

SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



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PRESIDENT'S NOTES ----November, 1984.

This issue of the Bulletin is the final one for 1984 and I am very pleased, once again, with the response to the request for contributions. Like the tours section, space becomes filled with contributions, with more contributions waiting for publication. Please keep up your search through your collections. There will always be something of interest to others.

The Shire Council has increased its contribution to the Society in the printing of the Bulletin in that the only work remaining in the assembly of pages is the stapling; all pages having been already assembled in order. In addition, we have news that work has commenced on restoration of the storage area in the old School of Arts.

The Society has been represented once again on the Sutherland Shire's float at Gymea, as it will also at the Engadine Show early in November. An invitation is always open to members for participate in these events. The passenger list on the float this year included Tamara Platfoot, 11 weeks of age at the time, proudly presented by her parents Jenesse and Andrew (Hon. Sec.), replacing the celluloid doll presented on previous occasions. The crowd at Gymea on September 22nd was very responsive, the weather was bright and a good, time was had by all.

This issue is my opportunity to thank you, the members, for support given during the year and to wish you a happy Christmas and a bright New Year.

HAROLD IVERS

FIXTURES FOR MONTHLY GENERAL, MEETINGS

November 9:	Mr. R.W. Rathbone; Address on - LOCAL HISTORY AND THE ST. GEORGE AREA
December 14:	Mr. Richard Gould: Address on - THE BENEVOLENT SOCIETY
January 11, 1985	"MEMBERS' NIGHT". Informal Addresses (10 to 15 minutes). (with or without slides)

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A FISHING TRIP TO WATTAMOLLA ABOUT 1917

We thought we would explore Wattamolla for fish. To get there we had to travel overland. Reg. would come to Sutherland at lunch time on a Saturday. He would change, probably into fishing clothes, have lunch at our home and then packed up he sulky and away we would go.

We had a pony in connection with our work at Sutherland. She was harnessed into a sulky and was the propelling medium for our trip to Wattamolla. On the sulky we had an axe, horse feed and provisions for ourselves for the week-end, and our bamboo rods. Reg Dallimore brought one piece of bamboo for himself and one for me. They were about 14ft. long and he brought them home in the train. He was on the outside platform of the carriage and the rods poked up between the roofs. Of course there was no electric overhead wires in those days and no obstruction where the rods poked through.



The pony's name was Sadey, a very good sure footed mare. The road to Wattamolla was a good gravel one to Artillery Hill and from there on was just a track. There was a difficult stretch on the descent to the creek crossing called Flat Rock. This is the creek that feeds South West Arm. The descent was all boulders and difficult for the horse to get a foothold. At the top of the hill we would cut down a tree or cut up a log and tie it behind the sulky to act as a brake. I would hold the pony's head to steady her and Reg. would assist at the rear in case the trailing tree got caught against anything. With this obstacle behind us it was reasonable going until we came to another rocky outcrop about a mile or so from our destination. This we managed on all occasions and arrived at Wattamolla.

Here there was a galvanised and pine humpy about 6ft.by 8ft. with a rough chimney at one end and a very rough table inside. On this table we slept rather uncomfortably. I might mention of the occupancy of this shack was on a first come first serve basis. On occasions there would be two or three chaps from Helensburgh in occupation. We then would have to camp in a cave on the hill nearer the seat. The cave was quite a big one and in it there were a lot of mosquitoes and they were "sweet music" after dark. To combat these mozzies we would have a few stone ginger beer bottles full of kerosene. We'd put a wick in them of some sort and light them and this would make plenty of "stinking smoke" and would calm the mozzies down a bit. They were smoked out, and we were nearly smoked out too. We had a rest of some sort and would be up at daylight for fishing. when Sunday morning arrived and would walk down through a crevasse in the cliff face and prepare to fish. The cliff face was very rough and not very wide going down.

On one occasion (with the fishing off) we took a walk around the shore of the Lagoon behind the beach at Wattamolla, and there were a couple of Helensburgh chaps there. They had found a bee hive adjacent to the shore of the lagoon and they started to smoke the bees out. Just as we got abreast to where the bee hive was the whole swarm came at us and attacked us. Reg. said, "Quick Art! They've got me!". Well they had me too. With that he dived into the lagoon clothes and all. I stayed on the shore and put up with them as I didn't want to get wet. When Reg. surfaced the bees were still on his neck, but they were easily brushed off. Then Reg had to take his clothes off and dry them. There were no restrictions in those days, under the circumstances.

Reg. Dallimore was elected a Councillor of the Sutherland Shire Council from January 1942 to December 1950, Mrs. Elva Carmichael, his daughter, has submitted this narrative.

EARLY SUTHERLAND SHIRE TIMBER MERCHANT

One of the important industrial organisations in the Sutherland Shire was Arthur J. Hand Pty. Ltd., timber merchants. The founder of the firm, Arthur J. Hand played a great part in the development of the town of Sutherland itself. He was a Councillor of the Shire for 15 years and was always ready to give his neighbour a helping hand.



Arthur Hand started his business in Cronulla in 1912 with a staff of two. His son John, who took over control of the company on the retirement of his father had 26 on his pay-roll and carefully prepared expansion plans for the future.

The plant became one of the most up-to-date timber works in the metropolitan area and its intrinsic value may be gauged from the fact that one unit cost £20,000 (\$40,000) to install.

When Hand senior launched out in Cronulla all the timber for the mill - Oregon Pine and Douglas Fir from Seattle and Vancouver, and Australian hardwood from the North-coast - was brought from Sydney by a South Coast Steam Navigation Company steamer and unloaded onto a small wharf, long since demolished.

At the wharf the logs were slung under drays and drawn by horses with varying fortune and misfortune to the mill. From there the trimmed timber was distributed to form the homes of Sutherland Shire and even buildings in Sydney itself.

Seventeen years later, in 1929, Mr. Hand transferred his headquarters to the town of Sutherland and his timber was brought from Cronulla by tram, which had a goods as well as a passenger section, and by train.

The firm also hauled local cedar from Lillyvale and Otford to Burning Palms, where it was made up into rafts and towed to Sydney. During one of these tows a fierce gale sprang up which completely disbursed the raft, and one of the logs could be seen on Era Beach, a few miles south of Cronulla.

In Mr. Hand's early days in the Shire it was quite common for the townsfolk to walk 11 miles to Rockdale to pick up transport to Sydney - making, with return, a 22 mile walk in one day - a mere stroll, or so the old-timers said.

Both Arthur and John Hand played an important part in the development of the town of Sutherland through the years, and their activities are recorded in that section of this outline of history.

Source: "District News", Sept. 27, 1956.

George Heavens

LORD' S PRAYER IN FRETWORK

A wooden fretwork copy of the lord's Prayer is one of the most prized possessions of the Sutherland Uniting Church.

The fretwork Prayer hung for many years on the western wall of the Sutherland Congregational Church in Belmont Street. The church became part of the Uniting Church in Australia in 1977 and the building is no longer used for worship. The Sutherland Methodist Church in Flora Street became the Uniting Church.

The fretwork is about three feet long by two feet wide and is exquisitely carved in fine grained timber.

The Prayer is the work of the late Mr. J.Rutherford, who for many years was a partner in the firm of Ericson and Rutherford. The firm ran a general store on the corner of Princes Highway and McCubbins Lane where the State Bank now stands.

Mr. Rutherford was interested in fretwork and woodwork. He carved the Prayer fretwork in his spare time over several months.

The work was commissioned by the widow of the late Mr. John Munro, who for many years was a stalwart of the church. Mr. Munro came to Australia from New Zealand when he was 15 and joined the firm of Arthur Yates and Co. when it was founded. Later he became managing-director of the company.

Source; 'Sydney Daily Telegraph' in 1940s.

F. Midgley

WILLIAM RICHARD AINSWORTH

Councillor 1917-1922 - Shire President 1919-1921

William Richard Ainsworth was born at Richmond, N.S.W. In 1861, son of Richard John and Annie Elizabeth (nee Sharp) and at the age of 25 years married Helena Eliza Stewart, who was born in Scotland and arrived in Australia about 1860. They had five children but only the youngest Mrs. Christine Jarman was living when this paper was prepared for meeting a few years ago.

Mr. and Mrs. Ainsworth made their home in Norton Street, Leichhardt, in one of the pair of semi-detached cottages Nos. 32 and 34, and I was delighted to see how they had been restored, much more attractive than I remember them as a child; but shortly after it was very upsetting to see they had been completely destroyed and replaced with modern buildings.

Being a very involved member of the community and a real estate agent it can be easily understood that Mr. Ainsworth became interested in Civic affairs and was elected an alderman of the Leichhardt Council, where he served for a number of years.

To digress a little at this time, it would be of interest to anyone knowing some of Leichhardt history, a nephew of Mr. Ainsworth, Mr. David Stewart, was shot dead in Emerick Street Leichhardt, by an irate landholder leaving a wife and two small children.

But, to the Sutherland Shire; William Ainsworth acquired his first landholding in Parramatta Street, South Cronulla and no doubt this would have been in 1895 when the peninsular section was offered for sale. A holiday home was built on this estate, which was bordered by the McLennan Estate on the West and south and by that of his brother-in-law John Atkinson's estate on the south side of Richmount Street, with the house itself fronting Parramatta Street on the corner of Allison Road.

(I do not know the reason for "Parramatta" Street, but "Rich-mount Street was named by John Atkinson after the Manor of Rich-mount in Armagh, Northern Ireland where he was born, and "Allison" was named after Allison Road, Randwick where was Mrs. McLennan's home.)

In the fancy stonework on the verandah of the Ainsworth home were the initials W.R.A. and it was a reminder to all who knew the family of its earliest owner. At that time Parramatta Street was land locked, as it did not open out to the south to Richmount Street, or at the north to Gerrale Street, only starting at Waratah Street and coming to Allison Road. I personally don't re-member the opening up of Parramatta Street, but some of the long time residents do. I have not researched the exact date of the opening up.

In later years Mr. Ainsworth acquired a holding at Engadine when land sales commenced there, and he built a large home there too. I understand there was a resident housekeeper, but when Mr. Ainsworth was in residence, as was done by many early land holders, a flag was flown.



William Ainsworth's house at Engadine with the flagpole.

On the lighter side, Mrs Jarman told me "Mother wouldn't go to Cronulla once the Engadine home was built - she thought too many trees were being cut down and too many people were coming to Cronulla. I was staggered to hear her say this for it was about 1915!

Mr. Ainsworth was first elected a Councillor of the Sutherland Shire in 1917 and served as Shire President from 1919 to 1921; his Presidential allowance was £50.0.0 (to-day \$100.00). In "Sails to Atoms" it is recorded he was a Councillor to March 1922 but this was not so - the correct date is January 1922, the month in which he died. But more of that later.

To Mr. Ainsworth belongs the credit for creating St. George County Council; the water supply scheme was one which he worked hard to complete.

He was an ardent supporter of the scheme to construct a bridge across Georges River and spent a great deal of time formulating the scheme to bring pressure to bear upon the Government of the day to negotiate for a local loan to finance the building of the bridge. At the time of his death plans had been almost settled but regrettably they were not followed up at that time.

As we know the late C.O.J. Monro was the Councillor who took up this appeal and was able to carry on and obtain the monies to give us the Georges River Bridge.

Because of Mr. Ainsworth's knowledge of Public Service methods it enabled him to overcome many difficulties, and he never faltered once he had started a mission.

During his Presidency two important memorials were erected in Sutherland township; the War Memorial outside the Council Chamber: and the Sutherland Memorial School of Arts. It was on Saturday May 28, 1921 that the Governor of N.S.W., Sir Walter Davidson unveiled the former and officially opened the latter.

Councillor Ainsworth's daughter told me a very funny story of happenings on that day, and I am sure you would all appreciate

the humour, in those enlightened days; the arrangements were for the Councillors to meet Sir Walter Davidson at the Council Chambers for the unveiling of the War Memorial in the morning before going to Councillor Ainsworth's home for luncheon, and attend the opening of the School of Arts in the afternoon. .

The guests duly arrived and before everyone went to the Memorial for the ceremony it was found that none of the Councillors had a lady with him; it was not etiquette to have lady Davidson in attendance without another female companion, so a frantic telephone call was made by Councillor Ainsworth for his daughter to leave the luncheon preparations to the housekeeper and cope

at once to the Council. After the function she had to hurry back home to act there as her father's hostess when the guests arrived, Then, for pre luncheon drinks the Gentlemen "retired" to one room where her fiancé assisted Councillor Ainsworth entertain, and his daughter attended to Lady Davidson in the next room.

Can you imagine the "speed" of that car from Engadine to Sutherland and-the necessity for separate rooms for male and female guests as was the custom then? What would have been the 1921 speed limit, or perhaps more pertinent, what speed could a car achieve at that time?

To finish the days excitement, following luncheon the Governor and his Lady, with the Councillors, made a tour through National Park on their way to the School of Arts,, where by this time Miss Ainsworth was awaiting her father's and the other guests arrival to repeat her attendance to Lady Davidson.

Councillor Ainsworth died on January 12, 1922 in Duntroon Private Hospital, Leichhardt, of Carcinoma (Cancer). He was buried on January 14, in the Church of England Section of the Woronora Cemetery and I would like to. quote a very abridged port-ion of the eulogy which appeared in the "Hurstville Propellor" of January '20, 1922.

"The funeral of the late Councillor W.R. Ainsworth, ex- President of Sutherland Shire Council, took place on Saturday last.

The remains of the deceased were laid to rest in the Church of England portion of the Woronora Cemetery in the presence of a large gathering of relative, friends, influential citizens, and representatives of various public bodies.

The procession from the Mortuary Station was headed by Lodge Members in full regalia. Following the coffin, borne by Leichhardt friends were the chief mourners and immediate friends of the deceased, President Monro and Councillors of the Sutherland Shire Council, members of the staff, Mr. Hogan (St. George County Council Electrical Engineer), W.G. Judd (first President of the Sutherland Shire) Ex-Councillors Hyndman, and Cook, Alderman Jones (Mayor of Kogarah and Chairman of the County Council) members of the County Council, Alderman W.A. Lambert ;(Mayor) and Aldermen and ex-aldermen of Leichhardt Council, Alderman T.Cross (ex-Mayor of Hurstville), members of the Woronora Progress Association (Of which the deceased was President), representatives of the Como Progress Association, and many other public bodies.

It was one of the largest funeral cortèges seen at Sutherland for a long time, eloquent testimony of the esteem and respect in which the deceased was held by the community. Many works carried out under the direction of the deceased Councillor in Leichhardt and Sutherland stood as monuments to his memory. Many other works that he had interested himself in, and brought almost to finality, he had not been spared to see consummated. As a member of the Masonic craft, their brother was also respected and honoured.

The Worshipful Master of Lodge Cronulla, Bro. F. Sorensen read the imposing burial service of the Masonic Order.

Mr. Ainsworth rendered many years of useful service to Leichhardt. When he removed his energies to Sutherland the Shire benefited to a large extent.

The deceased will be much missed in the many institutions with which he was connected. He was a worthy man, and the community will be the poorer for his passing away "

Many are the tributes which could be paid to the late Councillor William Richard Ainsworth for his service to the community ---W.R.A. as he was affectionately known was surely a great man.

Being interested in Community affairs in my very small way --I wish I had been privileged to have known my Great-Uncle Will.

Aileen Griffiths

GYMEA BAY SOCCER CLUB, 1927.

Recently the Gymea Soccer Club celebrated its 25th Anniversary. But it was not the first club, the Gymea Bay Soccer Club being formed in 1927.

Members of the team cleared 'apple' scrub for a playing field at Gymea Bay, the site of which later became the first public school. This site was opposite the present day Bus depot.

Players in the team included 'Mick' Jennings, George Swift, Vic. Butler, Joe Butler, Sam Butler, Charlie Clarke, George Edwards, Wally Edwards, Bill Waller, Bill Swift (Snr), and George Merryment

Matches were played against Helensburgh, Waterfall and Cronulla. Mr.J.T. 'Mick' Jennings who was the local bus proprietor some-times transported the team and supporters to matches. -- Mick Derrey

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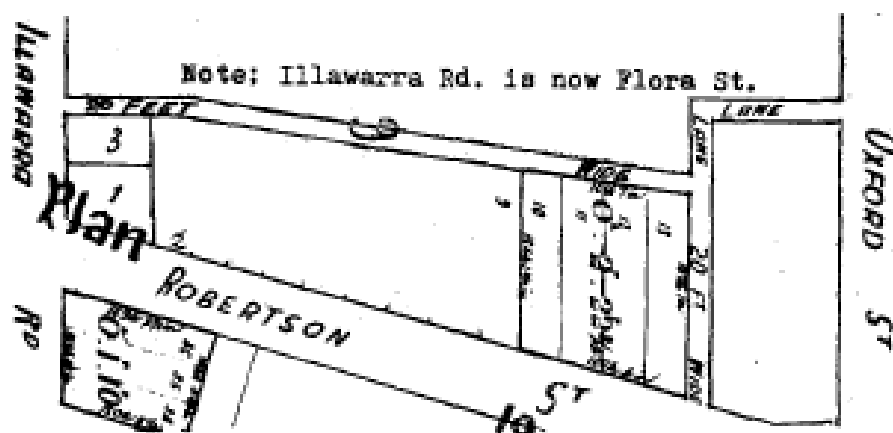
The Woronora River Congregational Sunday School which commenced in 1943, records on a number of occasions during its first twenty five years, "No Sunday School - River in flood".

---From "Light of Faith, Woronora" A.Midgley

THE CATHOLIC CHURCH IN SUTHERLAND

Ground for the Catholic Church in Robertson street Sutherland was bought from the Intercolonial Land and Investment Co. who had laid out the township barely two years before with the coming of the Illawarra railway in 1886.

Transfer of the land was recorded on October 25th, 1888. Signatories were Cardinal Patrick Francis Moran, John Joseph Carroll, Peter Byrne and Joseph Kelly. The area purchased comprised subdivided blocks 2 to 9, being level ground with a lane-way as its western boundary.



In 1891 a wooden building became the Church, and the work ' was now firmly established. It is interesting to note the "St. George Call", a weekly newspaper stated the building was known as St. Joseph's Hall in 1908. Before the hall was used as the church mass was offered in the home of Mr. Kelly near the Woronora Cemetery.

Originally Sutherland was under the Parish of Illawarra, and the priests came up from Wollongong on horseback to hold services four times a year. The work of the Christian faith stems from humble beginnings, and for the parishioners of the small community it was indeed something to look forward to. One likes to think that the priests were granted good travelling weather in their mission.

Sutherland came under the Bulli Parish in 1886 and in 1887 under Kogarah Parish. Services were held monthly, and in October, 1902, Father Grace christened William, the youngest son of Mr. Mayman of Bangor. Predecessor of Father Grace was Father McNamara.

In 1903 Father Henry spent four days in missionary work in Sutherland, the church in Robertson street being crowded, even though Mr. Mylchreest made extra forms, many stood. Father Henry was described as being an earnest and able preacher.

From early days a looked forward to occasion in the social life of the church was the Annual Ball, the proceeds assisting the land funds and other projects. .

Sutherland came under additional Parishes including Hurstville, Penshurst and Cronulla in 1924.

Some dissention arose amongst the congregation when Father William Hawe suggested the church be moved to a site on the hill in Belmont street. It was good foresight, and the move was made. A brick building was planned and through the efforts of Father Hawe the Foundation Stone was laid Archbishop M. Kelly on May 28, 1928.

The first wedding in the new church took place on April 27, 1929, when Robert 'Mick' Derrey married Miss Connie Freeman of Gynea, the celebrant being Father William Hawe.

Father Thomas Vincent Dunlea came to Sutherland in 1934, and in that year the Parish of St. Patricks was formed. When Father Dunlea came he had an American car, but sold it and rode about the parish on a white horse. He was a man who gave to the unfortunate as the effects of the Depression were still being felt, but his greatest work was the creation of Boys Town, a haven and home for abandoned youth.



In 1947 he was succeeded by Father Patrick McManus, Father Richard Funchion and Father Laurence Cruickshank.

It was through the vision and drive of Father Cruickshank that an 'underground" church was designed and erected opposite the other church in Belmont street.

Through his leadership and the work of the builders and voluntary labour this magnificent church was completed and dedicated by Cardinal Sir James Freeman on Sunday, December 12th, 1982.

In August 1984 Thanksgiving services were held to celebrate the Golden Jubilee of the founding of the Parish. The services were led by Archbishop Clancy, and by the Regional Bishop David Cremin on Sunday the 19th.



THE CHURCH IN ROBERTSON STREET

Source: Registrar Generals Dept., "St. George Call", Sister Casimer, authors records.

---Fred Midgley

THE 34th BATTALION, 1918

On attaining the age of fourteen years all the local lads received a notice to report to the Hurstville Drill Hall for a medical examination. On arriving at the hall we were formed into single file as we passed the doctors.

After the examination there came the issue of uniforms. The officer in charge threw you a hat, whether it fitted or not didn't matter. My hat fell over my ears and I had to pack it with the Sydney Morning Herald. Then came the uniform. I was thrown pants and tunic, and puttees - all oversize. The boots fitted.

We were issued with a time table of all the Parade days and when to attend for the year, 2.30- Wednesday afternoons or 2.30: Saturday-afternoons. Our Parade ground was on the corner of Kareena road and north Port Hacking road, directly opposite the now Kareena Private Hospital.

Every year athletic events were held to find the champion of the Battalion. Not having an area large enough in the Shire to hold the events for the 100 yards, the 220 yards and the 440 yards, the Port Hacking road was used from Kareena road to The Boulevard at the Six Ways.

The local champion selected would compete against champions from the South Coast and other Battalions on the Sydney Sports Ground, in the 220 yards and 100 yard events. Fred Widdon and 'Nipper' Giles were our champs. The only boxer to compete was Si Speedy, a lightweight, 9st., 91b. from Taren Point. He had two brothers, Matt and George who were professional fighters, so he had plenty of training.

Periodically we spent two weeks in Liverpool camp. We were billeted in long tin sheds and while in bed it was nothing to see a bayonet driven through the walls near your bed. It was only luck some of us were not bayoneted or even killed.

Some of our officers at this time were Eddie Bye and Warrant Officer Clive Ley. Eddie Bye became a doctor and later Superintendent of Sydney Hospital. During World War 11 he was taken prisoner and was mentioned for his deeds in prescribing medicine from weeds for his mates. Clive Ley was the son of T.J. Ley who lived where the Mary Immaculate College is today in President Avenue, Sutherland.

T.J. Ley became the member of the National Party in the Hurstville electorate in 1917. His Labor opponent, McDonald vanished before the election, and was never seen again. Ley became Minister of Justice during his three years in Office. He went to England and was involved in the Chalk Pit murder, was sentenced, and died in gaol.

----- Mick Derrey

WELSH COLONIALS

Compared to the English and Scots, very few Welshmen have migrated to Australia. Altogether, there are about 35 000 people of Welsh stock in Australia. The Welsh have a strong sense of family and the tie to their homeland is never forgotten. Probably this is why they do not migrate very much.

As Captain Cook sailed along the east coast of Australia, he thought it resembled the coast of Wales and he called the area New South Wales. Today, one part of the eastern coast looks even more like Wales than it did in 1770. It is the coalmining area around the town of Kurri Kurri near Newcastle. In this area many Welsh migrants have settled. Miners came out from the coalmining districts of Wales to work in the mines of Newcastle. They named many of the towns in the region after the names of towns in Wales: Cardiff, Swansea, Aberdale, are a few. What is unusual in this area is that migrants from Britain do not often cluster together like they have done around Kurri Kurri. In the cities the Welsh tend to mix in with the Australian community. However, they do keep in touch with one another through the Cymmrodorian Society (a Welsh word meaning "Meeting of Comrades"). In Melbourne they have the Cambrian Society (Cambria being the old name for Wales). The Welsh join these societies to help preserve the traditions of their homeland.

In the late 1800's working conditions were very bad here, 10 hours a day was worked and they found the heat very trying. A Welshman named James Stephens was a leader in the campaign for an 8 hour day. He said that owing to the heat and oppressive climate they needed more rest than workers in England. We still celebrate his victory on Labour Day.

Welsh people love to sing and singing is an important part of their community life. In Wales it used to be a custom in each village for people to gather in a hall and sing. The gatherings were called "Eisteddfods". This Welsh custom has spread to many countries. Here in Australia musical and singing competitions are often called "Eisteddfods".

The Welsh are very fond of family life and cooking is an important part of it. In Wales we just might sit down to a breakfast of Welsh Rarebit.

Welsh Rarebit

½ lb. Cheese
1 tspn Butter
2 tspn Worcestershire Sauce
1 tspn Dry Mustard
2 tspn Flour
4 tblspn Beer (Milk if no Beer)
4 slices Toast Salt and Pepper

Welsh Pancakes

Batter:

4oz. Flour
1 Egg
½ pt. Milk
Lard for frying
Sugar and Lemon
Pinch of Salt

Griddle Cake

8 oz. Flour
3 oz. Butter
2 oz. Castor Sugar
1 Egg
2 oz. Currants
1 tspn Bicarbonate of Soda
2 tblspn Milk
Pinch Salt

Caws-Wedi-Pobi

Toast bread. Grate cheese into saucepan and heat gently till it melts. Add all ingredients and mix well. Spread over toast and return to the grill and brown.
Serves 4.

Crempog Cymru

Sift the flour and salt together. Make a hole in centre and add the egg. Add 2 tblspns liquid and stir until all ingredients are mixed well. Add rest of liquid gradually. Heat lard in pan, add batter, 2 tblspns at a time, shaking pan as they cook. Turn and cook other side. Turn onto plate and sprinkle with sugar and lemon. Roll up and keep warm under a low grill.

Teisen Gri

Sift the flour, bicarbonate of soda and salt together. Rub the butter into the flour and add the sugar and fruit. Beat the egg and add with enough milk to make a soft dough. Turn onto a floured board and roll out to a thickness of ½inch. Cook on a hot greased griddle.

NURSE LOBB

Kate Meredith came from Wollongong, How and why she came is not known. With her husband they conducted a small store on the corner of Railway Parade (now Princes Highway) and what is now Flora street, opposite the Post Office. But in those days it was only a lane from Eton street to the High-way.

When her husband died she married Arthur Lobb, and made her home in Merton street. Arthur Lobb claimed to be the first pupil to register at the new Sutherland school with Mrs. Maria Meyer the teacher in 1887.

Arthur Lobb's father, Daniel, came from England and married an Australian girl, Miss Hannon, who was of Irish descent, and a Catholic. Daniel was Church of England. Daniel went to Hill End among the diggings and opened a shop and a hotel there.

Daniel Lobb later had white hair and a goatee beard which was trimmed and cut by Paddy Grainger of Loftus. Daniel operated a horse bus and coach service from Loftus Junction, and to the National Park, where he lived.

The Lobbs next lived in Eton street in a group of three houses, one of which was occupied by Charles "Toby" Diston who ran a coach and undertakers business. The houses stood on the site of Sutherland High School - the first in the Shire opposite the eastern end of Station street (now Boyle Street).



Nurse Lobb in earlier days when going about her duties in a horse and sulky and as the weather necessitated would travel with an umbrella.

In 1928 Arthur and Kate Lobb bought a new model A Ford tourer which their daughter Lil learned to drive. The car cost £210 (\$420), and was of great benefit in getting Nurse Lobb to her appointments such as driving to Menai Me to nurse Mrs. Mayman, Snr.

In the early days some of the people of Sutherland area were very poor, and Nurse Lobb often came back home to get clean rags as the patients didn't have any.

In 1932 Arthur and Kate Lobb's daughter married Ted Lye's son Arthur, pioneer settlers in Miranda. Ted Lye (snr), had a house and farm where the Miranda Fair now stands, Arthur Lye worked as a carrier for the Miranda Co-Op. Trading Society. His grandfather, Ted Lye at one time worked for McArthur-Onslow.

Source: Interview with Mrs. Lil. Lye,
daughter of Arthur and Kate Lobb, 15 May 1979.

----Fred Midgley

THE OLD STEAM TRAM

The following lines were written by Mr. H.F. Bennett and some of his mates in the 1920s, telling in verse of travel on the Sutherland - Cronulla steam tram. The motor bus referred to is probably the service operated by Ted Newlyn c1924-26. The second verse is repeated like a chorus at the end of the following three verses.

As I come home from work each night,
 The lights in town are shining bright,
 We leave behind us the city's glare,
 Our worries and troubles, and all our care
 As into the tram we cram.
 Borne from afar on the gentle breeze,
 Joining the murmur of the blue gum trees
 Distant tones of an engine roar,
 Means we are there, so we rush for the door
 And jump into that old steam tram.

And away we go with a puff and blow,
 And Bill comes along to collect our dough,
 Threepence, fourpence, all the way,
 Wherever you go you have to pay,
 If you go by the bus you'd better beware,
 Or Bill will teach you how to swear.

And soon you feel the bumping and the bustling,
 As along the track the old tram is hustling,
 But in our smoker all is gay,
 Everyone's got such a lot to say.
 But you can't hear the roar of the tram,
 Whatever you do, don't get to your feet,
 For someone is sure to jump into your seat.
 There's bound to be an overload,
 Till old Bill yells out 'Sydney Road'
 Then first sections will jump out of the tram.

You look along the line for people who wait,
 You realise the tram is a few minutes late,
 The bus has gone on before
 And Bill won't pick them up any more,
 They've given up the old tram.
 Bill sat down and wept and cried,
 And then Les yelled "Plenty of seats inside;
 Don't get in the tram to moan and Whine,
 We'll get you there in half the time,
 So hop in and don't wait for the tram".

Bill felt so lonely standing there,
 As at the bus he'd sadly glare,
 I wonder what they'll do to me,
 When I no longer will needed be,
 In the poor old obsolete tram.
 When suddenly the good old bus broke down,
 Bill with delight jumped about like a clown,
 "If you will about five minutes wait
 We'll get you there less than an hour late.'

And away we go with a puff and a blow,
 And Bill comes along to collect our dough,
 Threepence, fourpence, all the way,
 Wherever you go you've got to pay,
 So cheer up Bill you needn't whine,
 We'll eat your smoke till the end of time.

-----Bob Bennett



"EIGHT BOB A DAY"

On June 4th, 1910, the question of the unskilled labour award arose at the Monday meeting of the Sutherland Council. The Council was unaware of their position under the award now the position was elucidated by the Registrar to whom the Shire Clerk had applied for advice.

"I know it's affecting the tramway contract" said Clr. Cook referring to the Sutherland - Cronulla tramway under construction. "The contractors are weeding out, and putting off all the men not considered worth the eight shillings".

Source; 'St. George Call'.

UNCOVERING THE FACTS

I was very interested to read the President's notes in our August Bulletin to which I would like to comment. Harold states we must do all we can to encourage the people who are fighting a stiff battle against the heavy odds of pollution and erosion. I must say Harold, our plea is seventy eight years too late.

Having been born in this Shire when most of it was virgin bush I remember when our creeks were crystal clear. I have seen most of our early roads ploughed and formed by the Council in 1909, although Council came into being in 1906. So much work of more importance had to be carried out such as bridges over creeks. The roads I saw ploughed and formed in 1909 were Eton street from President Avenue to the Princes Highway; Flora street from Eton Street to Acacia road. Then came President Avenue from Eton street to North West Arm road.

It was in those early years pollution and siltation of our rivers was born in this Shire. The early roads were formed of earth and so were the gutters one foot deep, but it wasn't long before the gutters were washed out to three feet deep.

Our drinking water areas were silted up from the roads. It all commenced with the formation of the Shire Council. They had no option. With no bitumen thought of until 1917 dirt and gravel was their only means of making roads, which brought about the siltation.

Then in later years sullage pits where detergents were used and oil from garages destroyed all our creek life, tadpoles, frogs and crayfish on our salt water bays and rivers. Where oysters grew in abundance on the rocks it is now a slimy mess.

Our Soldier crabs parading in their millions on the sandy beaches have now vanished. I often read of people referring to our beautiful Cronulla beach. I can only refer to it as a polluted mess, not being the beach I once knew. The sand dunes that extended from the Kingsway fronting what is now the Workers Club to Kurnell governed our beaches. With the aid of prevailing winds these have also vanished.

As I see it the time is drawing near when we will have to purchase a kilo of sand for the floor of our bird cage. Keep on fighting Harold, I know your plea is falling on deaf ears. In conclusion I am waiting as one who has seen this Shire when the population was a little over one thousand.

Mick Derrey

The article in the August Bulletin submitted by Aileen Griffiths, "Rules for Nurses and Other Members of the Hospital from the Standing Orders of St. Thomas's Hospital 1699-1752" was given to her in 1980 by Mrs. Janet Peters O.A.M, State Chairman of the United Hospital Auxiliaries whilst visiting hospital.

IN THE GREAT DEPRESSION

ON THE TRACK

On the track our cooking utensils came quite cheaply. large preserved fruit tins for tea, half gallon pie-apple tins for cooking, half of a four gallon Kerosene tin made an excellent bucket. Most of these items were freely obtained at the local garbage dump, and every town had one. It's like shopping, if it's not obtainable at this store, try next door.

The railway provided free clothes lines, grillers, poker, toasters, and it was quite common to see a belt around a man's waist made of a single strand of fence wire having two hooks at each end for a buckle. The newspapers did mention vandalism caused by swagmen to the fences but this was only partly true, the swaggie only took a piece of wire from the bottom strand.

Of the free travel on the freight trains was greatly appreciated by us, 'from state to state use a freight'. We were also blamed for vandalism to schools. This was also not correct, schools and such buildings were regarded as being sac-red to us for they were our haven. It paid everyone to keep them as clean and tidy as possible.

A good bushman can tell his compass points in the night by the Southern Cross, which, God bless him Peter Lalor brought to our notice and to our flag. In the daytime he selects a tree in the open and looks for the red moss on one side, like old red paint; stand with your back to that and you are facing south, the rest is common sense. When I first set out to walk the road I didn't have a blanket or a wagga, I only had an old World War I military overcoat. I had to button it up, put a sugar bag in the neck hole and crawl in clothes and all, less boots, these being my pillow. I also had a corn sack that I found on a fence drying. Someone may have stolen it and I didn't want that to happen, it was quite safe with me, for this corn sack covered me from neck to waist where my coat ended.

I eventually made a wagga. These are made by putting all the old socks and jumpers or anything of wool in between two sheets of unbleached calico. A wagga is a sort of rag sandwich. If you had a mother or someone with a sewing machine

it was extra good to sew them like a quilt, and also to bind the edges. Advantages over a wife the wagga never complains, but is a disadvantage if it gets wet for it takes days to properly dry out. Remember we had no plastic sheeting those days, but we did have oilskin, a tarred thin canvas. This was always sort of sticky, and there was a ground sheet which was a single sided canvas coated with rubber, but this was expensive. I recall it was ten shillings a square yard.

An excellent and very comfortable bed is on the doormat in the recessed area in front of a shop in a small town, and as you are on private property the police could'nt move you on. It's up to the shopkeeper to take any action, and unless you have been up to something he won't, for he is afraid of what you might do tomorrow night.

The sign of plenty is given thus; you get a narrow stone about four inches long and narrow, then place it on the chain side gate post, pointing at the property. This means you could do alright here, for I did. However if the place is a dead loss, turn the stone across the toe opening, this means don't waste your time, just keep going. All the good news is passed on by word of mouth.

Never set up camp on the top of a hill, for it's always windy, the same with the bottom of a gully, it's cold down ' there. Also snakes and many creatures go to the water at night, some to drink, and many to get prey.

-A Swaggie has a pretty well defined day. His timetable is; Up at daylight; (the birds let you know when it's time to get up anyway); breakfast of rolled oats and sugar, bread and drip-ping toast. Pack up and away, and keep walking till about 10am. or when it gets too hot, then it's stop for lunch, kip time. Lunch would consist of bread and cheese followed with a slice of bread and sugar, followed up with several cups of tea. I don't take sugar and milk in tea, nor do I smoke since the 1930s.

A NASTY TURN

A very unpleasant experience was when we found ac old square railway water tank on Tamworth garbage tip. The two of us made ourselves comfortable out of the rain, when along came an old bloke whom we found out was dying of T.B. He moved in with us and we found he was well provided for, for he was on a pension.

He tried to be friendly giving us tins of beans and cheese, but he never stopped coughing, day and night. It worried the daylight out of us.

It was that type of coastal rain that never lets up, and we put up with it for three days misery before we were able to move on by now fully convinced we had contracted the White. Plague.

Personal experiences of Depression Days----George Heavens

On November 4th, 1899, Mr. Charles Bentley of Menai bought the following from Harry Farr, Family Grocer , Tea and Wine Merchant of Forest Road, Hurstville.

10 lb of sugar.1/8; 2 tins of milk 10p, ½lb of currants 2 ½p, 2 lb of butter 2/0, ½lb of arrowroot biscuits 3 ½p, 1 tin of cocoa 3p, 31b of dates 7p. Total 5/10 ½d.

---F. Midgley

J. H. TYLDESLEY'S HOTHAM POULTRY FARM

Over the years I have often been asked about Tyldesley's farm, being the only person alive to have seen them come, and see them go. I was born on the corner of what is now the North West Arm Road in a shack with a grass roof and clay walls, with a small drain down the centre of the shack where the water would run from the front to the back, and to carry the water when the roof leaked. A small board was placed over the drain to act as a bridge to enter the bedrooms. I mentioned this because it is part of the Tyldesley story.

It was 1913 and I was 9 years old at the time when my father had just completed clearing 5 acres on the western corner for a Mr. Charlie Whitehead. He was then approached by Mr. Tyldesley to clear 2 acres of the 12 acres which he had obtained from the Holt-Sutherland Estate, to build his home on the corner of Hotham Road and President Avenue, on the high ground north of what is to-day the President Hospital.

Before building the brick home Tyldesley had a long galvanised corrugated iron shed built running east to west with a concrete floor and partitions, some having doors, and some were open. When completed the family arrived, Mr. and Mrs. Tyldesley and three boys, Ron, Allan, and Bert with their furniture,, where they lived for approximately six months while the brick home

was being built by Sid Zealey an English bricklayer who had first arrived and settled in Hotham Road. It was during the six months residence in the tin shed that Mrs. Tyldesley visited my mother to introduce herself seeing my mother was her closest neighbour. The visit was very short. When my mother opened her front door and Mrs. Tyldesley looked inside my parents and children sank below the bottom rung of Tyldesley's social ladder. It was the first and last time that Tyldesleys spoke to our family.

Eventually the Tyldesley's home was completed. Although the farm was known as Hotham Farm the house was named Ron-Al-Bert, being the name of the three sons. Up to this stage the large room you see to-day on the south side was not added, coming later.

It was here that Tyldesley set to build his poultry farm,, Where to-day you see the President Hospital there was a creek, also a waterfall with a drop of approximately 20ft. This did not satisfy Tyldesley as far as a water supply was concerned, Tyldesley employing four men to build a dam in the creek. They were there for six months blowing out rock, which was dumped in the corner of Hotham Road and President Avenue. When they finished all the



"Hotham Farm" in 1922

blasting they built a concrete wall to harness the water which left a dam approximately 25 yards long and 30 foot wide.

It was then work started in earnest. A large corrugated iron shed was built on the north bank of the dam where the Hospital is to-day and was used to house a large engine and pump, and a generator for electricity for house and farm. For the storage of water Zealey built large round brick tanks plastered inside and out on the high ground in the north-west corner of the twelve acres, about half way between Hotham Road and Bath Road.

With the tanks completed Zealey had the task of building brick poultry sheds 50 yards long in the east-west direction with the fronts facing north. Zealey built half a dozen sheds. In the meantime Zealey sent for his brother-in-law, a carpenter in England to assist in roofing the sheds and for general carpentering throughout the farm. With the roofing of the sheds completed, provision was made for lighting of the fowl sheds with electricity and also the walkways where switches were fastened to posts.

While all, this was being done the dam builders were retained with horse and dray to build a tennis court on the corner of Hotham Road and President Avenue where the entrance to the Hospital is today. Provision was made for night tennis.

Tyldesley at this time was promoted to a higher position with the Balmain Starr Bokett Society, and it was time for entertaining. It was then Tyldesley had the large ball room added to the existing home, with the windows overlooking the tennis court end President Avenue. It was in the ballroom you see today where the ballots were drawn for £500 or £1000. Tyldesley always was a winner. It was also in the ballroom where singing and dancing continued into the early hours of the morning.

It was a hive of industry, the whole area by this time was lit by electricity. The large engine would be pumping water to the tanks in the north-west, while power was also being generated for the tennis court and home. It was in the ballroom on one ballot night the Tyldesley Tennis Shield was donated, which is in existence to-day.

By this time Tyldesley was wanting more land. He purchased 7 acres of oak forest to the north from a Mr. Blood. This extended from Hotham Road to Bath Road and had been cleared by Charlie James and his bullocks., The area to-day is taken up with Avery Avenue. the railway and Clements Parade. He also purchased 4 acres directly opposite his front gate from Mrs. Horner, which he had cleared by James and his bullock team, and ploughed. This became Tyldesley's green feed paddock watered from a large tank on a stand 20ft. high which was filled from the dam. The water pipes crossed Hotham Road. large beds of lucerne, oats and corn were watered by gravity and sprinklers where one bed could be isolated from the other when watering.

Money was no problem for Tyldesley. For the watering of the approximate 5000 fowls he had a ball cock drip system was in-stalled, fed from the large tanks in the north-west of his property. His poultry feed came to Sutherland by two or three rail

way truck loads, namely wheat, pollard, bran and corn. It was usually carted and stacked in the large sheds by the Lovedays and Lyes in their heavy spring carts, not having any motor trucks in 1914. It was not like they are today.

Tyldesley employed Jim Morley for feeding the fowls, milking the cow, and tending to the pigs which were housed on the western boundary half way to Bath Road. Jim Morley was a 365 days a year man, and he was employed there for many years. He never had a holiday. Although Tyldesley had three sons I never saw them assist on the farm in any way.

The two elder boys, Bert and Allan attended Fort Street High, and the younger Ron, attended Sydney Grammar School. At times I would pass them on their way to catch the tram to go to the city beautifully dressed in their Knickerbocker pants and straw biscuit hats. They would never think of talking to me with my patched pants and bare footed.

But what is still embedded in my memory is Tyldesley's Christmas party for the elite of the Balmain Starr Bowkett Society. When the ballots were drawn dancing took place and Tyldesley was in great demand as a singer on these nights, although the closest I got or any of my family to the party was in the front yard of our shack on President Avenue. To-day, when I hear Harry Secombe it always reminds me of Tyldesley. How his voice would carry through those windows on the President Avenue side of the big home. The area being nearly all virgin bush and no cars or disturbing noises, his voice would echo down through the gully towards North West Arm.

On Christmas morning after the party Ron, Allan and Bert made for President Avenue to try out their three brand new Speedwell bikes. How I envied them, not being spoken to, and not being invited to have a ride on their bikes. At this stage I was 11 years old in 1915, and you can imagine how it cut me to the core. The same thing applied on those summer nights when I would stand at the fence on President Avenue holding my little vees, so as they could see me to invite me in.

In 1915 Tyldesley had two brick holiday homes built on the Esplanade at Cronulla by Sid Zealey and my brother Fred, his apprentice. After completion they laid the bricks on the first Council Chambers in Eton Street, Sutherland. Then disaster struck about 1925-28 when Tyldesley's empire collapsed. All the property was lost of approximately 24 acres fronting Hotham Road and President Avenue and the brick homes at Cronulla. Mrs. Tyldesley walked out of the large home you see today a pauper, and settled in the slums of Sydney with her second son Allan who was on the verge of going blind in both eyes, which he eventually did. The elder son Bert, married, and went overseas only to die and be buried at sea. Ron the youngest son vanished to where I do not know.

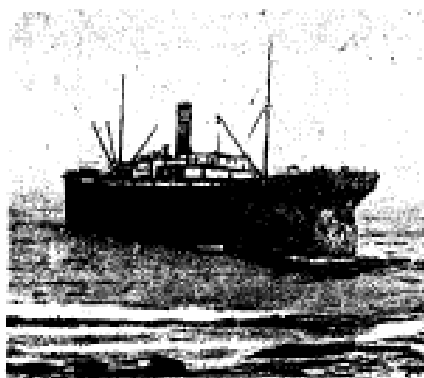
Although Mrs. Tyldesley was living under pauper conditions she was not forgotten by the two she rejected for years, namely Mrs. Bedford and my mother. Every fortnight Mrs. Bedford would

make small cakes and pack half a dozen eggs, and my mum would bake a small duck and pack it for Mrs. Bedford to take to Mrs. Tyldesley. When I saw Mrs. Tyldesley and her two sons close that front gate in Hotham Road for the last time, all my envies turned to sorrow.

As I unwind my memories of 80 years of the area and our old Shack. I think of the creek which flowed from what is now Kirrawee station, the water from which I was washed when born. It is still flowing under the now President Hospital to end up in Dents creek. It reminds me of 'that old man river that just keeps rolling along'.

Mick Derrey

CLAIMS OF THE SEA



There have been numerous ship-wrecks along the coast between Port Hacking and Botany Bay, where sailors and fishermen have struggled to the shore themselves or by rescue; others have not been so fortunate,

From small vessels to one of 1455 tons they have included coastal steamers, schooners, sloops, ketches, barques, colliers, cutters and trawlers. Not all were total losses however, such as the S.S. 'Thode Fragelund' which became stranded off Cronulla beach on the reefs in January, 1908. The ship was

eventually re-floated, though badly damaged. The cost of repairs was extensive.

Six years later on the night of January 26, 1914, the steamer 'Wear', ran aground at Cronulla. In the ensuing court proceedings evidence was given that the stranding of the vessel was the fault of the master in not navigating with due care. The Court for that reason called on Captain Keates to show cause on March 4th, why his certificate should not be cancelled or suspended.

Huddart Parker, owners of the ship 'Wear' declared Keates, a Master for 10 years, to be sober, reliable and careful in navigation. Captain Keates in his defence stated that he was over confident.

The finding of the Court was that Keate's Captains Certificate be suspended for three months.

Source: 'The Observer', 'St. George Call', authors notes.

Fred Midgley *

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EXCURSION REPORT

Since the August issue of the Bulletin the Society has had very enjoyable outings with members of the Burwood and Hawkesbury District Historical Societies: we were very grateful for the manner in which we were received by our hosts.

By the time this report comes to you, we shall also have visited Maitland: the Hon. Secretary has promised us an interesting and enjoyable programme, and the Excursion Committee has included some surprises to add to the enjoyment of the week-end.

The outing of Saturday, November 17, to Brisbane Waters is fully booked. If you wish to join the tour please contact Mrs. Cutbush - we have a waiting list and will advise you if there is a cancellation. Tickets \$9.00 for members, \$10.00 for visitors. The coach leaves Cronulla at 7.30 a.m., arriving at Sutherland 8am.

For Excursion bookings and details please ring Mrs. Cutbush 523 8147 or myself, 523 5801.

As this will be the last Report for 1984, may I say to you on behalf of the members of the Excursion Committee "Thank you for the support and encouragement given to us".

Aileen Griffiths Convenor

MILESTONE

Some eighteen months ago attention was drawn to the Council of the Society that the stone marking the 17th mile from, Sydney has been removed to make way for a new traffic control box near the intersection of the Princes Highway and Flora Street, Sutherland. Enquiries to the D.M.R. and Sutherland Shire Council failed to find any trace of the milestone.

Early in October Mr. Dennis Stapleton, a member of the Society notified a member of the Council of the Society that he had obtained the milestone from another person. The stone now belongs to the Society, and thank Dennis for his vigilance in this matter.

The milestone originally stood in front of the old Sutherland Post Office, but when the new building was erected it was removed to the site mentioned earlier in this article. The milestone also indicates 28 miles to Bulli.

F.M.

COUNCIL OF THE SUTHERLAND SHIRE HISTORICAL SOCIETY

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SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

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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 the source; material still in copyright, (the date will indicate this) it can not be re-written without the author's consent.

If hand-written, please print names in CAPITAL LETTERS.

Contributions -for the February Issue must be In the hands of the Convenor no later than January 11, 1985.

Monthly Meeting of the Society are held on the second Friday at

Recreation Staff Room of the Council's Administrative Centre, Eton Street, Sutherland (2nd floor). Visitors are welcome.

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