and so, having completed their meal, asked for an extra supply to take with them, but Joe refused, stating that the advertisement clearly indicated liquor was provided only with meals.

From this corner the coach travelled southward in a direct line to where the Cemetery residence is (beside the exit gate); from here across Crown Land (later to become Woronora Cemetery in 1893), along a southern track through low scrub (National Av. Loftus) and over "Loftus: Flat Rock Crossing".

The "Big Flat Rook", as it was locally known, was a large shelf of sandstone dropping down some 10/12 feet to a narrow walking track below, approximately between Sixth and Eighth Avenues, forming a wide "road" along the hilly ridge. When the Loftus Infants' School was opened in 1953 this track provided the only access for children from the northern end of Loftus. The "Big Flat Rook" was largely cut away to form a trafficable through-road access to the school -- this is now National Avenue.

The old coach road continued uphill to about Orchid Street, and here it crossed into the "South Cost Road" --now Princes Highway. Construction work for the duplication of the single railway line began early this century, but this crossing remained as late as the early 1960s, picked out by the remains of a sagging wire fence across the old coach track. Reconstruction of the railway tracks in the 1970s preparatory to electrification completely obliterated the old 100-year-old route.

-- M. Hutton Neve

Source: from an interview with Mr. Wm. Hayes of

Princes Highway Sutherland.

* * * * *

AN EARLY BUS SERVICE

Masers. Saint and Leach operated an early motor bus service from Hurstville to Connells Point on a route previously covered by a horse bus.

The partners had two 1921 International buses, M.O.6 and M.O.144. They were the last year of manufacture of these models, which were powered by a 4 cylinder, L head petrol engine. The radiator was mounted behind the engine, like the early French Renault with "coal scuttle" bonnet. Shaft drive was used to the rear axle through a 3 speed gear box. Solid rubber tyres were fitted to all wheels.

It was in the days of rough roads, grinding gears, jolting, draughty motor buses, a far cry from the comfortable transport of to-day. Use of pneumatic tyres were a big improvement on road transport. In fact the Sutherland Shire Council in 1925 refused to allow hard rubber tyres on its roads, declaring that they destroyed the road surface.

In 1922 Saint and Leach commenced a bus service to Cronulla from Hurstville, using International, M.O.144. It had port holes and canvas blinds which could be rolled up or down according to the weather. The bus could carry 10 to 15 passengers, and the round trip cost 2/8 (25c).

Traffic congestion at the two ferry crossing between Tom Uglys and Sylvania was always a problem, particularly on Sundays with great queues, some being recorded as reaching Sutherland. During the second summer of operation of the bus service a motorist who was about 9th or 10th in the queue with his vehicle spoke to Saint's driver about putting himself at the start of the line, a practice he had been doing since the beginning of the run. He argued the driver that he had no legal right to 'jump' the queue because he was driving a bus.

Harry Saint did some checking on this blatant challenge and found the motorist to be right. The bus drivers moved to the head of the queue for if they had not done so it took up to four hours for the return trip.



At the end of two years Saint curtailed the service because of the traffic and waiting in the queues.

In August, 1923, the partnership of Saint and Leach was dissolved with Leach retaining M.O.6, and Harry Saint taking M.O.144 with which he began a service between Hurstville and Dumbleton, now Beverly Hills.

In 1927 Saint put a new Dodge capable of carrying 21 passengers on the Hurstville to Lugarno ferry route. This service had been commenced by A.H.Peters in 1923 using the same type of International, M.O.203, but the roads were rough and the service unprofitable.

Buses and coaches are now operated by Harry Saint's grandson and great great grandsons as the Peakhurst Bus Co. which has been operating out of Hurstville for 64 years.

Seurat: Interview with Mr. Bert Saint who drove M.O.144 between Hurst-and Cronulla and a son of the late Mr. Harry T. Saint. Interview, Sept. 9. 1983, Illustrated Encyclopaedia of Trucks and Buses. Authors notes.

- Fred Midgley

"AUSTRALIA"-- New Holland: Governor Macquarie, in a despatch to Under Secretary Goulburn (London), under date of "21st Dec. 1817, Sunday Evg.", advised that H. M. Cutter Memorial, Commander Lieut. P.P. King, sailed early that morning "on her destined Voyage of Discovery.... I trust (he) ..., will be able to make very important additions to the Geographical knowledge ... of the Coasts of the Continent of Australia, which I hope will be the name given to this Country in future, instead of the very erroneous and inapplied name, hitherto given it of 'Niew Holland', which, properly speaking, only applies to a part of this immense Continent".

-- Historical Records of Australia, Series I, Vol.IX

N.B: Governor Phillip's Commission 1788 gave him authority only as far westward as 135 deg. Long., beyond which was the Dutch territory of "Niew Holland".

Macquarie's Despatch of 1817 thus indicates that the Dutch claims to the western half of the Continent were still at least formally recognised.... As pointed out in the February issue, strictly speaking the title of "Commonwealth of Australia" -- that is, the federation of the various individual self-governing States -- was not officially recognised until January 1st, 1901 by Proclamation of Queen Victoria.

-- M. Hutton Neve

THE FORGOTTEN GYMEA

About 1912-13 an old man Mr. Morrison selected the area where the St. Catherine's, School now stands from the Holt Sutherland Estate, and built a small shack where the school canteen is now. Mr. Morrison was a big man with hands so big he could have squeezed me like a grape. I learned he was an ex-fighter.

The shack was built of scrap iron and bark, just large enough for a bed which was made of bags and saplings, and a small table was made of bark and was approximately 3ft. by 2ft., with the smooth side up.

As all was virgin bush the shack was obscured from anyone that passed on Woronora road (President Ave.). The area was a natural garden, Boronia flowered from 6 inches to 4 foot high. Waratahs with half a dozen flowers on a bush, and-Christmas Bells galore with Christmas Bush that had never, been disturbed. But what impressed me most was the wild violets. There were two varieties, one three inches high with four bright blue petals and no leaves while the other variety grew nine inches high and was a light blue. Both flowered at the same time which made the area now occupied by St. Catherine's, one big blue carpet. Mr. Morrison had flowers for all the seasons. He obtained his water from the creek where the car park is now near Franklin's, store, or from Dent's creek.

I have seen mother fox being followed by her three little pups along what is now Koorabil Avenue. How I would have loved to nurse one, for I could get close, but not close enough to catch one, Mother fox was never afraid of me and never made any attempt to run into the bush.

We now move along to where the GyMEA Produce Store now stands. This land was taken up from the Holt Sutherland Estate about 1916 by Mr. Parry. the area being roughly half the size of St. Catherine's church grounds. He had a brick home built and it is still there today. The house I refer to now dilapidated, is at the rear of the Produce Store.. this was Mr Parry's entrance through two large white double gates, where you walked to the house along a red gravel circular path, and all you could see was roses - the most beautiful rose garden that was ever in this Shire.

Mr. Parry was a chemist in the city and travelled by tram from GyMEA to Sutherland where he caught the train every day, All his weekends were taken up tending to his roses, there being hundreds of all colours. He had to commence pruning weeks before the actual pruning time. All of the rose prunings were placed in the bush where M.F.C. is to-day. Parry then waited for a convenient day for burning.

Outside Mr. Parry's fence - .what would be the footpath to-day - was covered with bracken fern three feet high. What would be the gutter to-day was four feet deep, having been washed out ever possibly, a century.

After heavy rain the bank would fall away into the creek where the car park is now, near Franklins store, to end up in Matson Crescent, it still being the main drainage for Gymea.

How Gymea has changed from the Gymea I once knew. When I think of those large pine trees that grew from the Arcade to the Commonwealth Bank of today at the rear of which lived old Mr. and Mrs. Thomas. In later years V. and Mrs. Turner Robinson had lofts there for breeding Squab pigeons for the table 'in 1920, but it was not a great success.

Then came the advent of the train to Cronulla. The pine trees soon vanished to make way for the crossing over the railway line. Hundreds of tons of soil was excavated for filling for the approaches. It came from the northern boundary of St. Catherine's to the Arcade where now stands the Western Shopping Centre.

Before Gymea shopping centre was established vacant shopping lots were plentiful. Joe Monro from Cronulla was the estate agent, and as sales were very slow to boost the area Joe organised a Gala Night in the bush opposite what is now the Gymea Hotel. A stage was erected, coloured lights were strung from tree and artists were hired to sing. One I can remember was Donald Cameron, a renowned singer. At that time an actress from overseas was the guest of honour. Her name was Jean Simmons and she was also there to add a little colour to the Gala Night. I noticed recently on television she appeared in 'The Thorn Birds'.



It is of some interest to know who some of the people were who lived in what is now Gymea and Gymea Bay in the early part of the century. There was Mr. Sparkes, Superintendent of Fire Brigades, who owned acres of land at Gymea Bay about 1919 where he had a brick weekend where Cooperbrook Ave. is to-day.

We must not forget Lillian Armfield Australia's first police woman who lived at Gymea Bay for many years. Another who comes to mind is Paul Brinkman who about 1916 was the accompanist for Nellie Melba. As an Oboe player he lived in Milburn road for many years. We cannot close without mentioning Frank Marien, Editor in Chief of 'Smith's Meekly', His home was built about 1913 on the corner of The Kingsway and Manchester road where the Trade Union Club now stands.



Mick Derrey

"REFRESHING" OF SAILING SHIPS

Cook entered Botany Bay not as a "discoverer",
but out of necessity

Prior to the event of the steam engine in the early 19th century, the only nautical means of travel was by sailing ship. It was well into the late 19th century before the steamship came into being

--and many of these at first used steam and sail combined. The steamship had its own special problems: it could not carry sufficient coal for a long ocean voyage (wood would not generate sufficient steam power), and so had to travel between fixed "coaling stations" -- which also presented problems.



The sailing ship was not, however, in general confined to any fixed localities for "refreshing" -- that is, obtaining supplies of water, firewood and fresh food -- but would put in at any suitable location. As trans-ocean voyaging developed in the 17th/18th centuries, ships bound for the East (and later eastern Australia) called regularly at Rio de Janeiro and Capetown to replenish low stocks.

Weather was of vital concern to the sailing ship; in heavy seas and gale-force winds, canvas sails would be torn from the yardarms, and masts brought down; flooding sea-water would wash into storerooms to pollute drinking water, soak flour and douse the galley fires. Thus it was absolutely essential, especially on long voyages such as Cook's, to land on unknown shores as the necessity arose to refresh.

After completing the observations of the transit of the planet Venus at Tahiti, Cook sailed southward to find the east coast of New Holland, but stood too far, south-eastward, and so sighted Tasman's "Nieuw Zeeland" near the east coast of the North Island. He circumnavigated the North and South Islands, put in at Dusky Sound (in the South Island fiord land) Queen Charlotte Sound (at the top of the South Island), Bay of Plenty, Mercury Bay (taking here a sighting of this planet; hence the bay's name), rounded the Coromandel Peninsula and sailed some 12 miles up the Thames River. Here he discussed with the Maoris the purchase of the tall kauri pines for ships'

masts and the flax plant for the making of sail-canvas and ropes. While putting into all these places to refresh Cook also took the opportunity of exploring where possible the adjacent countryside.

Finally leaving N.Z. waters in early April 1770 he turned west to seek the Australian eastern coastline. Crossing the Tasman he ran into stormy seas and heavy gales. Short of drinking water, fresh food and firewood, with a battered and leaking ship, Cook desperately needed some place to refresh. He found it impossible to get through the heavy surf near Wollongong, so turned north; and on April 28th he entered in his logbook: "At daybreak in the morning we discovered a Bay into which I resolved to go with the Ship" (Cook's date of Apl. 28 did not take into account Greenwich Meantime, which on modern reckoning placed the entry at Apl. 29).

Thus, the entering of Botany Bay was for the necessity of refreshing -- not exploration or annexation of the east coast. Cook spent & days at Botany Bay while his crew laid in casks of fresh water, out timber, and trawled with the seine fishing net. Dr. Solander and Banks were daily rowed ashore from the Endeavour to make botanical collect-ions of the unique flora around Kurnell. Cook and "some of the gentleman" (of Banks' scientific staff) rowed around the swampy fringes on the western side of the bay, and apparently also strolled around some parts of beachfront; and on May 6th they left Botany Bay after having obtained the necessities for continuing the homeward voyage.

None of the Endeavour's personnel camped ashore, a a they did on various occasions in N.Z.. Cook did "take possession of the eastern. coast of New South Wales at Kurnell in the name of King George III. This was left as seeming after-thought after rounding Cape York when he, Banks and Solander landed on a tiny island-hillock on August 23rd 1770 -- now Possession Island.

Cook's several landings in N.Z. would have provided a half-dozen or so suitable dates to claim as the "birth of the (N.Z.) nation" -- dates with far more substantiation than the nebulous 8. days at Botany Bay, where the "refreshing" date of April 29th is tenuously claimed by some locals as the "birthdate of the Australian nation" -- al-though half the unnamed "nation" was then Dutch territory: Kurnell itself faded into obscurity until the first Crown Lands grant in 1815 -- by which time Sydney Town was fast becoming a prosperous settlement with some fine buildings, a steadily increasing population and a developing commercial centre and trading port.

-- M. Hutton Neve

EARLY ROAD HAZARDS

The road to Menai after the opening of the traffic bridge across the Woronora in October 1912 wasn't completed until 1917, although work on its construction had commenced just after the bridge had been opened.

Once the climbing of the hill from the Woronora was achieved after Negotiating more than a dozen turns from horse-shoe to gentle curves the rest of the road was easy going.

On one section there was lengthy straight stretch of road descending across a natural watercourse over which a culvert had been placed and ascending again. The grades were not steep, but the watershed from Both slopes met with a natural fall of water off the ridge which Anzac ad ascended. The water from the three points met, and especially after heavy rains raced under the culvert and down the gully to join Still Creek.

It was here one would think vehicles likely to get bogged as the local Progress Association was complaining about it. Strangely it was quarter of the way up the hill there was a soft patch,

Sometime during World War I a horse drawn furniture van having come across the Lugarno ferry became bogged in the soft patch east of the culvert. All efforts to extricate the vehicle failed the horses were withdrawn from the van and taken away, leaving it, where it remained for a week. Who owned the van or where the horses were taken cannot be recalled.



Local residents Bill Meeves and Tom Buckle eventually decided to pull the van out. Bill Meeves got two horses from Maymans farm where he worked and Tom Buckle brought two horses from his farm. Both farms were on Old Illawarra road, The horses were hooked up to the van and after some heaving it was dragged out to the side of the road,

The road in its early stages was poorly surfaced and local residents still preferred to use the old vehicular track which followed the ridge a little to the south of Menai road.

Bogging on the early roads of Menai even when motor vehicles were becoming more frequent until World War II was an exasperating time for the motorist.

-----Frank Mayman

SO MUCH FOR THE PIONEERS



Mrs. Derrey with four of her children. Standing: Leo and Augustine. Front: Eva and Fred.

It was during the Depression of the 1890s that my parents were forced to take up land from the Holt Sutherland land Estate. After being evicted from their home in the city, they came with their three children, Leo, 7 Augustine 5, Eva 3, and all their possessions, a tent, axe, hammer, mattock, shovel and across cut saw. They had no money and little food. Their clothes were mostly obtained from the Government Benevolent Society. There was no St. Vincent de Paul or Smith Family.

My father set to work to carve a shack out of the bush. But some food had to be obtained while my father built a bag humpy. So my mother having had always to do the dirty work, walked to Sutherland from the building site at what is now Kenna Place, Gymea, to obtain food on credit from Mr. Bramley the store keeper who was on the corner of what is now McCubbins Lane.

The order as told by my mother was one loaf of bread, one tin of Golden Syrup, ½lb of tea, 2 lb of sugar, one tin of condensed milk and potatoes. No greens were necessary, there being an abundance of wild watercress in the creeks. After receiving her order Mr. Smalley produced a ledger which mother had to sign before leaving. On the cover of the ledger was the word 'debit'.

After a week's work on the shack, which was bag, a covering for the roof -had to be obtained. There was no money for iron, so bark was the next best thing. The best place to get that bark was on what is now St, Catherine's Church and school ground.

-----Mick Derrey



Sutherland at the turn of the century

THE ROYAL SOCIETY & KURNELL



It was reported in the SMH Dec. 10 last, that Science House Pty. Ltd, in which the Australian Royal Society was a major shareholder, had gone into voluntary liquidation, the building being sold for £3,775,000 -- all of which must be used to pay the Society's outstanding debts.

The birth of the "Philosophical Society of Australasia" in 1821 signalled the first signs of an organised growth of an intelligentsia, the small group of elite members meeting regularly to read and discuss varied scientific papers. In 1866 the group received Queen Victoria's consent to change the name to that of the "Royal Society" -- akin to the famous English one.

This was founded in 1662 by Royal Charter "for the pleasure and enjoyment of the study of the Natural Sciences; Supported by wealthy and influential men and the prominent scientists of their times, it soon became esteemed through-out Europe as a group of wealthy intellectuals.

Its longest-serving President was Sir Joseph Banks, who occupied this position for 40-odd years; and who, as a wealthy young aristocrat and amateur Naturalist, financed the Botanical exploration of the Endeavour's South Seas voyage.

Amongst its many other famous Presidents were Sir Isaac Newton (one of the most brilliant scientists and mathematicians); Sir Christopher Wren (the architect responsible for the design and reconstruction of St. Paul's Cathedral after the "Great Fire of London"); Lord Rutherford, the eminent N.Z. scientist world-renowned for his atomic research and the "splitting of the atom" which led to nuclear research); and here, I would add the name of our Colonial Governor Sir Thomas Brisbane, whose hobby was Astronomy, these studies being conducted at his small observatory in Parramatta Park.

The first public act of the new Australasian Society was to honour Captain James Cook, when a plaque was placed on the coastal rockface adjacent to Point Sutherland, in-scribed:-

"A.D. MDCCCLXX. Under the auspices of British Science, these shores were discovered by James Cook and Joseph Banks, the Columbus and Maecenas of their time. This spot once saw them ardent in the pursuit of knowledge. Now to their memory this tablet is inscribed in the first year of the Philosophical Society of Australasia. Sir Thomas Brisbane, K.C.B., F.R.S.L. & E., Corresponding Member of the Institute of France, President, A.D. MDCCCXXI."

It will be noted that the unique discoveries and classifications of the world-famous botanist Dr. Daniel Carl Solander, F.R.S., were not recognised -- after all, he was a foreigner:

Now, the 162-year-old Australian Royal Society, once so intimately connected with our early cultural development --and with a passing moment of Kurnell -- is no more.

The Society's offices in Science House have been re-located at Macquarie University; and its extensive collection of scientific journals and manuscripts have been broken up, most of its valuable library being given to the University of New England (Armidale), although the Society has managed to retain some of its historical monographs and other early scientific material.

Whether this Australian Royal Society will continue as a viable scientific organisation of a small but elite membership; or whether it will try to widen its scope by including non-scientific membership, is a matter yet to be discussed.

-- M. Hutton Neve

* * * * *

"Vienna". Hunter's Hill: a small 1870s sandstone cottage, has been selected for acquisition and restoration by the Hunter's Hill Bicentennial Community Committee and the National Trust. A fund-raising appeal was launched in May 1983 to finance the project. "Vienna" is an unusually intact example of a 19th century tradesman's cottage.

-- Heritage, Australia: Summer 1983 ed.

Congratulations to Basil Griffin who has successfully completed his Finals for the Bachelor of Arts degree. These qualifications should make him a valued member of the Society. Basil now plans to undertake specialised research into Aboriginal history.

THE FAMILY TOMB OF THE
HON. THOMAS HOLT

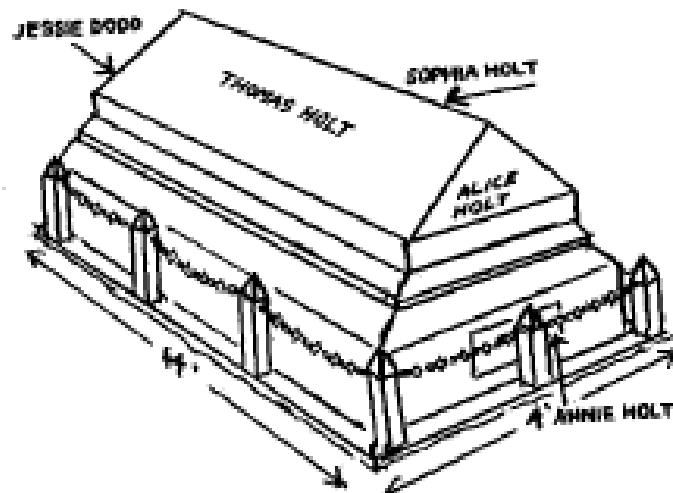
Thomas Holt died in England in 1888 whilst visiting there with his family.

In 1971 I wrote to Kent, England, to try to locate the grave of Thomas Holt. After several months and many letters later to three different persons (the last a Mr. Holt) I gave up as there were too many old cemeteries to be searched. And then, after reading Judge Henry Holt's book about his grandfather, I learnt the resting place of Thomas Holt was Abney Park Cemetery.

I wrote to a lady I met (by correspondence) through Family Researching, who lives in London, and she and her husband undertook the search for me.

When they finally found Abney Park Cemetery they discovered it to be very old and much overgrown with weeds, ivy and blackberries -- these covering the graves, head-stones, tombs and vaults, making it very difficult to locate the Holt interment site.

They finally decided to give up, but as they were leaving they passed an office, and on going inside they



The Holt Family Tomb in Abney Park.

asked the attendant about the Holt tomb. He had no trouble in locating the grave (No. 78769) as he had had another enquiry only two months before. Whoever the previous enquirer was had worked hard at the site to clear away the undergrowth.

This advice made me pleased to know Thomas Holt had not been forgotten -- he really was a remarkable man, as Henry Holt's book "An Energetic Settler" tells.

The following are the inscriptions on the Holt Tomb:

SACRED TO THE MEMORY OF THOMAS HOLT

(for many years a member of the Legislative Council of
Sydney New South Wales Australia)

Born at Horbury Yorkshire 14.11.1811 –

Died at Halcot Bexley Kent 5. 9.1888

Jesus said "I will come again and receive you. unto
myself That where I am ye may also be".

Also sacred to the memory of SOPHIA Widow of the
late Hon. Thomas Holt Born at Berlin Jan. 12. 1822

Died at "Waratah" Chislehurst, Kent 8.5.1910

In loving memory of ANNIE HOLT Daughter of
Thomas and Sophia Holt Born 11.8.1858 Died
17.2.1949

Jessie Dodd Died 1.5.1922 aged 90.

Sacred to the memory of ALICE S.E. Daughter of
Thomas and Sophia Holt Born 12.1.1883 Died
5.10.1913

Jessie Dodd was a long-standing governess to the four Holt girls, and sailed with them from Sydney when they left for Europe in January 1864 with their mother Sophia and their youngest brother Walter.

-- Elva Carmichael

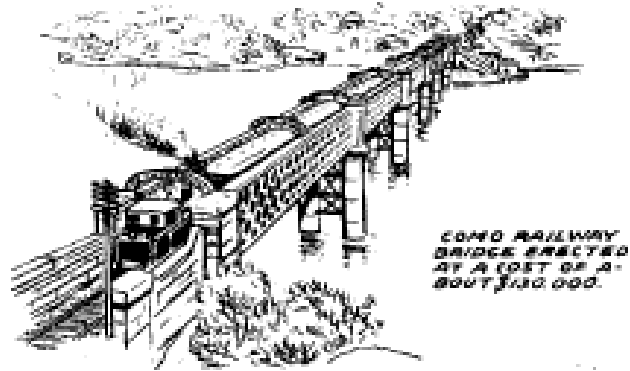
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Heritage Week is from April 8 to 15th, when the Society, under the convenership of Fred Midgley (Exhibitions Committee) will again co-operate with the Shire Council in arranging a Historical Display.

THE FIRST TRAIN
TO SUTHERLAND

There was great activity in the area around Como and Scylla Bay in 1885. Georges River had been bridged at Como and the first trains would soon be running from Hurstville, then the Redfern/Illawarra railway termini to cross the river.

A 14-year-old boy, Thomas Hayes, lived with his parents at Woolloomooloo, and boarding with them was a Mr. J. Leonard who worked as a painter on the railways.



COMO RAILWAY
BRIDGE BUILT AT
A COST OF A-
BOUT £100,000.

Young Tom listened with increasing interest as Leonard described to his father the thick bush, rocky hillocks and abounding wildlife around the camp as the railway line was being laid towards "the 13th mile" -- soon to be surveyed for a township. Questioning elicited the fact that the construction gang, who were then completing the stationmaster's cottage, could do with a "billy-boy". With parental consent, and his train fare, young Tom boarded a train at Redfern for Hurstville. From here he walked to the river and was rowed across.

While the cottage was being finished it served as the gang's barracks. Tom's principal job was to walk from here each Friday morning to Hurstville -- arrangements having been made for the river crossing -- to South's Bakery to collect the week's supply of bread for the small group, humping the sackful up and down bush tracks.

He received no pay, but was well fed -- important for a 14-year-old boy: --- and the men provided him with a shot-gun, bullets and powder to roam the surrounding bush where wallabies could still be found. His few chores were not arduous, and he loved the peace and beauty of the bush, the more so after growing up in the noisy streets and cramped surroundings of Woolloomooloo.

One morning, about the middle of 1885, a steam engine was heard labouring up the steep incline from the river with a load of trucks. Tom had been in a clump of nearby

thick bush (where Boyle's Hotel now is), and headed at once for the platform of the "railway one of the gangers said: "There you are, son -- the first citizen to see the first train stopping place" --the only person on the platform. As the train lumbered in, pull into Sutherland:"

The railway to Sutherland (then unnamed) was unofficially opened on December 1885 to cater for holiday traffic to Como and Sutherland. The former quickly proved an attractive location, where rowboats could be hired both for fishermen and picnickers. On Boxing Day some of the more energetic menfolk continued on to Sutherland and having several hours to spare before the return journey, walked to The National Park. During this first December opening, however, the weather was not very conducive to holidaymaking, it being cold and showery. It was not until several months later, with the completion of the single track to Heathcote, and some weeks later still to the terminus at Waterfall, that the line was completed.

Tom grew up married and reared a family, one of whom is Mr. William "Bill") Hayes, who lives in Princes Highway approximately opposite the Sutherland Signal Box: and it was Bill who told the story at his father joining the camp as "billy-boy".

What 14-year-old boys even if paid, would walk to and from. Sutherland to Hurstville, rowing across the river, and humping a sackful of bread along rough tracks, today?

-- M. Hutton Neve

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Kurnell Oil Refinery: the Australian Oil Refining Pty. Ltd. started pumping oil into storage tanks in 1956, the Refinery having been built at a cost of \$550,000,000; the road from Cronulla to the Refinery (Captain Cook Drive) was constructed for \$360,000, the Oil Company paying \$312,000 and the Shire Council meeting the balance. The remainder of the road, from the Oil Company's entrance to the Village of Kurnell and to the Park entrance, was the responsibility of the Council.

Surf Road Cronulla: according to an old 1908 map, this was then known as "Yowie Street"-- 'street' probably being wishful thinking; it was a mud-track in winter, and a rutted dust-track in summer.

SOLDIER SETTLER

After World War I there was, as in other areas of Australia, land set aside for soldier settlement. Menai had areas which commenced from the , eastern side of Anzac road the settlement running some distance along Menai road. Some of it was taken up. Further on as if one was travelling towards Sutherland there was another one located opposite the entrance of to-days Akuna Avenue.

The ground was located on a hill, was mostly gravel and poor for growing crops. It was probably more suitable for poultry. In fact it was like a lot of other areas from which former soldiers were expected to carve out a living in hopeless conditions.

However when Willis took up the selection he was most enthusiastic and was going to do great things - at first. But he lost enthusiasm and became lazy. Willis had to have water so a professional well sinker was hired. Almost on the crown of the top operations commenced. It was hard work blasting through solid rock, and stage platforms were set up to remove it. Fuses were lit down below, the well sinker climbing rapidly up the ladders and platforms. To the layman it was dangerous work. The shaft was dead square, all the way down to the required depth of 40 ft.

But the well was never any good and wouldn't hold water, except for a few feet at the bottom. It was uncovered and was a death trap for man and beast.

That was a failure so Willis had a brand new steam driven water pump brought on the property - under the settlement scheme. Willis was determined to succeed with that. He took it round the back of the house on a ridge overlooking the gully, at the bottom of which there was a creek. Willis said he was going to get it down to the creek, but he didn't, and the pump just stayed there overlooking the gully. In fact it stood there for almost 10 years, rusting, then the Government came and took it away when Willis decided to quit.

Mr. Willis was a tall man and had a fine baritone voice. His wife although a small woman had a remarkably strong contralto voice.

Jack Midgley .

-----.

The training of women teachers, started in Sydney in 1883. The majority were "pupil-teachers" who, after a couple of years of basic secondary education, started training at the age of 14 years as primary teachers. Women were expected to retire on marriage.

THE "SHARK ARM" CASE

In 1935 this created a sensationally morbid interest both in the press and throughout Sydney; and Gunnamatta Bay, and a small holiday cottage there, had the dubious attraction of figuring in the murder.

On the afternoon of April 17th 1935 a tiger shark had been captured off Coogee Beach and placed in an aquarium for exhibition. Eight days after its capture the shark began swimming in circles in a state of frenzy. It suddenly began to convulse and a human arm appeared.

Police quickly identified the arm as it had a characteristic tattoo of two red and blue boxers, and finger-prints verified it had belonged to James Smith, who was missing. He was aged forty, and three years earlier had been convicted of SP betting. The arm had been severed from the body by a sharp instrument.

Police traced his movements to a cottage at Gunnamatta Bay which he had shared with a Patrick Brady. An Estate Agent, Percival Forbes, stated he had seen Bradley at the cottage on April 7th and also April 17th 1935. An old tin trunk, a piece of rope and an anchor were missing.

Police now mounted an intensive search on both land and sea, and the RAAF were called in, but without result. Police also investigated a certain Reg Holmes who had links with Brady. Brady was one of Sydney's biggest boat builders, and was suspected both of smuggling and Insurance frauds.

Brady was arrested and admitted that he had stayed at the cottage and knew both Smith and Holmes. A short time later he was charged with the murder of Smith. They then arrested Holmes -- who was racing erratically in a speed

boat on Sydney Harbour, with a .32 bullet in his forehead. The police alleged that he had tried to commit suicide, but some people believed police had fired the shot. He was placed under police guard and advised to stay at home. He ignored this advice -- and was gunned down in his car. Two men were arrested but were later cleared.

- Brady's trial took place on Sept. 9th, but two days later he was acquitted for lack of evidence. He died in Concord Repatriation Hospital on July 12th 1967 at 71, maintaining his innocence to the last, supported by his widow.

I stayed in the same cottage for a holiday about 1938 -- but, sorry! I didn't see any ghosts:

Syd. Stedman

"FAREWELL TO OLD ENGLAND"

When the ships of the First Fleet weighed anchor at the start of their long journey from the waters off the Isle of Wight to the almost unknown waters of Botany Bay, hardly anybody noticed and not many cared. It was early on Sunday morning 13th May 1787, and with a favourable light breeze from the south-east the small fleet of eleven ships made their way slowly past the Needles into the more open waters of the English Channel. Early risers may have paused to watch, but there was no official ceremony. The only people touched by the event were those on board and the families they had left behind. Some had hopes of being brought together again after a lengthy absence, whilst others, the convicts, had little hope of that. There were plenty of officials ashore who would wake that morning with a feeling of relief, knowing that the Fleet had at last left after months of preparation, planning and dedicated activity. Those who made it possible had no reason that day to consider the feelings of those on board or the families they left behind.

When, towards the end of 1786 the British Government had decided to establish a penal settlement at Botany Bay, the Commissioners of the Royal Navy had advertised for a number of ships to transport between seven and eight hundred convicts, together with the civil and military detachments, to those distant waters. As a result, they contracted five transport ships: the ALEXANDER, SCARBOROUGH, CHARLOTTE, LADY PENRHYN and the FRIENDSHIP to carry the human cargo, and four storeships: the FISHBOURNE, GOLDEN GROVE, BORROWDALE and the PRINCE OF WALES to carry tools, equipment and two years' supplies for the new settlement. Shortly afterwards these ships assembled in the Thames to start fitting out.

The Fleet and the subsequent settlement at Botany Bay were to be under the command of Captain Arthur Phillip born on 11 October 1738, the son of Jacob Phillip, a German who had settled in London as a language teacher, and his wife Elizabeth, he had been educated at Greenwich before going to sea at sixteen. In 1761 he had been made a lieutenant on the Stirling Castle and at 23 he could have anticipated a good future with the Royal Navy. However, after two years' service he married Margaret Chariot Tybott and settled as a gentleman farmer in the New Forest. He soon became bored with country life, and in 1774, with the approval of the Royal Navy, he offered his services to Portugal, then at war with Spain, and served with distinction until the outbreak of hostilities between Britain and France in 1778 made him leave to serve his own country -- a decision regretted by the Portuguese

105 although they were quick to applaud his motive.

Whilst his career had been distinguished it had not been particularly outstanding, and the news of his appointment as Governor of New South Wales on 12 October 1786 was greeted with surprise in both Government and Naval circles. However, it is unlikely that the position was regarded with great enthusiasm by those qualified to apply for it; it would mean being away from England for several years, and the prospect of establishing a settlement for convicts in an unknown land on the other side of the world had little appeal.

But if Phillip seemed to come from nowhere, he soon showed the qualities that would be needed in the job. Although not a religious man he had a strong sense of humanity and was well aware of the responsibilities he would carry on behalf of the thousand or more people who would make up the settlement, as well as the natives of the land itself. He was also well aware of the importance of accurate planning and detailed preparation, and immediately started badgering the bureaucrats to make sure that nothing was overlooked.

So on 24 October 1786, a few days after turning forty-eight, Captain Arthur Phillip journeyed to Deptford and went aboard his flagship HMS SIRIUS. A ship of about 520 tonnes, she had originally been built for the East India Co., but had burnt to the waterline before being finished. The Government had bought her as a storeship, when she was known as the Berwick, and she had made one voyage to America before being detailed for the expedition to Botany Bay. Stoutly constructed, she was fitted out as a men-of-war and given yet another new name -- the SIRIUS.

It was intended that the Sirius would remain at the new settlement for several years. But Phillip, who would be in command of her during the voyage, would not be able to retain that position once he had taken up his command as Governor of the settlement, and a new commander would then be needed. There was a technical problem, however, because naval regulations did not permit the appointment of two commanders to the same ship (which would be the situation during the voyage, and a special Order of Council had to be prepared before the second captain could be appointed. The man chosen was John Hunter.

So as the Fleet passed the Needles that Sunday morning after an unsuccessful attempt the previous evening, its departure meant many different things to those on board. To Captain Arthur Phillip it meant the start of a very heavy responsibility, tempered with the hope that the new

settlement might in time become a worthwhile colony. For the civil and military officers it was a means of furthering a career that had little opportunity for advancement in England at that time. For the marines it was the start of a long tour of duty, but they, together with the sea-men, could at least look forward to the time when they would set foot on English soil again. But for the convicts there was no hope. They knew that they were probably seeing England for the last time and some found it more distressing than they could bear.

-- Enid Ford

NB...: As this article breaches the Copyright Act 1980 (see August Bulletin page 62), this extract is printed with the specific authorisation of the Publishers Geo. Allen & Unwin Ltd. of 8 Napier St. North Sydney. The book, "Australia: the First 12 Years" by Peter Taylor (1982) may be obtained from leading booksellers or direct from the Publishers.

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York Courthouse: West. Aust.: the National Trust's major restoration project for 1983-4 is the Old Police Station and Courthouse in York, W.A.'s first inland town (about 60 miles east of Perth). The complex was built in stages from 1840 to the turn of the century. During renovation work a large collection of old documents and government papers were found under the floorboards. These historic documents will provide a valuable insight into the history of the town.

-- Heritage, Australia: Summer 1983 ed.

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Last NSW Convict transport: when the Hashomy arrived i n 1849 with a number of male convicts there was a near riot by Sydney residents, who refused to allow any landing. The transport was sent to Hobart, where most were granted ticket--of-leave except for a few of the most vicious and dangerous transportees.

THE PRESIDENT WRITES

1984 has begun -- certainly in somewhat damp circumstances around this area; but we must agree that our Shire is looking very well with the frequent watering and washing.

The New Year is of course time for us to think of our new subscription to the Society's upkeep, and to consider what we, as individuals, can do to support the Society with any skills we have acquired in past years.

Times such as are upon us now make us think of valuable members who have recently vacated important posts and left a gap which, for each one, has remained unfilled.

Shortly following the issue of this Bulletin, the Society will be holding its Annual General Meeting, in March. I expect to see the usual good attendance of members on this occasion, and an enthusiasm in filling the vacancies created.

My best wishes go to George Heavens, Deputy President, now living at Dubbo. Our next weekend excursion is to Dubbo, where George, still a member of the Excursions Committee of our Society, is making local arrangements for our travellers.

I wish to add that I am very impressed by the enthusiasm of Mick Derrey who, now having regained his "legs", is making regular appearances at our meetings.

In conclusion, for 1984 I offer you all an interesting and educational experience with the Society, and look forward to your participation.

-- Harold Ivers,
President.

FIXTURES: Feb 10: Mrs. R. Maguire.

Early DAYs of Italian Immigration to N.S.W.

(this was confirmed too late to be included in the general list of Fixtures).

FIXTURES

Addresses

Feb. 10. 1981: to be announced. See page 107,

March 9: ANNUAL GENERAL MEETING

Note: Members must be financial in order to take part in the A.G.M.; the Subscription of \$6.00 must be paid before 8.0 p.m. --when the meeting opens.

If you have already paid your subscription, please bring with you your 1984 Membership Card.

April 14: Miss Oliver. Shire Librarian. Sutherland Shire Library and Local History Archives .

Excursions.

Feb.. 18: Saturday: Hunters Hill:

Leave Cronulla 8.30 a.m.: Sutherland 9.0 Fares: Members = \$4.00: Visitors = \$5.00

April 6. 7. 8: Weekend: Dubbo.

Leave Cronulla 6.30 p.m. Friday, returning approximately 8.30 p.m. Sunday. Pick up. Sutherland at 7.0 p.m"

Fare, all inclusive -- Bed, Breakfast, Lunch, Dinner; Coach = \$90.00 each.

May 19: Saturday: Danger Island.

Leave Cronulla 8.0 a.m.; Sutherland 8.30.

Fare: Members = \$7.00: Visitors = \$8.00. Inclusive coach and launch costs.

Tickets to be paid for with booking. PLEASE TURN OVER

EXCURSION TICKETS TO BE PAID FOR WHEW BOOKING:

We regret the need to ask for payment of ticket with bookings for all outings, as announced, as from January 1, 1984.

Some members have been putting their names on booking lists, and then forgetting about it.

When no further contact has been made with us

a week or so before the outing, we have telephoned to enquire -- and have then been told that the person does not wish to go, It is then often too late for those on the Waiting List to accept; they miss out on a tour, and the coach leaves with empty seats -- we pay for the coach, whether fully booked or not.

I will therefore be grateful if you will assist our Excursions Committee to do its best for the majority of members.

Aileen Griffiths, Convener.

SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

Bulletin Copies are supplied to all Branches of the Shire Library; to the Shire President, Shire Clerk and all Councillors; also to the Royal Australian Historical Society and the National Trust NSW).

THE Society is affiliated with the R.A.H.S., the National Trust (NSW) and the Genealogical Society.

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

Contributions: members are invited to submit material for the Bulletin; this need not necessarily be confined to local history, but this is especially welcome. If material is extracted or re-written, please state source: material still in copyright (the date will indicate this) cannot be rewritten without the author's consent. If hand-written, please print names in CAPITAL LETTERS. Contributions for the May 1984 issue must be in the hands of the Editor not later than April 13.

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

Monthly Meetings of the Society are held on the 2nd Friday at 8.0 p.m. in the Recreation Staff Room of the Council's Administrative Centre, Eton St. Sutherland (2nd floor). Visitors are welcome.

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

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The Editor takes this opportunity of personally wishing all members a Happy and Prosperous New Year.

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