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PRESIDENT'S NOTES

Some meetings ago you were advised that I was nominated by the Shire Council as a member of the Tourism Committee. This Committee meets each month and makes inspections of areas of the Shire which have an influence on the attitude of visitors; visitors we hope will spend time in the Shire and bring economic and other activity with them.

At a recent meeting a representative from the Royal National Park presented illustrations of the pollution which is steadily overtaking some of the streams in the Park. In other areas the opposite is taking place: tracks have become eroded drains because of the loss of living plants which previously held the soft earth together. We must do what we can to encourage the people who are fighting-a stiff battle against these heavy odds.

In particular, attention has been directed toward Kurnell, which is still in an "undeveloped" state. Thought is being given to a steady improvement in the appearance of the area, with a community and services to match.

The area is of particular interest to this Society, and holds an important place in the history of our nation, and I am pleased to say that this Committee, though not a planning authority, intends to point the way to the development of the Peninsula into an attractive open space with the means for visitors and residents of the Shire to participate in numerous forms of outdoor living.

In this way, we, as members of an Historical Society, can expect the historic site of Captain Cook's landing place to remain preserved for those who follow us, forever, and we should, whenever possible, encourage the Committee in its planning.

Harold Ivers

RULES FOR NURSES & OTHER MEMBERS OF THE HOSPITAL

FROM THE STANDING ORDERS OF ST. THOMAS'S HOSPITAL 1699 - 1752

1. No person shall be received into the House who is visited, or suspected to be visited, with the Plague, Itch, Scald-Head or other Infectious diseases, and if any such be taken in, then to be discharged as discovered.
2. Patients shall not Swear, not take God's name in vain, nor revile, nor miscall one another, nor steal Meat, or Drink, Apparel, or other thing one from the other.
3. Patients shall not abuse themselves by inordinate Drinking, nor incontinent Living, nor talk, nor act Immodestly upon pain of expulsion; and when they go to or return from the Meals and Beds, they shall crave God's Blessing and return Thanks to God.
4. No drink shall be brought in and sold to Patients except by the Physician's and Surgeon's Licence.
5. No Patient with the Foul disease shall go to his Ward nor come into the House to fetch anything, nor within Chapel, nor sit upon the seats in the Courtyards, upon pain of Expulsion.
6. None of the Women shall go into the Men's Wards, nor the Men into the Women's Wards, without Licence, upon pain of Expulsion.
7. The Sisters shall clean the Wards by Six am.
8. Every tenth bed is to be left empty to air and not patient is to be put into each bed.
9. The Sisters shall see that no Card Play or Dicing takes place in the House.
10. If any of the Sisters shall disorder themselves by brawling with one another, or other misdemeanour, she is to be removed her Ward and subsequently discharged the House for ever.
11. Old sheets shall be washed and given to the Surgeons for Dressings.
12. No Surgeon shall suffer his Servant to perform any Operation; dilate or cut open Imposthumes, or Sinuous Ulcers, except the Master of such Servant be present, and direct the same.
13. No Dead body shall be opened, dissected or Dismembered without leave from the Treasurer, or Stewart in the Absence of the Treasurer.
14. The Sexton shall keep the Chapel and yards clean and make graves six feet deep, six feet long and three feet wide at eighteen pence each.

----- Aileen Griffiths

GROWTH OF A SCHOOL

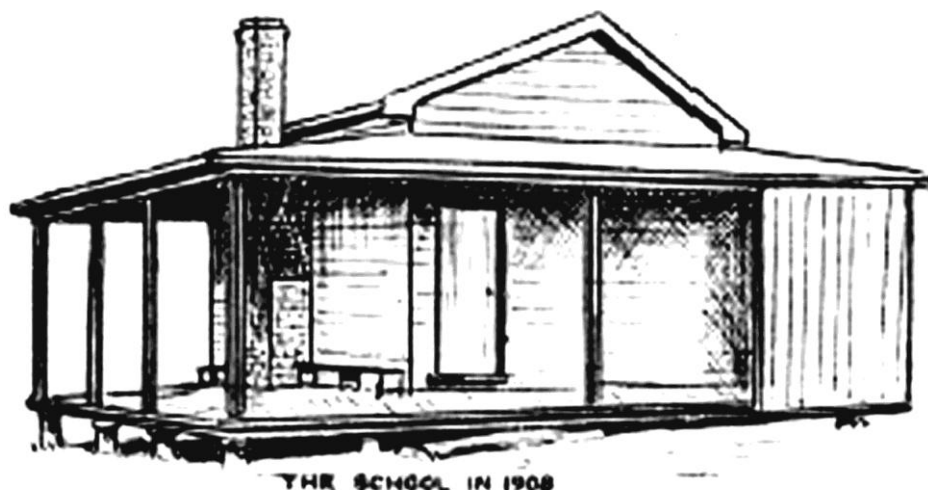
Menai Public School located on the original land dedicated for school purposes in October 1901 closed its doors for the last time in May, 1984, to move to a new "solar" school at Bangor. This school accommodates 400 children.

A Provisional school first commenced in a 12ft.x12ft. room rented for 7/6 (75c), a week in the home of the district's first settlers, Owen and Julia Jones, Nine boys and two girls enrolled with Miss Mary Richardson as teacher on the 19th of May, 1902.

This one room accommodation soon proved inadequate as more children attended, and in October 1903 a contract was let to Hugh Chisholm of Hurstville to construct a building 22ft x16ft. at a cost of £115/18/6, (\$231.85). This building stood until recent years when it was demolished due to white ants having been erected on wooden piers, Another building of the same size was erected on its site.

As the district grew with the influx of new residents, so did the school, the grounds of which began to accommodate a number of demountable classrooms, finally becoming an infant's school as it reached saturation point. Older children moved to a complex of buildings in Hall Drive, Menai.

---Fred Midgley



THE SCHOOL IN 1908

IRISH COLONIALS

The Irish influence in the shaping of Australian attitudes and outlook has been quite substantial, even though only about 25% of Australians are of Irish descent.

The majority of Irish who came to Australia have been working men and women, some of them the poorest of the poor and many of them quite ignorant of book learning. That is why their influence has largely been in folklore, balladry and humorous stories. They may have brought with them the leprechauns and banshees of their native land, but they soon lost sight of them as hard work from our harsh environment took over, as well as absorbing some of the culture of other nationalities they rubbed shoulders with daily.

Let's look at a few well known Irish Australians. We all know His Eminence Archbishop Mannix and the bravery of Robert O'Hara Burke of Burke and Wills. The leadership of Peter Lalor at Eureka and also the rugged courage of Les Darcy should be remembered. Of course we must not forget Ned Kelly either. The Irish have made themselves felt in our way of life more than we realise.

Let us consider the Irish element at the Eureka stockade. The dominant influence was that of the "Tipperary Boys", as they were known. Peter Lalor arrived at the diggings in Ballarat in 1852 and was soon chief of the stockade.

The story of ships that came to Australia laden with convicts is part of our Irish history, yours and mine who have a little of the Irish blood in us.

The first ship to bring Irish convicts to Sydney was the "Queen". It arrived in September, 1791 with 126 male and 21 female Irish convicts. By the close of the century four more ships had arrived laden with Irish prisoners. They were the "Boddingtons" which arrived in August, 1793,

the "Sugar Cane" in September, 1793; followed by the "Marquis Cornwallis" and "Britannia" in 1797. In the early 1800's a number of ships continued to arrive in Sydney from Ireland. The last convict ship to arrive in Australia was the "Hougoumont" which reached Fremantle on January 10th, 1868 carrying 68 Irish Political convicts.

In the 1840's the first free Irish citizens came. Again (as we noted about Cornwall in our last Bulletin), the potato crops failed and a famine hit the land, bringing many Irish settlers to Australia.

In the 20 years following the great famine of 1848, nearly a million emigrated and of these, three quarters were young people.

Their meals consisted of plain, wholesome food with plenty of potatoes. Homely soups, roast joints of beef and lamb, nourishing casseroles and, of course, Potato Cakes, were all part of their diet.

POTATO SOUP

3 lbs old potatoes	½ pint thin cream or top of the milk
6 pints good brown stock	½doz. large leeks
½lb. butter	Seasonings

Melt the butter in a large stew pot. Add the chopped up potatoes and the leeks (chopped up into small pieces). Cook until tender. Season. Add the stock and cook for 2 hours. Before serving, add the cream.

IRISH STEW

2 lbs shoulder of Mutton	Salt and pepper
2 lbs potatoes	Water to cover
1 lb. onions	2-3 tblspns chopped parsley
4 white turnips	2 stalks celery

Trim all fat off mutton and cut in 2 inch cubes. Peel and thickly slice potatoes and onions. Chop celery and turnips. Place a layer of onions, turnips and celery in bottom of casserole; cover with a layer of meat, then a layer of potatoes and continue in this manner. Season, add water to cover, bring to boil and skim. Lower heat and simmer till tender, about 3 hours. Before serving, sprinkle with parsley.

IRISH SODA BREAD

1 lb. plain flour	½lb. sultanas
¼ lb. butter	2 oz. chopped peel
¼ lb. sugar	1 pint (generous) sour milk
Pinch of salt	1 tspn bicarbonate of soda
1 tspn cream of tartar	

Sieve dry ingredients together. Rub in butter until like fine breadcrumbs. Stir in sugar and fruit. Add the milk and mix to a soft dough. -Knead slightly. Place in a greased loaf tin and bake in a hot oven for one hour, turn down heat to moderate and bake for further ½ hour. Cool before cutting. Slice and butter.

-----Source: "Irish Exiles in Australia" by T.J. Keirman.

"Wearing of the Green" by Bill Wannam.

"Celtic Cook Book"

----- Athalie Ivers

KURNELL.

On Saturday, May 8, 1899, the official dedication of Kurnell as a Public Park was made by the Lieutenant Governor Sir William Danley in the presence of Rear Admiral Pearson Naval Commander in Chief, Hon. J.H.Carruthers Minister for Lands, a large number of members of each House of Parliament, and a good number of the general public.

The official party which numbered about 300 left Redfern railway station shortly after noon, and on arrival at Sandringham lunched at Tollemache's Hotel. Here the toast of the Queen was honoured and afterwards the guests embarked in three steamers, 'Dawn', 'Dayspring', and 'Aurora'.

Kurnell was reached at a quarter to three and on disembarking the Lieut. Governor together with the Admiral and Minister for Lands was received by a guard of honour from the Naval Brigade. The party proceeded to a temporary enclosure where Mr. Bridge, Clerk of the Executive Council read the Minute of Dedication and the Lieut. Governor addressed the assemblage reading an eulogium on Captain Cook, and formally handing over the Park to the people of the Colony.

Mr. Carruthers then gave a short history of Kurnell and its acquisition by the Government as well as an account of the origin of the name. Rear Admiral Pearson then broke the flag, the band of the Permanent Artillery played a few bars of the National Anthem, and a salute was fired from H.M.S. Goldfinch which was lying off Kurnell, and from Bare Island Fort.



A visit was paid to the grave of Forby Sutherland after which the official party re-turned to the city. Steamers had run to Kurnell at frequent intervals throughout the day MR. CARRUTHERS carrying many interested spectators.

Source: 'St. George Advocate'

Fred Midgley

GYMEA

In April 1915 Captain Toombs, M.L.A. asked Sutherland Council to get on with the work of making a road for school children to be conveyed by coach, which the Government would subsidise to Miranda.

A road costing £40 had been made by Mr. Warnan through his property. The Council promised to get on with the job.

-----St. George Call

MY MILKING EXPERIENCES

Having passed the Gynea Technical College recently I noticed dozens of cars parked. This area brought back memories of when I was a very young child when the now college ground had, a front-age to a reedy creek. This was the beginning of Dents Creek that flowed into the salt water at North West Arm. It was here that George Smith cleared the land and commenced his dairy in 1887. About 1913 he sold the dairy to George Brewster.

I now look back to the area where I saw broken down post - rail fences; the bails of the milking area; broken milk carts with wheels turned inside out and broken shafts which told the story of bolting horses colliding with obscure stumps as they went through the bush, or hitting kerb stones at the intersection of a street, where bakers carts as well as milk carts often came to grief taking the corners too sharply. The result would be the loss of bread which went everywhere, the same applying to the milk.

As I passed the Tech. it also brought back memories of the first World War, and George Brewster. It was 1916 when Brewster employed a milker named Billy Stone. The milking times were 3am to 2pm. The war was raging and recruiting signs were everywhere including train and tram windows. One sign had a mother nursing her baby with the caption "You love them fight for them". Another sign had Lord Kitchener pointing his finger saying, "Our country needs YOU". On this occasion Billy was having his day off after the 2p.m. milking with the intention of returning for the 3 a.m. milking. But for Billy on seeing those signs on the trains it must have been too much. Being a young man and having had too much patriotic beer he never re-turned for the 3 a.m. milking. He had 20 cows to milk, then had to deliver it.

George Brewster knowing I could milk came on horseback to wake me at 3 a.m., and told me of his trouble asking for assistance. Seeing that I was 12 years old at the time I was too tired to attend school for the three days I milked. After my third day of milking Brewster came to tell me he had found an old man camping in a tent in the bush in Hotham road who accepted the milking job.

After about a week Billy returned in full Light Horse uniform, leggings, spurs and bandoleer. He came for wages owing. I often thought if he was paid the same as I, it wouldn't be worth returning for. For my effort I was paid 6 shillings or 60 cents.



Incidentally, I can thank Billy Stone for saving my life from a snake bite by cutting and sucking the bite with his mouth a few weeks before he enlisted.

One of the first jobs of the Sutherland Shire Council in 1906 was to construct a bridge over the reedy creek mentioned earlier in the story for the horse coaches to get over the bog.

Mick Derrey

A FOLLOW UP TO OUR HERITAGE WEEK DISPLAY ON
SIR THOMAS MITCHELL

One of Sir Thomas Mitchell's daughters, Blanche, wrote a diary circa 1867 about a short episode in her life before she was twenty. She tells of her family life in a mansion at Darling Point, many rooms with many servants, until the untimely death of her father; and his Will which became NULL and VOID because he had two of his beneficiaries (one being Lord Audley) sign the document, as Witnesses.

How Mrs. Mitchell, who had gone into the marriage with a large dowry, was left practically penniless, and had to move with her remaining children to Potts Point. And of the succession of Irish Servants "who liked their drink". Blanche also lets us know that there was a "cockroach problem" in her day: every time she opened her bottom drawer, they would scuttle out!

A very enjoyable book, and an insight into the Sydney of her day besides much information of how not to make a Will.

At the Sutherland Library : "Blanche" Blanche Mitchell 994.4031/MIT ID 158566.

----- Valerie Humphreys

ENGADINE

On October 15 , 1916, Charles MacAlister died at his residence "Homlea", Old Illawarra Road, Engadine, on Sunday morning aged 72. He was well known in Sydney business circles being connected with the retail grocery business for 30 years. Mr MacAlister was one of the founders of Cronulla and did pioneer work both as a member of Sutherland Shire Council and private citizen. He is believed to have built the first brick house in Cronulla.

'St. George Call'

THE CONSTRUCTION OF CAPTAIN COOK DRIVE - KURNELL SECTION

First "Sod" turned: February 1953

Open to Traffic: June 1953 (never officially opened – they just took the barriers down)

This section is from Gudgeries Hole to inside the Refinery Gates. The building of this road had its ups and downs before completion. The arrangement was that the Refinery supply the funds to the Sutherland Shire Council to construct the road, on condition the road be completed on a said date. This condition was met.

The section started off with 4 draglines; their function was to cross the swamp and in the process pile the material into a road 3 feet above high water mark.

I started 2 draglines off on one side of the swamp and transported 2 as far as it was possible to get to Kurnell itself, so they could work back to meet in the middle and have a completed road.

As the swamp was water-logged it was impossible for the machines to travel on their normal tracks, so duck boards were built for them to travel on. Each machine had four of these, 2 to stand on and 2 placed ahead of it, and each one weighed 2 tons, so it was only possible to move them using the machine itself, a very slow process but a steady one which was maintained over the period.

After getting all 4 machines to work, I then hired my handyman, Frank McGuire, whose feet had never known boots as he was a net fisherman from the beach and was having a lean time, so was glad to have a pay envelope.

I had to place 6 foot stakes on what was the centre line of the supposed road and paint them white so the machinemen could maintain a regular height with the material they excavated, and also keep a straight line.

After three days of placing these stakes in the swamp with swamp grass and bulrushes sometimes 6 feet high and snakes galore laying on the hummocks, we heard a rustling next to us. We stood still and waited, then about 2 feet in front of us the bulrushes parted and a black face appeared, and with a big grin said "Good-day mate". After I found my voice I said "What the hell are you doing out here?" Cheery answer came back: "Getting snakes". Then the visitor proceeded to open a sugarbag and show us black, red belly and brown snakes. He had come over from La Perouse to replenish his father's snake pit.

Frank, my helper, was the most efficient billyboy I ever had. He could walk over the mangrove breather roots with no boots. Three months in that swamp and no boots! To boil the billy for us he would break off green branches and lay them across the mangrove roots, then dry bulrush

reeds, and dead mangrove branches. Even though there was 6 inches of water under his fire I always got my morning tea. We would come out of the swamp for lunch to give the mosquitoes, sandflies and gnats a rest. Those mosquitoes, with a slight exaggeration, were 2 inches across, painted grey and, each bite was a tablespoon of blood, or so it felt.

Even after knockoff time we had to measure off each machine's output for the day and tally it up in cubic yards for their weekly pay, as we had hired them for the work.

One day after we had been running for some 3 weeks I looked back at the machines working from the southern end of the job, only to see a

whole machine spinning around in full circles on its axis like a top, so I struggled back to dry land and went to see what the trouble was.

We all had to keep well clear as the bucket on the end of the machine was flying out like a flag on the end of its cable.

Stan the operator from the other machine was standing watching, helpless to do anything and I asked him "what is going on?" He then explained that the chap was a returned R.A.A.F. rear gunner and, although a good operator, would for no reason, slide off the deep end for a day or so. Some hours later, when the machine came to a standstill, the contractor who had come out after our telephone call, replaced him with another operator then told me he had no thought of sacking him because he had a quarry and all he need do was place him in the quarry breaking stone until he came back to normal again.

So, for a few days after that, life breezed on and we started to show some progress and, at a particular section, we placed pipes under the road to let the water flow back to the bay. By this time we had called for a bulldozer to level off what we had piled up and had quite a good road, and the water was draining out into the bay. I did notice in some parts of the swamp that we were digging through peat like that in Ireland and this was over a foot thick.

Finally, the day came when we were only a day from joining two sections of the road. Everything went well and we joined them under the eye of the Heads of the Sutherland Shire Council who thought they would like to be first across. So off they went, only to bog down some 30 yards further on as the road was still full of soft mud. The draglines had to be rigged up to lift them back to the dry section of the road.

The conquering of the swamp was by no means an easy feat for we had the tides to contend with plus atrocious conditions regarding water-charged ground, flies, mosquitoes, gnats, sandflies and snakes. You name it, we had it. Then came our greatest challenge; a South West gale and continuous rain for 4 days. Our pipes to release the water

from the swamp became clogged with silt and rubbish, water backed up behind our road, then started to flow over and take the silt back to the swamp. After successfully opening a few pipes, we then placed corrugated iron against the banks to hold the material, sometimes up to our waist in water 14 hours a day, which was a little too much for some tempers. Still, we had to save what we had won from the swamp. Our "quarters" to try and get dry, was a 10 foot x 12 foot tarpaulin stretched across the top of a tree to the ground and a toilet tin with holes in it for a fire bucket. Each half hour two men patrolled the road to see if it was holding and, after 4 days, we again got some fine weather, when all damage was repaired and work resumed as normal.

By this time we had dispensed with 3 of the draglines and retained a huge 4 yard bucket to continue the road into Caltex' supposed refineries. This now was to be directed by the head engineer of the Oil Refinery staff. I had set up the centreline for the machine and the shoulder pegs for the width, put the machine and operator in place and left him to carry on, as he had come to me recommended by the owner-contractor. I was to help the surveyor find a bench mark for future surveying of the road we had placed across the swamp.

We had decided on a spot some 800 yards away from the machine. Gordon, the Surveyor, had started to set up his tripod on the road and I had walked 20 yards away to a tree in the swamp, taking the staff with me. I smoked in those days, so rolled a cigarette with the staff leaning on my shoulder, then lit my cigarette. I glanced at Gordon, only to see a brown snake heading between the tripod legs, so I grabbed the staff and charged towards him. He was looking through the glass. Seeing my expression and me charging at him, he thought I too had gone bats. He ran backwards as I took a swing at the snake, knocking the instrument over in the process. I killed the snake but doubt if Gordon ever recovered from that experience for he transferred to a big country town just after. We set up again, the instrument was undamaged except for a few marks on the tripod legs.

We had taken levels for an hour or so when one of the boys arrived, panting, "you had better come down here to the machine". When I arrived I found the operator had knocked the pegs out and had excavated a well instead of building it up. He was drinking on the job and was uncontrollable, so was sacked forthwith.

Our problems were not yet over because we had 5 inches of road base to be placed and two coats of bitumen.

The problem now was how to contain it from moving away from the road and spreading out and, preventing the sand coming up through the metal base.

After many ideas were put forth and tried then discarded as impracticable, an idea was put forward of laying 6 inch x 2 inch x 20 foot long

hardwood runners, held in place by 6 inch x 2 inch x 3 foot pegs placed 10 feet apart and driven into the sand 2 feet 6 inches and bolted to the runners. The width of the road was then 20 feet, since widened. (See sketch for explanation of timber runners.)

This construction then contained the road base and the later two coats of bitumen. Timber used in containing the material was over 10 miles long of hardwood, 6 inch x 2 inch runners and pegs. The whole job was completed in the prescribed time and also under the estimated amount of money. Within days of opening the road for traffic, Caltex Oil Refineries had begun to move heavy gear and equipment in to build the refinery.

The road created work for the Shire, made it possible to reach Captain Cook's Landing Place by vehicle on a good serviceable surface, and opened up Kurnell to a bus route and to the public as the Historical Birth Place of Australia.

Gordon Wakeham



BOAT KEEPERS

An old identity of Cronulla Mrs. O'Neil, died during the last week of June, 1901, in her 83rd year. With her husband John they were the first boat keepers at Yowie Bay and later at Gunnamatta Bay.

Mrs. O'Neil's husband John, died in 1900, and in April 1901 she disposed of her boats to Mr. Laycock of Gunnamatta Bay. Mrs. O'Neil then moved to the residence of a lady at Enmore who gave her the comforts of home.

She was born in Kent, England, her father being employed as a gardener at Windsor Castle. When 15, Queen Victoria was six months younger and took a great liking to the gardener's daughter, who up to the time of leaving for Australia had frequent conversations with Her Majesty.

Source: 'St. George Advocate'.

----Fred Midgley

DEPUTATION FOR A BRIDGE

In April 1899 a deputation was arranged with the Minister of Works to ask for a bridge over the Georges River between Taren Point and Sans Souci, the large group of men determined that they would not be content with a steam ferry.

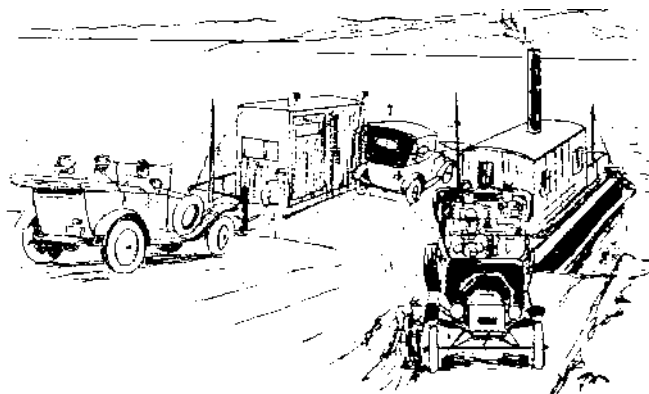
The deputation arranged by the Holt-Sutherland Horticultural Progress Society was introduced by Mr. Nicolson, M.L.A. (The Member for Woronora), and consisted of Ald. Judd (Mayor of Rockdale), Messrs. Howe, E. Thacker, Wigzell, Hill, Curtis, Ferguson, McAlister, Baalman, Trinder, T.H. Williams, J.Mondel, C.Atkinson, J.Hill, J.Paton, Daniels, E.Lye, J.Bew, C.Diston, J.Forvil, J..Lehane, W.Davis, J.Nelson, and Aldermen Green, T.Trevarthen and Taylor (Rockdale Council). There was also Mr. Davis and a number of representative men. Apologies came from Hon. J.Carruthers, C.B.Westmacott, W.Simpson and S.Giddings.

Mr. Young, following speeches from several of of the deputation stated that in a report of his officers of the Department in 1891, said it was certainly against the proposal, and he could not see anything in that re-port to justify him in complying with the request.

He couldn't promise them either a punt or a bridge, but if further reports warranted it he would only be too happy to comply with their request.

Speakers of the deputation were Thacker, Davis, Hill and Alderman Judd.

It wasn't until 1916 that a steam ferry commenced running between the two points the service terminating on Saturday, May 29, 1965, when the Captain Cook Bridge was opened.



Source: St. George Advocate. -----

Fred Midgley

THE FERRY IN 1916

PRESENTATION: On Tuesday evening, August 27, 1901, Miranda School of Arts Musical Society gave a successful social at the residence of Mr. Carr when an Illuminated Address was presented to their conductor, Mr. MacFarlane. It was nicely done in a frame and was presented by Mr.Johnson, commencing to read, To Mr.J.W.MacFarlane, C.S.S.A. and T.S.F. College, London".

-----St. George Advocate

MY EXPERIENCES AT AUDLEY BOATSHED BEFORE WORLD WAR II

On summer week-ends I was employed by Stan Gray manager of the boatshed to assist him to place the 300 boats in the water from the shed. They were all painted in bright colours and all were clinker built'.

At that time families would arrive early to select a large boat that seated eight, the shed opening at 8 a.m. On this occasion a large number of Italians arrived, 24 in all. Most had string instruments of all kinds.

One man was the rower, and on leaving the shed the music and singing would commence in Italian. I never heard anything so beautiful before or since, especially when they played 'Far away in dear old Italy' as they rowed up the fresh water on the Hacking River on that early morning. The rowers seemed to act as conductors for the music.

Another incident that comes to mind before World War 11 concerns Jack Davey and Kitty Bluett. Kitty was a comedian. On this occasion I was given instructions by Stan Gray my boss to be at the shed before 7a.m. as Jack Davey and Kitty Bluett were coming to take photos of all the boats in the water for the cover of the Women's Weekly or some similar paper which would have made a beautiful picture taken so early in the morning.

Eventually Jack and Kitty arrived. Jack took over proceedings and Kitty was instructed when to take the snap. I was to take the oars in the rowers seat and to keep the boat steady. Jack was to stand on the seat at the stern. Everything was ready for the snap - until Jack fell over the stern into ten feet of water. When he emerged from the depths grasping for the boat he looked like a drowning rat. As he came to the surface I never heard him call out that favourite expression "Hi'd, Ho'd, Everybody".



Jack never looked too pleased with the experience, seeing he had to return to the city in his wet suit. Kitty thought it was great fun, but I don't think the picture was taken as it might have been too embarrassing for Jack Davey.

-----Mick Derrey

ON THE RATTLER

I recall it was about Christmas time in 1932, when three of us decided to go home to see the old folks. We were in Parkes and there was a lot of wheat being moved to Sydney, so while another couple of blokes kept the guard busy arguing about I don't know what, we climbed aboard on the other side of the train and under the canvas sheet, and eventually we were off.

It was nice and soft to ride on, lying on the wheat as the train clickety-clacked along. However we discovered the movement caused us to gradually sink into the grain, and this had many disadvantages, for after a while you had some pounds of wheat down your shirt. This rolled around between your clothes and your body, and also insisted in filling your boots, easing under the foot and doing its best to push your foot out. Every movement created dust and sneezing was necessary, and then when you removed your handkerchief out of your pocket the wheat insisted in filling the hole. Just to top this off one of the chaps said the wheat was full of fleas. I had felt a bit crawly, but had attributed it to the dust, but on close examination it proved to be weevils, or similar little beasts. The wheat was for feeding stock of poultry farmers.

It became mighty hot, the sun shining on the tarp as we went east to Mt. Victoria. The ride wasn't too bad but we kept having to swim to the top. It was a long slow pull with no stops at all to Enfield. (Our truck was consigned to Pymont). Going down the mountains it seemed to trot along until it built up too much speed, then the driver would hit the brakes and the entire load would try to climb over the front, leaving a gap at the back. At one station the guard and some shunters went along the train putting on brakes or something, and we could hear them talking outside our truck, but we went right through with no troubles that we were not accustomed to.

We had had nothing to eat or drink, as only a fool would open his Dilly bag on a train in case there was trouble, and you had to run for it. The toilet was the main problem, one bloke dropping off at Springwood, he just couldn't last the distance.

When we arrived at Enfield it was still light which was not favourable to us as there were shunters everywhere. We stole a look out and all was clear, so out we went, complete with Matilda. By the way the term ""Ladies first" comes from necessity to throw Matilda on or off, but always first. We were 'ashore' when along came the meanest looking R.D. in the service. (R.D. stands for railway detective). He said, "Gotcha", and I said, "what for"? He replied, "you've just

got out of that truck". I said" you're wrong, we were just going to get into it but you were too smart - anyway it's full of wheat". His reply was favourable, "well get to Hell out of this yard". Thanking him we said good-day and started to walk away. I felt like a bride, wheat was falling off me at every step, and 'I also had a bad attack of Ballet dancers 'feet, for it seemed like I had 2 inches of wheat under each foot.

We were lucky as a flat top truck was moving out. I asked the driver if he was going anywhere near Rockdale. He asked how many there were. I said, "two". "O.K. hop on". We soon did that and were well home for the Festive season.

Source: Personal reminiscences and experiences of Depression days.

George Heavens.

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SALESMEN ON THE TRACK

I met up with a crowd outside Gosford. They said they were salesmen and had all sorts of things they hawked from door to door. These were quick sale lines, like Spirits of Salts in water, bottled. This was an excellent product for cleaning any metal like brass taps or door knockers. If you had a street number, say 23, the salesman would polish up the 2 and let you see the difference. The result would last about 2 hours.

Another product was piano protectors and silverfish repellents. These were made of sand mixed with toile crystals (taken from any railway toilet). A foot square piece of unbleached calico, when four corners were tied together with a piece of string, made a little bag. Door draught stoppers were another good line. A long sausage was made out of unbleached calico turned inside out, and filled with sand, the end then had to be carefully sewn up.

But the best line of all were the peas, all shelled by the orphans at the boys home. These sold at well below shop prices, and eager wives couldn't resist them at 6d a jam tin. They were field peas, dried and sold in 71b. bags very cheap; We would soak them in a kerosene tin for a couple of

nights and they looked pretty good, especially with several pieces of mint mixed in, as mint grew profusely down at any creek. Of course when boiled these peas they all turned to mush and empty hulls, although in all fairness if the peas were boiled in a double vessel they came up quite well. Any way by the time the news of the naughty salesmen had gone . around, the said salesmen had gone.

Source: Personal experiences of Depression days.

George Heavens

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WOMEN'S HOCKEY IN SUTHERLAND SHIRE

As early as 1928 there were Women's hockey teams in the Shire playing social hockey. Games were played on Sundays on a strip of fairly flat land along the North Cronulla beach front (now known as Dunningham Park) against the men from the North Cronulla Surf Club and Briars Hockey Club (a men's club from the Western Suburbs).

1929 saw the formation of Ladies teams from Cronulla and Sutherland playing against each other as well as continuing the social games against the men.

During this time the hockey games were moved off the Dunningham Park area onto the flat land between the old Cronulla Hotel and Bando road and then onto Woolooware Oval. Due to the difficulties in receiving suitable ground allocation as well as the decreasing numbers it was decided in 1930 to amalgamate both these clubs and to affiliate to Randwick Women's Hockey Section. Games were played then on the centre of Kensington Race Course. Social matches were still continued on Sundays with teams sometimes travelling to Dapto to play against Ladies teams from there. Mrs. Olive Burrell was the President until the Club was disbanded in 1933.

In 1941 interest was shown again to start up the hockey. With Mrs. A. Tucker as President it was decided to run a local competition when a suitable piece of land was found to play on. This land was bounded by the railway line, Gannons road and The Kingsway. 1942 saw Kath Law taking the Presidency.

Mr. Cridland's book on the story of Port Hacking, Cronulla and the Sutherland Shire shows that on the north western corner of this land there stood a huge gum tree with a girth of 3ft., 22ft. above the ground. It was said to be the largest gum tree in the Illawarra District. Fire had destroyed the tree in 1939 and the cost of removing this tree (to make way for a hockey field) was covered by sale of the fence posts cut from it. History shows that this site was also the site of a potential coal mine and the drilling equipment is still in the ground where it broke down all those years ago. The site of this tree and coal mine would probably have fallen in the northern goal area of Jenola 3 hockey field.

By advertising and asking at the local schools (there weren't many) enough players came forth and on September 11, 1941 Sutherland section was formed and accepted by N.S.W. W.H.A..

The 1942 season saw six teams taking the field in this local competition. One of these teams, Yarambool, won the Sydney International Finals for the next 3 years. Competition was played on the Gannons road Oval (which it was then called) up until 1946.

During this time due to the approaches of Olive Watkins to the Shire Clerk, Mr. Kirkby, Mr. Jack Williams M.L.A. presented a Private Bill to Parliament and the Ordinance 48 of the Local Government Act allowing grounds to be dedicated for the use of women only, came into being and the Gannons road Oval was duly dedicated under Minute No. 770, on 1-6-1942 of the Sutherland Shire Council Meeting.

In 1946, due to the diminishing female population, it was decided since there were only enough players to form 3 teams, that these teams should be entered into Woollahra Park Section.

This was the beginning of the Cronulla Team which was associated with Woollahra Section up until the past few years.

During the ensuing years many of these young women married and began their families, and in 1959 it was decided to start up the Section again.

With Olive Watkins as President, Edna Messer and Joy Engel the Cronulla Section was duly constituted with N.S.W.W.H.A. in May, 1958. At this stage the Hockey Section was largely supported by the Cronulla R.S.L. Youth Club. In those days the R.S.L. youth Club provided uniforms and equipment for all their members and they were able to field 4 teams fully sponsored. Today the Cronulla R.S.L. Youth Club is still one of the largest clubs in the Association.

The 18th June, 1957 saw Gannons road Oval named Jenola Women's Park (p81 of minutes of the Sutherland Shire Council). In 1958 the second field was developed.

In 1959 Joan Stilgoe was President for a short time, and was followed in 1960 by Edna Messer holding the Presidency until 1974. Sandra Fenton has held this position since then.

During those early days we are appreciative of the interest and assistance shown to us by the N. S. W. W. H. A. especially to Misses Nancy and Tory Wicks, Miss Lena Hodges, Miss Molly Dive, Miss Ena Martell and Miss Eve Redfern.

As early as 1967 Indoor Hockey was played in the Shire controlled by the Women's Section. Games were played at Taren Point Youth Club and Caringbah High School. Indoor Hockey has been played in the Shire on and off over the years when-ever a suitable venue could be found.

1970 saw another name change. We now became Cronulla Section of the Sydney Women's Hockey Association.

June 1st, 1974 heralded the opening of our amenities block, the development of another hockey field on Jenola and yet an-other name change. August 23rd, 1974 saw us become a fully constituted Association affiliated direct to N.S.W.W.H.A... The Sutherland Shire Women's Hockey Association.

Over all these years Sutherland Shire has had representation at many levels of the New South Wales Women's Hockey Association, Australian Women's Hockey Association and Sydney Women's Hockey Association. As early as 1932 we had representatives in City teams. We have had players in Metropolitan teams, Sydney teams; Senior State teams, Junior State teams and in 1939 we had a member in an Australian team, Olive Watkins.

We have provided State secretaries, State selectors. Junior State selectors, State treasurers and Assist State treasurers, and a delegate to the International Federation of Women's Hockey Associations, Olive Watkins in 1950. We have always had an active member on the N.S.W.W.H.A. Council. Olive Watkins and Joan Stilgoe are life Members of N.S.W.W.H.A.

The Sutherland Shire Sports Award for Services to Sport in the Shire was presented to Mrs. Kath Law in 1963 and Mrs. Edna Messer in 1967, and in 1970 Mrs. Olive Watkins received a Sutherland Shire Council Award for Services to Sport and the Community.

As you can see we have come a long way since those early days on the Cronulla beach front. Many faces have come and gone and some are still here as we continue to grow. The numbers vary from year to year, but our strength increases.

Over the last few years we have introduced mixed primary Indoor Hockey, Mini Hockey, Minky (modified hockey) is the latest innovation for an introduction to hockey for primary school children, to nourish our Junior competitions. We still have very good representation under 17 yrs. and under 21 yrs. at Zone Level. We have Level 1 Australian Accredited coaches, one coach trying for her level 2 Accreditation, and we currently rate 6th in the State as a result of the recently held State Championships.

The skirts have got shorter, the Bully and roll in have disappeared over the years but the spirit has remained the same. Our "aims and objectives" have always been the same "To Promote and Develop Hockey in the Shire".

Source: "A Brief History of Women's Hockey in Sutherland Shire" compiled by Sandra Fenton on 25th June, 1984, and submitted by Mrs. Olive Watkins (nee Burrell).

Flour Mill of John Lucas ; Only one voyage to this Mill is recorded. The "Australian", a boat carrying 12 tons, with Mr. Wain as skipper, took maize to the Mill and returned to Sydney with corn meal in May, -1831. Similar boats could have made visits to the Mill.

---Graham Blewett,

Hurstville Historical Society Newsletter, April, 1983.

OAK PARK SPRING

The location of the spring is in the North East corner of the park, approximately 60 ft. from the present day promenade.

People looking for the spot can locate it by a slight subsidence of the ground.

Oak Park was a pretty place in the early years, with fine 'views, a fine beach, with plenty of shade from many types of trees such as Banksia, She Oak, Swampy Gum or Black Butt. For the horse and buggy picnickers it was ideal, plenty of clean drinking water for his family, and animals, as well as shade and fair grazing in the area.

This type of picnic continued until 1931 when reticulated water was piped to the South Cronulla area.

The people of the south end soon dispensed with their tanks, and the Park was also serviced with tap water.

I will mention how Ewos Pde. received its name. The Water Board President was elected to open the main for service, his name being E.W.O. Sullivan. His initials were to become Ewos Parade.

As the car came into vogue, oil and grease was left on the grass, white frocks and white trousers of the picnickers were being ruined, so an Arries Rail fence was placed around all beach fronts.

The Spring which had served the people so faithfully soon became overgrown and forgotten, becoming full of unwanted rubbish and the water fouled with matter.

In the meantime World War II had come and gone, and people once again became aware of everyday things.

Complaints were received in the Sutherland Shire Council about the state of the big hole in Oak Park, and in 1947 the Council issued orders for the Spring to be back filled for all time. Although closed over, the water from the Spring has found its way to the ocean and still runs clean and strong to this day.

Gordon Wakeham

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AUGUST 1902 : A guard sent in his report when a train was late on the Illawarra line in original railroad poetry:

The wind was high,
The steam was low,
The train was heavy and hard to tow,
The coal was poor and full of slate,
And that's the reason "35" was late.

St. George Advocate

EXCURSION REPORT

As this report is prepared members are looking forward to the visit to Burwood District -- we are indebted to the Society President Mr. T. Kershaw and to the members who have offered to be our guides for the day, Mr. Arthur McDonald, (Vice-Pres.) and his Mother Mrs. Beth McDonald, for their assistance.

The next full day outing will be on Saturday September 22, when we plan to visit Windsor District; by arrangement with the' Hawkesbury Historical Society Hon. Secretary Dr. R.P. Stubbs, we will be met and guided through their area by Mrs. Jan Barkley. Let me assure you the outline of what we are to see guarantees us of a most interesting day's outing.

Tickets are \$7.50 for members and \$8.50 for visitors -- coach to leave Cronulla at 8 a.m. and Sutherland 8.30 a.m. (It is a very long way to travel and this early start is essential.) Bring your morning tea and luncheon requirements as usual.

For the week--end excursion to Maitland, Friday October 19 to Sunday October 21, the cost will be \$90.00 all inclusive of meals, accommodation and coach.

We leave Cronulla at 6;30 p.m. and Sutherland 7. p.m. and after comfort stop on the way, should be in Maitland by 10.30 p.m. at the latest, traffic conditions permitting. With your booking we ask \$25.00 confirmation fee, with the balance to be finalised by the September Meeting please This will enable the Society to meet its commitments, and also advise the, Maitland Historical Society how many of our Members and friends will be visiting them.

November 17 we visit the Brisbane Waters area; Mrs. Elaine Fry, Hon. Secretary of that Society will be meeting us and guiding our party for the day. Their Members will give morning Tea when we arrive, so on this occasion just take your luncheon with you. Tickets are \$9.00 for member and \$10.00 visitors

Leaving, Cronulla at 7.30 a.m. and ;Sutherland 8 a.m. It is a long way to travel and we don't anticipate being home before about 6.30 p.m.

Members of the Excursion Committee will be glad to discuss outings with you -- Messrs. D. Archer, A.. Hamilton, S. Roberts, Mesdames A. Cutbush, V. Humphries or myself. Bookings with Mrs. Cutbush 523-2147, or contact the writer should Mrs. Cutbush be unavailable at 523-5801.

AILEEN GRIFFITHS Convenor

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) can not be re-written without the author's consent. If hand-written, please print names in CAPITAL LETTERS. Contributions for the August issue must be in the hands of the Convenor no later than October 12.

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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Mr. Frank Bird of Caravan Head, Oyster Bay, has donated old bottles and cement tiles to the Society.