

# SUTHERLAND SHIRE HISTORICAL SOCIETY

## QUARTERLY BULLETIN



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## PRESIDENT'S NOTES

This issue of the Bulletin brings us to the end of the year as far as the main functions of the Society are concerned, terminating ultimately in the General Annual Meeting in March, when we on the Executive Committee finish our duties for the year.

The year has been one of change and I am grateful to members of the Executive for their support. I am particularly grateful to Mrs. Sheppard for taking up the Treasury duties and to Andrew Platfoot, a new member, for taking up the duties of Secretary.

The Shire Council has our gratitude for accommodating us on our regular nights even though substantial alterations have been taking place in the building. We are thankful also that the Shire has begun work on restoration of the old School of Arts and for their handling of the Society's items which were stored therein.

The Society has not been dormant over the Christmas holiday period. On Saturday, 29th December a team of four organised by Fred Midgley collected a hand operated chaff-cutter from an old farm shed in Peakhurst, after the owner had made many telephone calls in an effort to save it from the tip. The machine has been squeezed into Fred Midgley's shed.

Members are invited to continue supplying contributions to the Bulletin, even though some contributions may have to wait for a later issue. Suggestions for any regular meeting will also be welcome.

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## FIXTURES FOR MONTHLY GENERAL MEETINGS

February 8: Mr. Richard Gould; Address on-THE BENEVOLENT SOCIETY

March 8: ANNUAL GENERAL MEETING

Members must be financial to take part in the election of officers for 1985-86

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A LIGHT IN THE RAIN

I was sitting on a log in the rain one afternoon feeling very miserable. It had rained for at least a week and looked like keeping on, when along came this bloke. He must have been in his late forties, but was pretty smelly and had a black dog. He said, "Why don't you light a fire". I looked at him and said, "You're mad, how could you light a fire in this lot?" He replied, "Call yourself a bushman", and went off with his billy, coming back later with more dry tinder than one could credit, a tightly packed billy full. He then arranged a castle of sticks (all wet) and when it was ready lit a match and started a fire in his billy lying on its side, When the fire; got going he tipped it slowly out and put the sticks over it. We were then able to make a nice hot cup of tea. I had nothing to cook, but I recall I had toast and Ruby plum jam (7 ½ pence a tin) for my tea.

The roads were all bog and mud with big holes, so we didn't move on next day. To keep out fire burning continuously we dragged a big log out of the bush and laid it across the fire, the embers , from this would enable it to burn in halves, when to our surprise out came a 6ft. black snake. He didn't like the change of temperature. We killed the snake and hung him on a tree limb.

Later that night we were trying to keep dry as well as dry out, a sort of steam yourself process, when a big car pulled up and a man came over to us. He asked in a very cultured voice with a distinct Oxford accent if he could use our fire for a moment. Of course we said yes. He then proceeded to remove his trousers, shoes and socks, took a demijohn of water out of the car and commenced to have a sort of bath in front of the fire in the rain.

We had strung a piece of hessian above the fire but it was not very waterproof. His mate then also had a bath. They had had a puncture a few miles back forcing them to change the wheel in the mud. Expressing their eternal gratitude to us for our truly Australian hospitality, they left us, but not before slipping two half crowns into my hand (2/6). He for-got his socks, but I won them on a toss.

Source: Experiences of the author

--George Heavens.

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COUNCIL DOINGS: Sutherland Shire Council decided to raise the Shire Clerk's salary by 10 shillings a week. All rates owing to the Council by August 28, were the subject of summonses.

-----St. George Call, July, 1911.

THE CAMOUFLAGED HORSE

It was the latter end of February, 1918, when I was beginning to count the weeks and days to the end of my schooling when I met a mate of mine who lived in a weather beaten weather-board cottage at the rear of a row of large pine trees fronting the Princes Highway, and Bath Road, where Hocking & Rose and a garage and service station are to-day.

His name was Sid Simmons and he asked me if I had left school. and I answered, "No". I then said, "Why do you ask me that"?. It was then he told me he was working at Milner's Nursery. Milner had asked him to find another kid to work at the nursery with him. I said to my mate, "from this minute I am fourteen". Seeing up to this time I was supposed to have attended school for five years and all I had learned in that period was to tell the time.

Milner lived at Arncliffe and came to the Nursery, Monday, Wednesday and Friday. Sid told me to come and see about the position. I was there bright and early applying for the job in short pants and bare-feet. When I asked Mr. Milner if he had any vacancies he said, "Yes, you can start Monday at 7.30, but you will have to wear long pants and boots. There is plenty of spade work to be done". This I could not understand seeing two horses a plough, and the necessary equipment for ploughing.

Not having a pair of boots or anything on my feet since my booties. when I got home after securing my job I thought of my brother's boots and pants which he had stored away after he had enlisted in 1916. He had been bricklaying on the building of the first Council Chambers. Mother had washed the pants and my brother had painted the boots with Neats foot oil, all in preparation for when he returned. Seeing he was away nearly two years in France I thought I may as well make use of them, which I did for my first job.

On arriving at work on Monday morning at 7.30, I said to my mate Sid, "How do you know what to do, not having a boss"? With that Sid brought out a job book stating all the work Milner wanted done. The list read; dig the bed below the daffodils, weed such and such a bed, tee tree to be replaced on fernery. He never said where to get the tee-tree, or how. There was so big an area to be replaced.

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After I had been there a week Milner said he was getting a Vet. to inspect the horse which had patches of mange where the hair would not grow. Eventually Mr. Stewart the Vet. from Arncliffe arrived, and gave the horse's body a thorough overhaul. On inspecting the head under the jaw bones, Stewart said it was infested with Bott fly eggs. My mate and I had never heard of Bott flies. Stewart then set too to prescribe the treatment for the Bott fly, which was a drench taken by the mouth. Sid and I had to take notice of what the Vet. said. Then came the instructions for the treatment of the mange which read; one lump of rock lime of approximately three pounds, place in a large bucket and completely cover with water, and take care the lime did not dry and burn; stir into a thin cream, and then add three pounds of sulphur powder and stir thoroughly into a very thin cream. Apply with very soft paint brush, the reason being if a course brush was used it would irritate the mange and the horse would rub against a tree and break the skin.

After all these instructions my mate and I set to work to paint the affected spots. By the time we painted all the affected spots, there was little of the original chestnut colour left after the first application, which was to be repeated every morning. After a week of applying the lime-sulphur, all that was visible was the eyes and tail. It looked a pitiful sight.

With our digging and weeding completed I mentioned to my mate about the tea-tree for the fernery. I also mentioned where it grew in abundance - on the bank of the creek where Gynea Railway Station is to-day, to Sylvania road. Up to this time there was no Chapman and Premier streets, or Manchester road, just wilderness.

Although my mate was the senior hand, I made all the suggestions. I also mention our camouflaged horse, which didn't seem to be suffering any discontent from the mange, to be harnessed up to the spring cart to carry the tea-tree. Seeing the boss Milner only made a visit Monday, Wednesday and Friday, we settled for Thursday, his day off.

We were both embarrassed as we drove down President Avenue. As we went through the scrub to where the tea-tree was there were two cows and a horse grazing; in the creek. When they saw our horse they went mad, kicked their heels in the air, ran fifty yards and looked back. They must have thought our horse was something from outer space. On arriving back at the nursery who should be there to greet us but the Boss Milner. My mate Sid, being senior, copped the full fury of Milner's tongue, while I stood back.

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## **Fruit Trees, Roses, etc.**

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—at—

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**President Avenue, Sutherland**

Near Oak Road.

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A post card will bring all particulars.

LET ORDERS CALL FIRST

Three or four days after the old camouflaged horse died, not from the affects of the mange, but the effects of the Bott fly. My mate and I then had to dig a hole to bury the camouflaged horse whose remains lie fifty yards at the rear of what is today the Palms Nursing Home at Kirrawee.

--Mick Derrey

Advertisements from Sutherland Shire Council Local History Library  
St.George Advocate', 18/3/1899 &'St. George Call ;1917.

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### SUTHERLAND HEADMASTER

On Thursday night, June 5, the Sutherland School of Arts was a "full house" to express esteem and gratitude in a practical form to Mr. W. Hunt, headmaster of the Sutherland High School for the past twenty years, on his retirement.

The President of the Shire (Clr. J. Skillcorn) occupied the chair, and stated he had great pleasure in welcoming Mr. Hunt to such a large gathering, and wished him every happiness in his retirement.

Mr. White, the District School Inspector, representing the officers of the Education Department, spoke of Mr. Hunt's high qualities as a teacher. He stated he had been asked by officers of the Department to express the hopes that Mr. Hunt would live long to enjoy his retirement.

A presentation was made by Mrs. Howard, a former secretary of the Sutherland Parents and Citizens' Association on behalf of the citizens of the Shire and former pupils of Mr. Hunt.

Mr. Stupart, President of Sutherland P.& C., spoke of the co-operation the Association had received from Mr. Hunt and of his willingness at all times to assist whenever possible.

Mr. Hunt, replying, thanked all for the expressions of gratitude and good wishes, and related some of his experiences prior to, and since, his transfer to Sutherland.

Added to the evening's proceedings was an excellent varied programme of sketches and song by the old students of Sutherland School.

Source; The'S.C.A.M.' June 14, 1947. -----George Heavens

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### SNIPPETS FROM THE PAST

JULY 1902. Mr. Job of Sutherland, accompanied Lord Hopetown (to be Australia's first Governor General), as far as America being Masseur attending His Excellency.

July 1904. A body discovered on Saturday, 16th, was unidentified, it being a victim of the ship "Nemesis" wrecked off Cronulla.

### EARLY LANDHOLDERS OF PORT HACKING

Owen Byrne was the first to apply for land in this region on the 13th May, 1822, for an area of 300 acres at the rate of five shillings per acre, with a total cost of £92/10/0. This land was granted on November 5th, 1823.

Owen Byrne then applied for 400 acres in lieu of the 300 acres on May 5th, 1826, in the time of Governor Brisbane. This Portion 5, was sanctioned, Byrne paying the Collector of Internal Revenue a further amount of £7/10/0, making in all a total of £100. The 400 acres covered most of what is to-days Bundeena. In earlier days it was known as Byrne's Bush.

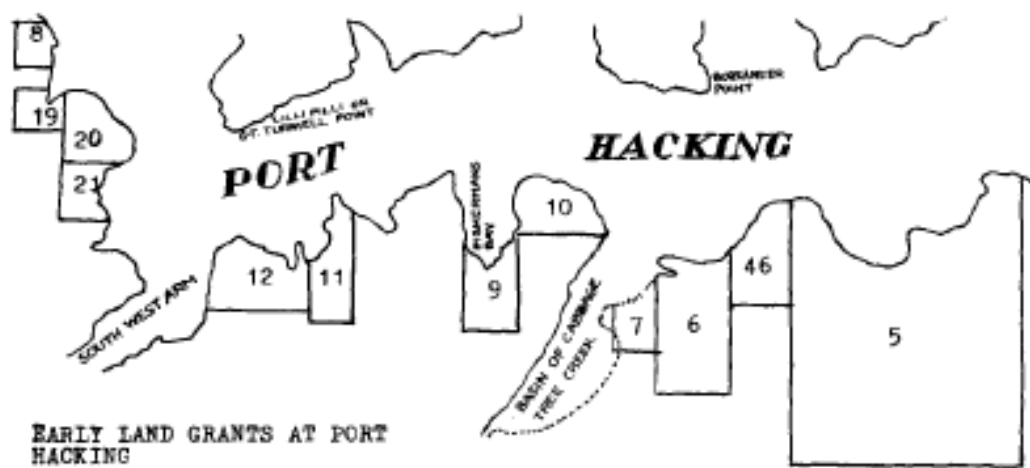
On January 30th, 1841, George Newcombe applied for 30 acres, Portion 9, which to-day is included in Maianbar at the head of Fisherman's Bay.

Thomas Lord held Portion 19 of 10 acres granted to him on September 9th, 1846. Lord also held an additional 10 acres, being Portion 8.

Then came Charles Gogerley the most well known of the early land holders. He was granted Portion 21 of 20 acres on May 11th, 1854, and on the 16th September, 1854 he was granted an additional 21 acres, Portion 20, joining his previous grant and that of the 19 acres of Thomas Lord.

Next was Marmaduke Constable who on the 28th February, 1859 was granted Portion 10 of 36 acres. Constable's 36 acres was on the point between the entrance to Cabbage Tree Creek and Fisher-mans Bay, and is included in to-days Maianbar.

George Simpson on November 5th, 1863, was granted 50 acres for which he paid one pound an acre. The land was registered on April 28th, 1874. It joined Byrne's 400 acres and is now part of the village of Bundeena.



Another land holder was William Costen of Kogarah who was granted Portion 12 of 40 acres on the 16th August, 1870, for one pound an acre. On May 29th, 1882, the land was transferred to Alfred Davis and William Butcher. Costen also held 25 acres, portion 11 of 25 acres adjoining the eastern boundary of the 40 acres.

Portions 6 and 7 were proclaimed as additions to the National Park in 1946 and 1947.

Source: Registrar General. ---Fred Midgley

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### TEA-TREE

The consumption of tea in Australia during the last century was, according to an eminent doctor, "paralleled nowhere else in the world". This was partly due to the outback where the preparation of billy tea became part of Australian mythology.

Until the late 1830s all tea drunk by Western societies was Chinese for the tea industry in India was not founded until 1834.



Just before last Christmas I was browsing in a chemists shop in Sutherland when I came across a small green 125g packet labelled "Genuine Ti-Tree Tea", brewed in Australia since 1770. I purchased one, observing what was printed on the side of the packet:

"Captain Cook and his crew were the first Europeans to savour the delicious aroma of the tea brewed from the leaves of the native Australian *Leptospermum* species.

From that day on the name Tea-Tree was applied to all members of this genus (commonly spelt Ti-Tree).

Tea brewed from the Tea Trees became the popular choice amongst the early settlers. The most prized of all Tea Trees is the Lemon Scented Tea Tree.

Aside from its distinctive flavour and aroma, powerful tonic and medicinal effects were attributed to the tea by the Aborigine: and early settlers".

The Tea-Tree to-day is blended with a top leaf black tea.

The Tea-Tree belongs to the myrtle family and is found only in Australia, New Zealand and Malaysia. There are 40 known specimens in Australia, and all are very hardy, growing in dry sandy regions to wet lands.

Source: "Australian Colonial Cookery", Rigby.

Fred Midgley

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### PORT HACKING TRAGEDY IN 1884

A tragic boat accident occurred on Port Hacking River on Tuesday December 22nd. At first it was thought the disaster which claimed six lives of a family recently arrived from the old country, and another person, was caused by stormy weather or a sudden squall, but it was not correct.

The cause was attributed to that most prolific source of vice and crime, of accident and death - the curse of the colony - the intemperate use of intoxicating drink.

Upon receipt of information of the melancholy event on Wednesday, Senior- Sergeant Taylor, of the B Division of Metropolitan Police, accompanied by two or three constables and grappling irons, with which to drag for the bodies, started for the scene of the disaster, and proceeded beyond Cook's River, remaining in an old hut during the night. At three o'clock the next morning, he started again, but in consequence of Mr. Breck, overseer of Mr. T. Holt's property in that neighbourhood, refusing to open the gates to allow the police horses and cart (brought for the purpose of conveying the bodies into the city) to pass through, the police were obliged to leave their horses, and proceeded on foot to the scene of the accident.

On arrival at the spot they found that all the bodies had been recovered from the river. After some consultation, and difficulty in procuring a suitable boat, the bodies were placed in a small boat and taken down the river, and then transferred to a larger boat, in order to have them taken round to Botany. Mr. Taylor, having seen the boat off under proper management, returned to the spot where he had left his horses, and thence towards Cook' River. On his way back he met the City Coroner going out, and after informing him what he (Mr. Taylor) had done, the two proceeded to Botany to the Sir Joseph Banks Hotel, to await the arrival of the boat. Fortunately the weather out-side the Heads was fine, and the boat arrived safely at her destination at four o'clock in the afternoon.

The Coroner then commenced an inquest on the seven bodies. The witnesses were John Molloy, aged eleven years, who formed one of the party when the accident took place. John Goggerly aged twenty one years, who saw the occurrence, and saved his father from drowning; Mary Potter, wife of Thomas Potter who was drowned, and Sergeant Taylor.

It appeared from the evidence that the party set out from Molloy's place on the Port Hacking River, in two boats on Tuesday afternoon. Thomas Potter, and the boy Molloy, who was saved in one boat: and Peter Molloy, his wife Mary Ann Molloy, with their four children - little girls - named respectively, Mary Ann, Caroline, Susan, and Ellen Molloy (the latter an infant in arms), and Goggerly, senior, an elderly man, in the other boat. The boats were flat bottomed dinghies usually used for carrying shells. In the boats the family had their supplies of provisions for Christmas, comprising, among other things, several hundredweight

of flour, which they had just received by a vessel from Sydney. The water was smooth, and the weather fine: no sails were used.

After rowing for about half an hour, old Goggerly, who, with Molloy, had been drinking before starting, expressed a desire to have a drink of rum, and Potter having a bottle in his boat pulled alongside, when Goggerly, in taking it from him, sat on the boat's gunwale, and caused it to capsize, precipitating the unfortunate people into the water. Potter and Molloy, junior seemed paralysed: and Goggerly, in trying to save himself, caught hold of the smaller boat, caused it to capsize and threw them into the water also. The scene, as described by the witnesses Molloy and Goggerly, jun., was heartrending. The mother was suckling her infant at the moment of the occurrence and now was lying in the water unconscious, with the poor little thing clinging to her breast: the other children were clinging to her dress until she sank, when they clung around their brother till they were exhausted. By this time the larger boat had come to the surface, and Molloy, jun., clung to it. At this critical moment Goggerly jun., who had seen the accident while engaged in caulking a vessel on the bank of the river some distance off, ran to the spot, stripped some of his things and plunged in to the rescue.

The master of a ketch also ran to render assistance and between them they succeeded in getting old Goggerly and young Molloy on shore. Goggerly, jun., also brought three of the children on shore, but unfortunately they had all ceased to breathe. The other bodies were recovered on the following day,

Peter Molloy was nearly sixty years of age, and obtained his livelihood by gathering the shells used in making lime. Two members only of his family survive -- the lad who gave evidence, and a younger brother of about nine years, who was left at home. Potter was a shell gatherer also, and had left a wife and seven children.

The jury returned a verdict stating that the seven deceased persons "came by their deaths from suffocation by drowning: and we consider the men were under the influence of drink at the time, and caused the occurrence".

The Coroner appended a note to the depositions complimenting Mr. Taylor on the energy he had displayed in making the necessary arrangements throughout the melancholy affair.

The bodies were removed to Sydney and interred in the cemetery in Devonshire Street.

Source: 'Sydney Morning Herald' 22nd and 29th December, 1864, Sutherland Shire Council Local History Library.

... F. A.M.



## "TURRIELL"



In the publication entitled *An Official Guide to the National Park of New South Wales*, published by authority of the Trustees, (Sydney, Charles Potter, Government Printer, 1893), reference is made (p.50) to the area coloured orange on the accompanying copy of a plan of the same date from that publication, and in which it is stated that that area (coloured orange) was outside the park boundary. The eastern half of this land, it noted, consisting of 500 acres with an ocean frontage, was set apart as a village reserve, and the other half, adjoining the Park land, was the Yarmouth Estate, with "Tyreal House, best known as Simpson's Hotel, on the grassy Knoll overlooking Cabbage-Tree Point."

This publication elsewhere observed (p.59) that "the water beneath Pulpit Rock is deep and limpid, and the firm bottom of sand many feet below the surface is the haunt of shoals of fish visible in thousands. This is a favourite resort of visitors to Tyreal House (best known as Simpson's Hotel) on the rising slope hard by, and of course it is accessible by water."

It is interesting to note that this plan of 1893 shows the location and records the name "Tyreal House", the property of W. Simpson, at Cabbage-Tree Point. It also records the names "Great Tyreal Pt." and "Tyreal Bay". The name "Tyreal Bay" appears subsequently to have been altered to "Little Turriell Bay" in the map of the Parish of Sutherland, dated 10th August, 1951, whilst the name "Great Turriell Point" appears to be retained in the Parish map (1951) with the alter-native name of "Lilli Pilly" or "Lilli Pilli Pt." also recorded. The name "Great Turriell Bay" is recorded on the map of the Parish of Sutherland (1951) to the east of Willarong Point, and "Little Turriell Point" is recorded on the point forming the south-west entrance to Burraneer Bay. It seems reasonable to assume that these names are derived from the original "Tyreal." It is less certain, however, whether the features referred to derive their names originally from "Tyreal House" of W. Simpson.

Frank Cridland, in *The Story of Port Hacking, Cronulla and Sutherland Shire* (Sydney, Angus & Robertson, 1950) observed on page 11 that the late Mr. William Simpson, after retiring from the service of the Hon. Thomas Holt, secured a freehold at the mouth of Cabbage-Tree Creek, and built there the hostelry then known as the "Port Hacking Hotel". Cridland states furthermore that William Simpson (in the name of his father, George Simpson) acquired a block of 50 acres from the crown on the 5th November, ~, 1863. It may be reasonably concluded, I think, that "Tyreal House" "Simpson's Hotel" and the "Port Hacking Hotel" refer to the same building. It may, I think, be conjectured that the name "Tyreal



Bay", derives from the circumstance that visitors to Tyreal House appear to have travelled by boat from Lilli Pilli Point. The Official Guide to the National Park of New South Wales (1893) noted (page 60) that access to "Warumbul" could be gained "by buggy from Sydney or suburbs, through Kogarah to Tyreal Point..." The coach running from Kogarah Railway Station to Tyreal Bay (for Simpsons) can drop passengers a short distance from Lillypilly Hill, from whence the caretaker at Warumbul may be signalled to pull across from , the cottage".



This article is from a letter by Peter Orlovich to Mrs. Margaret Westbrook of Caringbah who asked for information of the origin of the name of "Turriell", and is published with his permission.

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#### DEPRESSION DAYS, "IN THE CAN"

Three of us were caught hopping the train at a place called Coopernook, near Taree. The S.M. handed us over to the local Police Constable and he informed us the penalty for our sin would be three days' labour.

We were taken to the station and began our sentence. We spent three days cleaning up the garden and police station in general. We cut the grass and burned the rubbish, and I'm sure we all enjoyed ourselves. The officer's wife cooked us excellent meals and we were able to have a good shower at night. I can assure you we made no attempt to escape; in fact we offered ourselves for further detention, but the law declined our offer, and on releasing us told us to keep off trains. We light-heartedly walked down to the goods yard and hopped the next freight going north.

In all the miles I travelled I was caught only three times, and as the local P.C. handled the matter they made no record of the offence, and were only too happy to get some free labour at the station.

Source; Personal reminiscences .

George Heavens

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## CHINESE COLONIALS

Ancient maps show that the existence of the Australian continent was known to the Chinese long before the days of the European explorers. Chinese ships and junks may have thus visited these shores more than a thousand years ago. Had they so desired the Chinese could have colonised this land long before the arrival of the first fleet.

The first Chinese migrants arrived in Australia in the late 1840's. The main reason for Chinese migration to the sparsely populated, poorly developed Australia can be traced to the immense over-population that contributed to a very low standard of living in their own land; Chinese conditions were such that as many males as could be spared set sail for other countries aiming to win a measure of prosperity, so in turn improve their own respective communities. Anxiety to raise the living standards of the village and preserve family structure was the main reason that it was nearly always males who migrated. Married men were expected to return home every few years to renew family contacts, while single men were expected to return and marry.

In the 1840's there was agitation in both England and Australia for an end to transportation of convicts. Australian squatters and employers soon saw this as a threat to their supply of farm labourers and domestic servants, so they entered into an arrangement with a merchant by the name of Tait. His job was to secure cheap labour from countries like China and arrange for passages with shipping companies.

In 1848 the first shipment of Chinese arrived in New South Wales. There were 100 men and 20 boys. The following year 270 more arrived. By the middle of 1855 the number of Chinese here had reached 17 000 and nearly all were males. Most landed under a credit ticket system. That is to say, they borrowed money for their fare from brokers, often based in Hong Kong, and agreed to remain under organised supervision until they paid back what they owed.

The discovery of Gold in Australia in 1851 took migrants from all nationalities to the gold fields, not the least of which being the Chinese. From two shiploads that arrived in 1853, many made straight for the diggings. Long lines of Chinese heading for Bendigo or Ballarat was a common sight in Victoria.

The Chinese were different. They spoke a language that was puzzling to the other newly arrived European migrants. The food they ate and its preparation seemed strange, and their religious practices were regarded as pagan. Thus, the community tended to

treat the Chinese as a race apart. They came in for quite a lot of ridicule, particularly in view of their custom of sending back to China the money they made for their efforts. Chinese settlements were regarded with suspicion as they were peopled almost entirely by men; such a place was Guildford near Castlemaine. It had a permanent theatre, a circus and performers, restaurants and tea houses and even a joss house in every street. The town consisted of six thousand men and one woman. Hence, serious outbreaks of violence were frequent.

In 1901 the first Parliament passed the Immigration Restriction Act. It was to become the controversial "White Australia Policy", greatly limiting the entry into Australia of Chinese and other Asian migrants.

Chinese cooks have always been very popular. By 1891 a quarter of all the station homesteads had Chinese cooks and half of all cooks in country towns were Chinese. In "We of the Never Never", Mrs. Aeneas Gunn refers to the ever-helpful, irrepressible, Cheon who was crudely recorded in the station books as cook and gardener. The Chinese people thus became a significant part of Australian heritage, and their cooking a frequent variation to Australian gourmet, as is evident by the popularity of Chinese restaurants today. Herewith, several examples of traditional Chinese recipes.

#### Beef Chop Suey

1½ lbs Beef	2 Onions, chopped
4 tblspns Soy Sauce	2 cup chopped Celery
Salt	2 tblspns Sherry
2 crushed Cloves Garlic	2 level tblspns Corn Flour
¾cup Stock	¾cup Cabbage

Marinate sliced meat in Soy Sauce, Salt and Sherry. Slice vegies and par boil. Sauté vegies and Garlic in Oil. Remove vegies and sauté the Meat. Return vegies and mix well together. Add marinate and add blended Corn Flour and Stock. Cook for 5 mins. and serve with Rice.

#### Chicken Chow Mein

8 ounces Egg Noodles	½ tspn Salt
1 Egg	1 tspn Sugar
6 Mushrooms	1 tblspn Corn Flour
¾cup cooked Ham	1½cups Chicken Stock
1 cup French Beans, par boiled	1½ tblspns Soy Sauce
½ cup Peanut Oil	1½ tblspns Dry Sherry
2 cups chopped Chicken Meat	
¼ tspn White Pepper	

Deep fry noodles in oil until they are crisp, then drain and arrange on plate. Make a thin omelette with egg and shred. Place egg on top of noodles and keep warm. Combine mushrooms, ham and par boiled beans. Place in pan with 2 tblspns of peanut oil and saute. Then add chicken, salt and sugar and mix well together. Combine corn flour, a little water and stock, bring to boil and pour in soy sauce and sherry. Simmer

gently for 3 minutes and pour over chicken mixture which has been placed on top of noodles and egg.

Source: The Chinese by Mona Brand. -Chinese Migration and Settlement in Australia by C.Y. Choi

Chinese Cooking by Jenny Lee ---Athalie Ivers

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PORT HACKING SAILING CLUB IN 1901

On Saturday evening June 23, 1901, the Port Hacking Sailing Club gave a Dinner and Social at the Cronulla Beach Hotel. It was rather an extensive affair, visitors having come from the city and suburbs. Two coach loads came down from Sutherland.

Mr. Gould, President of the Club, occupied the chair, whilst Mr. Elias Laycock, an ex-champion sculler worthily filled the position of vice-chairman. Mr. John Hill the Club's secretary responded to the toast of the Club, saying it was in a healthy state and would, as the district progressed, make its mark among the aquatic societies of the State.



Music and dancing made up a very pleasant evening to which the increasing attentions of Mr. and Mrs. Davis largely contributed.



One striking feature was that when the official programme ended and the pianist left, Mr. Maurice Laycock produced a small mouth organ and discoursed such excellent music that the ladies had an extra dance.

Mr. William Simpson acted as M.C.



Source: 'St. George Call'.

Above right John Hill, Elias Laycock above, and Maurice Laycock.

-----F. A. M.

JOHN WILLIAM McFARLANE

On Saturday, 31st May, 1947, the late John William McFarlane was privately cremated at the Northern Suburbs Crematorium.

The district owes much to the late Mr. McFarlane. He occupied the position of Shire Clerk during the years 1907-1928. He was in business at Miranda before taking over as Shire Clerk. He was appointed at a salary of £2/10/0 a week. The population at the time was 1,600, and the greater portion of this Shire was bush with farms and orchards studded here and there. A bus service plied between Sutherland and Cronulla.

The late Mr. McFarlane took a keen interest in the School of Arts movement, and was associated with the first Miranda School of Arts located at the corner of the Boulevard and Kiora Road. He also had much to do with the acquisition of the land and the subsequent School of Arts which was situated in Kiora Road between the railway line and the Kingsway.

The first Council Chambers were located in a small building, and was being used as a fish shop later on, near the Commonwealth Bank, Sutherland. A new Council Chambers building was built on the corner of the Princes High-way and Eton Street, in 1915. On Mr. McFarlane's retirement in January, 1929, a further addition was made.

Mr. McFarlane was a conscientious and capable administrator. During his years of service with the Council he saw the population grow to a figure of some 12,000, the construction of the tram line from Sutherland to Cronulla, and the opening up of the Shire by means of hundreds of subdivisions. Coupled with the name of J.W. McFarlane must be that of the late Fred Dwyer, who was the overseer for many years and who, with Mr. McFarlane was responsible for the road work and general development of the area.



John McFarlane was a supporter of the Congregational Church at Miranda, and in the early days played the organ at services.

As a man he was of a quiet, studious demeanour, very fond of reading, and one who shunned publicity, He was responsible for many suggestions which led to the amendment of the Local Government Act and Ordinances.



In 1929 the Council entrusted to him the duties of Tollmaster on the George's River Bridge a position he occupied until 1937, when he finally re-tired from Shire Administration. He played a prominent part in public life of the Shire between the years 1907 and 1929.

His wife predeceased him, and was survived by a son who resided in Sutherland.

Source; The 'S.C.A.M!'. 14-6-1947.

George Heavens



### OUR NANNY GOAT

I was eleven years old in 1915 when my little sister Pat, aged four became very sick. She got very pale and lost a lot of weight which had my mum very worried, so she went to Hurstville with my sister to see Dr. McCloud. He advised my mother to take the baby off cow's milk and replace it with goats milk.

At that time there was Mrs. Kilfoyle living a mile from our shack who heard of mums trouble in obtaining goats milk, so she offered mum a nanny which was giving about a pint a day. When I went to get the goat Mrs. Kilfoyle gave me instructions saying goats will eat anything including blackberries and jam tins. She also supplied a chain to tether it out.

On arriving home I tethered her near a large heap of blackberries, and I also gave her some bran in a butterbox. After eating the bran the nanny decided to perch on the box and baa night and day, keeping my sick sister and the family awake all night. After about a month of this baa baa our nerves could stand no more. My father wanted me to return it to Mrs. Kilfoyle. My mum said no. In her opinion nanny needed a husband. I said to mum, "Where can I find a husband for nanny"? She said, "to Fletchers". They were on the corner of what is now Karimbla road and Kia-Ora road, Miranda.

When I lifted the chain off the tethering peg and got onto President Avenue, I don't think my little bare feet hit the road. On arriving at Fletchers I handed nanny to Norm Fletcher who told me to collect it in a couple of days.

On arriving home the first thing she did was to stand on the butterbox and baa continuously. My father and family had had enough. At that time my father had a big German Schneider gun which he had for many years, and one cartridge. Out came the gun, and I could see dad meant business. The nanny was still perched on the box. Dad loaded the gun with his one and only bullet and then told my elder sister and I to stand back. When he lifted the gun to his shoulder I cried, my sister cried, the goat went baa.

When the gun went off dad was flat on his back with a dislocated shoulder with the nanny still standing on the butterbox and baa baa. Eventually I returned nanny back to Mrs. Kilfoyle and thanked her for her kindness.

Incidentally, my little sister recovered and is now a Great Grandmother aged seventy three. I know if my mother was here today she would say my sister's recovery was due to the taking of Scott's Emulsion, which the old timers well remember.

-----Mick Derrey

## SIR JOSEPH CARRUTHERS

Sir Joseph Carruthers who laid the foundation stone of the Miranda School of Arts mentioned in a previous article in the Bulletin, was, when I was a boy living at Rockdale. He was the member of Parliament representing Rockdale District which also included Kurnell; He resided at Rocky Point Road, Kogarah, and held a position in Parliament for about 21 years. Sir Joseph was Premier of the State from 1904 to 1908, and was knighted in 1908.

Joseph Carruthers was an ardent admirer of Capt. Cook and many times unsuccessfully tried to get an area of land set aside as a commemorative park to have Cook's name perpetuated; Thomas Holt owned land at Kurnell, and although he also admired Cook, he did not want to part with any land, he wanted more. Holt was not happy about the suggested cemetery or the proposed railway to Kurnell to service it. The Government went as far as to have plans drawn up, and were going to resume some of his land for these purposes.

Joseph Carruthers was an Australian born son of a British immigrant, who by his own efforts had worked his way through High School, and University, successfully getting qualifications in law and politics.

Carruthers was attracted to Cook when he attended an impressive ceremony seeing the unveiling of Cook's statue in Hyde Park, Sydney on 25th February, 1879, at the age of eleven, and then and there made up his mind to make it his life's hobby to learn as much about Cook as possible.

He had a good opportunity when he became Minister of Public Instruction from 1889 to 1891. Carruthers was always preaching the merits of Cook, constantly singing his praises, but it was not until 1899 during the time he was Minister of Lands that his dream came true. He was able to secure 250 acres of land on the peninsular to be used as a park to commemorate Cook's landing place.

A grand ceremony was held for the dedication, special trams ran from Kogarah to Sans Souci, where they were met by launches that plied between Kurnell and Sans Souci. The grand event attracted 400 people, all men; a band had been engaged to dispense suitable music, the weather was cold and windy, but despite these setbacks Joseph Carruthers felt he had made his point. Victory had made Carruthers bold, so while revelling in his success another bright idea came to his mind; the Russians were at this time being a bit troublesome in some parts of the world, so he led a deputation to the colonial secretary that he form a naval reserve corps of at least a 100 men from Rockdale in case of attack. He persuaded the Navy to promise them a big gun, but of course this was not considered. They also wanted rifles and ammunition, but he did suggest the army would supply their own uniforms. The Russians didn't attack, neither did any other alien force so the army was'nt required. Perhaps we can at least thank Joseph Carruthers for the thought.

The 1889 event, the first grand fete and celebration proved pretty much a flop. However, each year since that time on April 29th, the annual official function has been held, although I re-call in 1983 it was a very wet day and it was called off. Speech-es and praises of Cook as well as the planting of trees by various important people celebrate the momentous occasion.

Carruthers was responsible for the erection of the only statue to Cook in London. It stands next to Admiralty Arch, near Nelson". Column. He spent all his leisure time pushing for the erecting of memorials to Cook. He even visited Hawaii twice, persuading officials there to erect a suitable statue, and was successful in doing so, also getting them to convert the site of Cook's murder as a public reserve. Sir Joseph Carruthers died on the 12th December, 1932, and was interred at Woronora Cemetery.

Source; Research by the writer. == George Heavens

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### EARLY CHURCH SERVICES AT PORT HACKING

A monthly service commenced to be held at Simpsons Hotel in connection with the Kogarah Congregational Church on the 29th May 1888. Rev. E. Moore preached there and though the congregation was a small one it contained nearly all the inhabitants of the place. Divine service had not been conducted at Port Hacking for a considerable time. and the friends entered all the more heartily into the proceedings, and look forward to the last Tuesday in the month when Mr. Moore will periodically visit them.

We recommend friends who tire of the city and do not care to go to the better known and common holiday resorts to try Port Hacking where they will find endless variety of scenery on land and sea, combined with every comfort at host Simpsons.



Source: Congregational Independent, 15/6/1888.

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### SYLVANIA

A monthly church service began at Sutherland House (Mr. F.S.E. Holt) on the afternoon of the second Sunday in each month. Rev. E. Moore of Kogarah conducts the service. We would not be surprised if Mr. Moore's energy found out some other place where a service could be held.

Rev. Moore had two services at Kogarah every Sunday, a service at Sylvania every Sunday afternoon except the second in the month which is conducted by Rev.R. Dey; a service at Sylvania when he is not at Sutherland, and meetings during the week at Carlton and Port Hacking.

Source: Congregational Independent, 15/6/1888. ---F. Midgley

## THE LEMON TREE

No, this is not a story of a fruit bearing tree but a true story of my ancestors William & Ann Lemon & their descendants.

In County Down, Northern Ireland in 1792 a son was born to Mr. & Mrs. William Lemont, who was named William after his father. Young William grew up and was to become a muslin weaver by trade - perhaps his father was also a weaver, as the weaving trade tended to be a family concern, even a community business in some small villages at this time in history.

William's first step towards Australia came in August 1820, when he was arrested & convicted in the County Down Courts for passing forged notes. The sentence for this not too drastic crime was "Life". The first year of his sentence was spent in a County Down prison, then as one of 100 male convicts he was transported to Australia on the vessel "Southworth", which sailed from Cork on the 18th November 1821 & arrived in Sydney on the 9th March 1822. It had been a voyage of 111 days, sailing via Tenerife in the Canary Islands & Cape Town. These places were used by the Convict ships as stops to re-stock water & food. The "Southworth" was a vessel of 350 tons, built in Chester in 1821- so this was probably its maiden voyage. The master was David Sampson & Joseph Cook the ship's surgeon - according to his log, there was no deaths during the voyage.

From the time of his arrest & conviction William Lemont became known as William Lemon, a very common surname in Ulster. This was most likely to protect his family, especially if they were a family of some standing in the community. Ships Indent & all other documents that have been researched in connection with him as a convict bear the name William Lemon. From the Indent from "Southworth", we found this description, besides details of his conviction - age 30 years 5ft10", fair complexion, brown hair & grey eyes.

On arrival in Australia the convicts were drafted into Government work or assigned as labourers to the free settlers. The Government used the convicts for works in the towns, Sydney, Parramatta & later Hobart. Here they lived in barracks & regulations provided adequate food & clothing, but their happiness & well being depended entirely on the character of the overseer. William Lemon found himself assigned to the Female Orphanage at Parramatta as a stockman.

By the 1820's there was a recognized system for granting ticket of leave. Men & women sentenced to 7 yrs. could apply after serving 4 years, 14 yr. class after serving 6 yrs. & life class after serving 8 yrs. of the sentence. In all cases they had to produce evidence that their behaviour had been satisfactory. William applied for & was granted a Ticket of Leave in 1829 number 29/397, taken into account was the fact that he had apprehended three bush-rangers. He was allowed to remain in the district of Parramatta to which he had been assigned, & to present himself to Police when quarterly musters were held. Once a convict had been granted a Ticket of Leave he could then hire himself out for wages. This may explain the different occupations that William was supposed to have followed, labourer, bullock drover & shoemaker.

It was not until 1844 that William did anything about a Conditional Pardon. Records show that he wrote a letter seeking a Conditional Pardon to

Sir George Gipps, Governor at that time who recommended William on 24th September 1844, having noted his good conduct while in the Colony. It wasn't until 1st February, 1845 that it was officially handed to him, number 45/147. A Conditional Pardon meant that a convict's sentence had been remitted on the condition that he did not return to his home country.

On the 20th July, 1835 William applied to the Governor for permission to marry, all serving convicts had to have this consent from the Governor. His wife was to be 29 yr. old Ann Driscoll who had come to Australia as a free person. They were married on 16th August 1835 at St. Peters Church, Campbell-town, by the Chaplain Thomas Redall. Witnesses to the marriage were Henry & Maria Bradley of Campbelltown. The 2 men were able to sign their names, the women could only make their mark "X".

William & Ann's first born were twins Jane & John in November 1836, they were to die when only 2 mths old, Jane on 27th January & John on 12th February 1837, both are buried at St. Peters Church Cemetery, Campbelltown. Another daughter called Ann was born on 15th February 1838, then followed William on 10th January 1840 & John James on 8th March 1844. All the children were born in Campbelltown & were baptised in St. Peters. William Jnr. & Ann were later to marry there. William Snr's wife Ann died at the age of 60 & is buried at Campbelltown. The families grew up and worked in the district until 1874 when a move was made to the Murrumburrah area, mainly Sherlock Gully & Nubba where they took up land. Descendants of these people are still farming these properties today. (1983).

William's daughter Ann married Henry Holt in 1858, they had 11 children. William Jar. married Charlotte Ann Greenstreet in 1867 & they had 12 children. (His last surviving son Spencer died at Murrumburrah in 1981 aged 95 yrs.) John James married Ambrosine Haynes in 1872, they had 5 children.

And so the "Lemon Tree", continued to thrive resulting in hundreds of descendants over the years. Researching family history can be a very interesting & rewarding pastime. For me to discover that a late Prime Minister of Australia Harold Holt & myself shared the same great-great grandparents was rather wonderful.

Eileen Heavens.

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### LAMPLIGHTER 1922

A communication was presented to Sutherland Shire Council on Wednesday from their lamplighter. The lamplighter drew attention to the fact when he took on the job there was not so many lamps as the present, which now took 1½ hours in the morning and the same in the evening. He used a box of matches on a windy day to light one lamp, and had to replace one glass on an average per month for each lamp, For cleaning and refuelling - all this for 8/- (80c) a week - he thought the job now worth 10/- (\$1.00). Council granted the increase in pay.

Source: 'St. George Call', May 5, 1922.

### THE ROMANTIC TRAIN

Now that all the celebrations for the Centenary of the first steam train to Hurstville is now finished, when much was written and spoken, I would like to add my little steam train story.

I refer to the steam train known as the "Joe King" which plied for years between Central and Wollongong. The year I describe was 1920 when it departed from No.15 platform at Central at 6.25p.m.



It was a train which the teenagers from Sutherland to Cronulla caught every night for years, and where they made all arrangements for

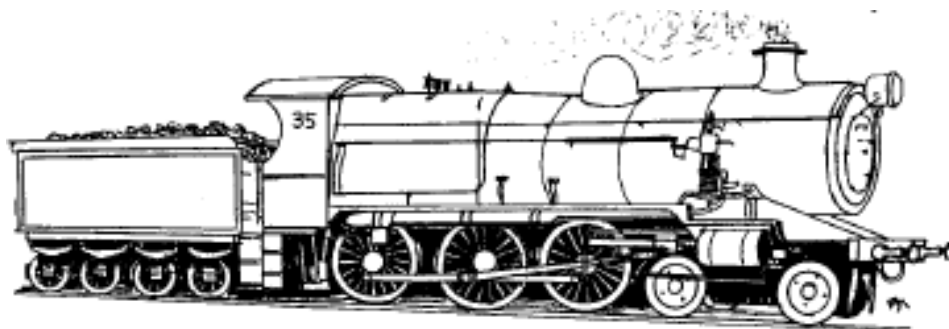
week-end surprise parties, birthday parties and dances. Three or four compartments were needed to seat them all. They selected compartments which would stop close to the exit to the tram in Station street - now Boyle Street, Sutherland. When the teenagers jumped off the train they selected compartments close together on the tram where they could relay their arrangements for the week-end.

The "Joe King" was a train on which many local teenagers found their life partners. Those that are alive to-day would be grand-mothers and great grandmothers in their eighties. The majority have now passed on, but lots of their descendants are scattered are scattered throughout the Sutherland Shire. I was sixteen at the time and would always find a seat in one of those compartments with them.

Incidentally the engine was a N.N.(35) class and the driver was Joe King. We would often speak to him while at Central Station.

At Christmas time the teenagers gave him a present in appreciation,

----- Mick Derrey



Sketch of a N.N. 1027 - class locomotive with English type open cab

## REMINISCENCES OF SUTHERLAND SHIRE

John Shorter lived at Gymea Bay from about 1915 until 1937. From his early recollections he remembers that a Mr. Warman ran a horse coach service from Gymea Bay to Sutherland via the Kingsway. Mr. Warman also owned the Gymea Bay boat shed.

At this time there were no stores or other facilities at the Bay at all. Later on the horse coach service was replaced by a motor bus operated by a Mr. Jennings who at that time had a garage opposite where the store is today. He later moved to another location opposite the school.

At the time of the horse coach and even in the early days of the bus service, the road of course was not paved or sealed and much of it was what could only be called a bush track which generally followed the present route although there were a number of major deviations.

For many years there was, of course, no electricity, water or sewerage service.

At that time the steam tram ran a service between the Sutherland railway station and Cronulla. This was a single track with loops at Acacia Road, Miranda, Caringbah and Woolooware with the line running through the main street of Cronulla to the terminus at Shelly Park where it came around in a big circle so that no shunting was necessary at that end.

At Miranda it was usual to fill the water tanks on the engines, and there was a stand pipe there for this purpose. This tram line also carried goods which were shunted across from the railway line at Sutherland, and there was a goods yard at Miranda and at Cronulla, also a spur line into Burns Timber yard at Caringbah. Much timber used to come on this line down to the Hands Timber yard, but Hands were also in the habit of bringing timber in by sea into Gunnamatta Bay.

Schooling at first was at Miranda, and I used to ride there each day on a push bike, and at this time none of the road between our home at Gymea Bay and Miranda was sealed. Later I went to school at Sutherland and used to travel either on the bus or ride a push bike.

Steam trains were of course the order of the day at Sutherland and one of the interesting things which used to happen was that the coal trains etc. on the South Coast would run through the Sutherland station to the north side where they would stop and the crew would get out, walk along the side of the track and apply the hand brake to each truck so that it could safely negotiate the downhill grade to Como. When they got to Como they had to reverse this procedure. One of the other interesting things was that when the heavily laden goods trains travelling in the reverse direction came up the hill from Como, they were working very hard as they came under the road bridge north of Sutherland station, and it was the habit of a number of boys to get under the bridge up on the side of the track and get a steam (and soot) bath as the engine went through under the bridge.

Another regular occurrence on the railway was that the spur line used to run into the Sutherland Cemetery and there were regular funeral trains which used to depart from the old Mortuary station in the city and run to the Cemetery station at Sutherland. Several groups of school children, me included, were on occasions at funeral services just to see what went on.

My wife was a pupil at the old school at Cronulla and the head teacher there was Mr. Tonkin who was a prominent Cronulla citizen and has a street named after him.

Her parents owned two shops where the Cronulla railway station now stands and their home was on Gunnamatta Bay.

For many years I was connected with the Boy Scouts in Cronulla, and in fact remained in charge of the troop until I was married in 1937. Officially I was never Scout Master because I never had time to attend the appropriate exams to get the appropriate certificate, and in those days it was a matter of working or else, so work came first, and although the District Commissioner from Hurstville insisted "This cannot go on", there were no other volunteers, so this position persisted until I was married.

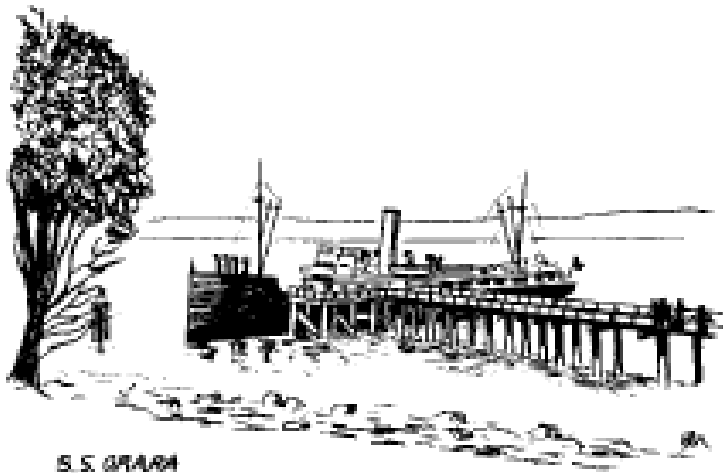
Over this period a Mrs. Bull looked after the Cubs. I might mention that in the early days of the Scout Troop they were quite famous for their swimming prowess, and were on several occasions very successful at swimming meetings held at the old Domain Baths in Sydney, and we were transported there and back on Mr. Tredinnick's trucks.

Source: Interview with, and from tape of Mr. John Shorter.  
Doug. Archer

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### OCEAN EXCURSIONS

The Forth Coast Steam Navigation Co. announced an ocean excursion to Cronulla on Saturday May 27, 1917, with their steamer "Orara". The excursion would embrace on the round trip 30 miles of coastal views en-route of Bondi, Coogee, Long Bay and other water side resorts.



At the southern end of the Cronulla peninsular opportunity will be afforded to view the proposed site for the ocean wharf which when constructed would open up many beautiful pleasure spots in Port Hacking and National Park.

The "Orara" would leave from the company's wharf at Sussex St. at 2p.m. sharp and return at 6.30 p.m.

"St. George Call" May, 1917.

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### EXCURSION REPORT

Since last Bulletin we have travelled to Maitland for a weekend visit, also to the Brisbane Waters District for our November outing .Both tours were very interesting, and our hosts did everything they could to ensure our stay in their area was enjoyable and informative.

For 1985, we have planned a Saturday outing on February 16 to Quarantine Station at North Head, followed by-an afternoon at Vacluse House. We leave Cronulla at 8 a.m. and Sutherland at 8.30 a.m., as our inspection is to commence at 10.10 a.m. sharp.

Tickets are \$5.00 for members and \$6.00 for visitors. The list is full at the moment, but there is a waiting list so if you are anxious to see this area please add your name to the list as we always have some cancellations prior to the outing.

Then on the week-end of March 22-23-24 we will be travelling to see and learn about Moruya and District: we leave Cronulla at 6 p.m. on the Friday evening, Sutherland 6.30 p.m. Our over-night stop will be Bateman's Bay (at the Motel used when in that town last year and so highly recommended by Committee members) --on Saturday we will return to the Motel after our tour of Moruya. Cost will be \$95.00 fully inclusive of Meals, Accommodation and Coach. Bookings are berg taken now, and we ask \$20.00 deposit as good faith: of your intention to travel with us.

No venue has been set yet, but the May outing will be Saturday 18; full details will be made available and bookings opened at the February meeting, which will be about the time this Bulletin is released.

Aileen Griffiths, convener.

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### CRONULLA~..1904

Giddings put on another coach from Cronulla to Sutherland to cope with the extra traffic, at the same time preparing for Easter.

A number of human bones found at Gunnamatta Bay were taken by Snr. Constable Lewis to the Coroner who was satisfied that they were aboriginal.

Work on the fish hatcheries commenced. Workmen began to arrive and 3000 bricks were ordered for the cottage.

Cronulla cricket team have a decent concrete pitch on the fringe of the beach, where they had a one innings scratch match last Saturday. The team want it known they are open to challenges.

Mr. W. Simpson, after 40 years sojourn in the well known hotel at Port Hacking has sold the business. Mrs. Melhuish is the new landlady.

Source: 'St. George Call'.

## COUNCIL OF THE SUTHERLAND SHIRE HISTORICAL SOCIETY

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(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 May Issue must be in the hands of the Convenor no later than April 12,.1985.

Monthly Meeting of the Society are held on the second Friday at 8 p:m. In-the 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

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