

# SUTHERLAND SHIRE HISTORICAL SOCIETY

## QUARTERLY BULLETIN



No. 53

AUGUST 1985

Price: 20 cents

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From the President,

July 1985

As I write these notes I think of the beautiful day trippers had to-day, Saturday 20th July, on tour in the Bankstown and Canterbury districts. The Bankstown portion was directed at the aerodrome which provided a new interest, it being an active organisation instead of a museum, which has been our usual object of inspection. The visit to the Aerodrome was of special note also because our guide was Mr. Dusting, who gave an illustrated talk to this Society on the history of flight in Australia.

The tour of Canterbury district in the afternoon was packed full of interest although our guide, Lesley Muir, was apologetic that there was not much to see. I answered her that there was no need for this view when one considers what we in the Sutherland Shire have to show. Actually, both areas have much to offer in their history, though clearly Canterbury was settled much more seriously than Sutherland in its early days.

Canterbury and District Historical Society can be proud of its home "Beulah Vista", provided by the Canterbury Council. The building is steadily being stocked with items of various kinds. Our own Society is pleased with the progress now being made by the Sutherland Shire Council at the old Sutherland School of Arts, and though there are problems in space and parking, we feel that progress is being made. It seems that there is always problem of one kind or another; either there is space and in-sufficient items to fully occupy it, or there are more items than space will contain.

As we watch progress and urge our Council in its reconstruction work, we continue with the business of production of the Bulletin and the provision of items of interest for members at our regular meetings.

.....Harold Ivers

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Obituary. The death occurred suddenly on Friday, August 19, of Herbert Thomas Atkinson, a lifelong Shire resident.

Herbert Atkinson was born at Cronulla in 1910 in the house situated on the corner of Nicholson Parade and Hampshire Street, on what was then part of the Atkinson Estate. He lived all his early life in Cronulla until he married when he moved to Gympie.

He had much to tell of the early days in the Shire, particularly Cronulla, and early road transport. His interviews with the Research Officer of the Historical Society on those early times as he saw them have added a worthy contribution to the Shire's history.

Herbert Atkinson was a cousin of our Society's Deputy President, Mrs. Aileen Griffiths .

----- F.A.M

### BRAY'S SELECTION

When John and Emily Dawson selected their ground at Menai in September, 1898, early in the following year Harry Bray, who had married Annie Dawson in Hurstville, erected a shack of bush timber and bark at the back of Dawson's property, and lived there for over twelve months until they returned to Hurstville where their first child Horace (Mick) was born.

Harry Bray selected his ground at Menai, on Old Illawarra road in 1901, and during that period to 1909, came out at week-ends during which time they cleared land and erected a 12ft.x 12ft. room of bush timber, trimmed with an adze and covered with weather boards. The shack was situated some 300 yards lower down the hill than where they finally decided to erect their permanent house.

The problem became acute as to moving the building without demolishing it, until assistance came from an unexpected source - a woodcutter.

Old MacFarlane was a woodcutter who resided at Hurstville, and drove a two horse flat top waggon, and had blazed many trails around the bush at Menai, Alford's Point road - then only a name and was called "Mac's track",

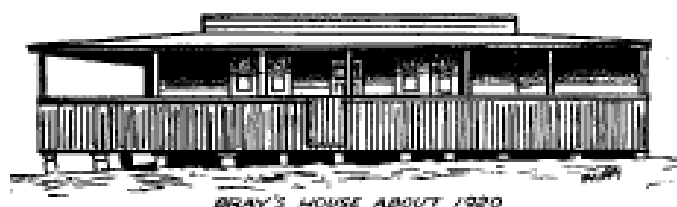
With Harry Bray and MacFarlane's son, Steve, the woodcutter conceived an idea to move the shack. They cut down several trees nailed the hewn trunks under the shack leaving the ends protruding. these MacFarlane placed 'wheels' on each end of the 'trunks' protruding in the form of axles. The 'wheels' were logs some 12 inches in diameter which were hollowed out to fit on the 'axles' and then fixed on by spikes.



and  
To

Three horses were hitched to the unit and it was slowly and successfully conveyed to the required site where it still stands enclosed by other rooms and verandah to-day. The verandah was added to assist in social activities by Harry Bray and was used for socials and dances to raise money for building Menai's School of Arts.

Harry Bray played a concertina and when a piano was acquired he learned to play it "by ear". He was a fine musician having been a member of St. George Band.



He was strict on social behaviour and would go the rounds when the evenings were in full swing holding out a hurricane lamp to seek out any absconding couples who had strayed outside and ordered them -into the house.

On one occasion at a social-dance one fellow whose name is at still in obscurity, while wandering around in the dark fell into the well which contained a depth of water.

Source: From an interview with Harry Bray (Jnr.) by Alf Midgley on 31-5-1973.

-----Fred Midgley

### CYCLING IN THE 1930s

A lot of push bikes were used by the swaggies, not to ride but to carry Matilda. Sometimes she would get fat and heavy, after a good hand out. An old bike was handy though only if you didn't want a lift. For example the railways wouldn't accept them in their trucks, (it took too long to lift a bike on - you would get caught for sure), and a truckie wouldn't stop if you had a bike. But there were hundreds of old crates on the road.

Now, with a bike goes tyre trouble. Wheeling a bike with a flat tyre is no fun so we used to put sleeves under sleeves, and ram old socks inside the old tyres. If your tubes were gone the best method was rope if you could get it, the best being half inch sash cord, or what was known as a clothes line. One end you put through the valve hole then wound it on like cotton on a spool until the groove was full of rope, threading the end in and out and pulling the end through like the cord on the end of a cricket bat.

You then cut the wires off the tyre and putting it over the rope. This was then tied about every sixth spoke with green hide boot laces, one pair would do a pair of wheels. Now it is most important that the rope must be kept wet to keep it hard and tight. Tyres treated like this will go for hundreds of miles and never go flat.

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### THE HIRE PURCHASE PLAN

About six of us were sitting around the fire one night when up rode a very cheeky but cheery lad, on a brand new Speedwell bike. He was very well dressed, with all new looking clothes, and had a box to carry his gear, but he didn't have a blanket. We inquired where he was going and he replied, "I'm going to work my way up to Cape York". When we told him about Crocodiles, and there being no road he had no hesitation in altering his destination to Dalby in Queensland.

On being asked about his bike he told us with no fear of impending trouble. He had paid ten shillings deposit and signed some papers which was called time payment. His clothes were also bought under the same system from a provider of men's wear, in the City of Newcastle. He assured us he wouldn't get caught, as he had used false names. The shopkeepers were so anxious to make the sales they didn't ask for any references or identification. He even used a false address. He said, "No one can catch me, I don't even know where I am myself".

He was even bold enough to tell us we were a grubby looking lot, and why we didn't get outfitted in the next big town. He was really sold on the time payment system. We didn't agree assuming he would get caught anyway. The lad told us we didn't need a blanket up in Queensland as it was so hot there. During the time he was with us all he ate was boiled rolled oats and drank water. As his first payment wasn't due for three weeks he would be a long way from New-castle. I often wondered if they bothered to look for him as not a great deal of effort is put into looking for a stolen car these days; how much effort for a push bike.

Source: Depression time experiences of the author

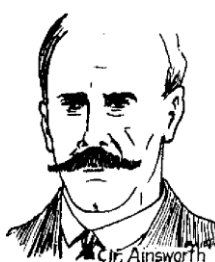
...George Heavens

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## ELECTRICITY PETITIONS BY SUTHERLAND COUNCIL

About the year 1918, the Councils of the Municipalities of Bexley Hurstville, Kogarah and Rockdale, whose agreements with the Australian Gaslight Company were nearing expiry, appealed to the Sydney City Council to extend its operations to St. George District to meet the urgent demands of the Councils for electricity for street lighting and the people for household purposes. In due time the Councils were advised that there was no prospect of the City Council approving the proposal for at least five years.

Subsequently, it was made known that the Railway Commissioners of New South Wales had decided to electrify the Illawarra railway line, and during the year 1919 Councillor Ainsworth, President of Sutherland Shire Council, accompanied by the Shire Council's Consulting Engineer, Mr. H. J. Hoggan, made representations to the Railway Commissioners of N.S.W. with the object of inducing them to supply electricity, in bulk, to the Sutherland Shire Council.



In effect, the Railway Commissioners informed Councillor Ainsworth that, if he could interest the Councils of Bexley, Hurstville, Rockdale and Kogarah in a joint scheme the proposal might be seriously considered. Councillor Ainsworth lost no time in bringing the proposal of a joint scheme before the other four Councils, and on the 14th January, 1920, at 3pm., a conference was held in the Local Government Association Rooms, Sydney, for the purpose of according to the business paper, "Considering a joint scheme to 'obtain electric light and power, public and private, in the five areas concerned"

Those present were: Alderman Broe, Mayor of Rockdale, accompanied by the Town Clerk, Mr. Somerville; Alderman Matthews, Mayor of Kogarah, accompanied by the Town Clerk, Mr. R.C.Rose; Alderman Baker of Hurstville, Councillor W.R.Ainsworth, President of Sutherland Shire Council, accompanied by the Shire Clerk, Mr.J.McFarlane and Mr. H.J.Hoggan, Consulting Engineer. Mr. McCormack, Valuer for the Municipality of Kogarah also attended.

Councillor Ainsworth was elected Chairman and Mr. McFarlane Secretary of the Conference. The decisions of this and many other conferences were conveyed to the opinions that the proposed scheme was too big for the Councils to undertake, the majority were more optimistic and the decisions of the Conferences were confirmed by the Councils.

Negotiations with the Railway Commissioners continued throughout the year 1920, and eventually, the Sutherland Shire Council was informed in effect that as the proposed electrification of the railway system would not extend beyond Hurstville, the Commissioners could not supply electricity to the Shire. At the Conference on the 20th August, 1920, Councillor Ainsworth said: " At this stage of the Conference, I desire to recommend that advantage be taken of Section 721 of the Local Government Act 1919, and that in pursuance of that Section, this Conference make a recommendation to the Councils concerned, that an agreement be entered into as provided in this section of the Act for the appointment of a Joint Committee composed of members of the Councils concerned; such Committee to exercise the control regulation and management of the scheme and for that purpose make the



necessary appointments of Engineer, Accountant, Storeman and other Officers necessary for the supervision thereof. While at the present time, Sutherland Council cannot join in this Agreement because of the fact that the Railway Commissioners are not prepared to supply Sutherland but joining when the Railway Commissioners are prepared to supply Sutherland with current and the necessary financial agreements have been made. I submit this re-commendation in view of the fact that in his report Mr. Hoggan points out that a joint control of this character will effect an estimated saving of £1,800 per annum."

"As Sutherland Council cannot proceed with the scheme for reasons which are beyond its control, and which - as the Conference is aware - rests with the Railway Commissioners, I beg to tender my own resignation as Chairman and that of the Shire Clerk as the Secretary of this Conference. In doing so, I desire to place on record our appreciation of the businesslike manner in which members of this Conference have carried out the duties which they voluntarily undertook, and the pleasant give and take policy which has marked the deliberations of the Conference from beginning to end. it is our hope that the fruits of our labours will soon be mature and that Sutherland Council may - at an early date be associated with you once more."

"I recommend that all documents relating to the deliberations of this Conference be copied, to enable each Council to possess a complete documentary history of our work. The expenses of copying (which will be small), to be borne equally by each of the five Councils."

In view of the circumstances above mentioned, Councillor Ainsworth and Mr. McFarlane relinquished the offices of Chairman and Secretary, respectively, and Alderman W.H.Matthews, (Mayor) and and Mr.R.C.Rose of Kogarah were elected to fill the vacancies.

Subsequently, and at the "switching on" ceremony, a large number of people assembled in Montgomery Street, Kogarah to witness the ceremony of the official opening of the Council's (St. George County) Offices. This was performed by the Chairman, Alderman F.P.Dowsett, who was afterwards presented with a gold key of the main door of the building. Truly, the 9th March, 1923, was the "Red Letter Day" of the St. George County District.

From "Twelve years of progress", St. George County Council, 1920 - 1932. F.A.M.

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#### FROM PEARSON'S ROAD GUIDE, 1916

Cross the George's River by the punt to Sylvania and half a mile on turn to the left (straight on goes to Sutherland and "Waterfall) Continue on Port Hacking Road for one and half miles and keeping left (the road on the right goes to Yowie Bay) travel on for another one and half miles more, turn to the right (straight on goes to Cronulla). Two miles further on the Point will be reached where, by hoisting the flag, you will be taken across Port Hacking to the hotel by launch. Bicycles, motors, and other vehicles may be left at the Point in charge of the caretaker.

An alternative return from Port Hacking may be made as follows:-After reaching the Cronulla Road, turn left for about quarter of a mile, and then turn right at the Wine Shop, then continue on for two miles by a splendid road to the new punt at Taren Point, Cross the punt and shortly after the tramline along Rocky Point Road can be followed to the Gardiner's Arms Hotel, thence to Sydney

REMINISCENCES OF A PIONEER

The building to become the Sutherland Shire's first Council Chambers in 1906 had previously been occupied by a man named Downie and then by McGowrie in the 1890s until Mr. Ted Carey opened a butchers shop in 1901.

Miss Lehane, sister of Tom Lehane a cattleman, was the land lady. Lehanes lived where the Sutherland Hospital now stands. Tom Lehane was elected a member of the first Sutherland Shire Council, and it would seem he was instrumental in obtaining this building for the Council's requirements. The building was erected by and for the use of men working on the railway and timber cutters in the area.



The Careys lived in Sutherland for 16 years. A son, Dawes, opened a butcher shop at Como in 1921, and later his brother Ted opened the same type of business in Jannali.

Mr. Dawes Carey recalled when he was a lad several events and some characters spiced with humour. Peters who was the licensee of the Royal Hotel in East Parade

and Flora Street, Sutherland was a lay-reader in the Church of England. He had a bald head with not a blade of hair anywhere on it. On one occasion with Peters in the pulpit at Sutherland the congregation were moved to amusement and suppressed laughter when a large tarantula spider descended onto the top of Peter's head, Peters went on preaching seemingly unaware and unconcerned.

Ted Horton was a clever musician being capable of playing twelve different instruments, and was a member of an early Sutherland Band. He was active in the Elizabethan Theatre including Shakespeare's works. He lived on the south-western corner of Acacia Road and his sketch book contained a cartoon of Midgley, a musician with a long black beard; obviously Richard Midgley who was musician with a Marrickville Band in the 1880s and 1890s. Mr. Downing, a member of the Bulli Council was the first one to enter the Sutherland Council Chambers in 1906 leading the Sutherland Councillors to symbolise that Sutherland Shire was at one time under the influence of Bulli. Downing was a man with one leg. A gas light used to be attached to the verandah of the building. It was moved and fixed above the front entrance of Ted Boyle's Hotel.



Dawes Carey at one time worked in the Sutherland land Post Office and recalled the installation of the first telephone. It was at this time when a line was connected from the Post Office to the Sexton's residence in the Woronora Cemetery. Tom Smith was the Sexton. Herbert Brigden, Sutherland's Post Master handed the receiver to Dawes Carey and said, "Tom Smiths on the line from the cemetery and he's going to sing for you".



Mr. Carey remembers several floods and their effect at Como, particularly Scylla Bay where huge logs were left when the water receded. Toilets and fowl sheds all believed to have come from the Woronora River were left in Scylla Bay.

A special song was composed in honour of Bucholtz, licensee of the Como Hotel, by a well known professional woman singer whose family lived at Como. On the cover of the music jacket was a picture of the hotel and one of Bucholtz.

Mr. Carey stated a good number of descendants of the Germans who settled at Oyster Bay now live above the George's river from Oyster Bay to Coronation Bay.

Source: From an interview with Mr. D. Carey by Alf Midgley, 2-8-71.

----Fred Midgley

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### THIS WAS SUTHERLAND

My mother, Marie Derrey acquired a job picking beans at 2 pence a bushel of twenty pounds. It was in the heat of January, 1904, and it was one of the back breaking jobs she did to help support her family. The bean picking was at Bob Marien's farm, near Sylvania Road.

She often said what two shillings meant to her in those times to buy bread or butter. She was too ashamed to go to Sutherland where Bramley had his store to ask for more credit seeing she was pounds in debt. She would go to Stapletons to get some scrag meat for the dog which we never had.

We were not the only ones living under primitive conditions. In my childhood I have seen people arrive in a horse and cart with all their belongings and dump them in the bush, then proceed to carve their shack from it. The horse and cart hired from the livery stables in the city for the day was probably from Buddy McMahan.

Vermin was also a big problem. What with sandflies, mosquitoes, fleas and bed bugs, it was a must every two weeks when my mother and my elder sister carried the spring mattress outside to paint all the joints with methylated spirits, or burn it. The laps of the bags inside were her biggest problem. The only thing she could do was to paint the laps with kerosene.

At school as I sat behind the girls you could see their flea bitten necks. They were like a pincushion, especially the fair ones. I was probably the same but having dark skin it was harder to detect. It mostly applied to children who lived on dirt floors.

-----Mick Derrey

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COUNCIL POUND. It was noted on February, 7, 1924 that it was costing Sutherland Shire Council ten shillings and eight pence to impound every animal. The Council was losing £400 a year on cattle , £100 of which was on the upkeep of the pound.

The "S.C.A.M".



### A MILITARY EXERCISE

Singapore fell on February 19, 1942, and Australia was on its own. Just how vulnerable the eastern coast was to invasion was vividly shown in a military exercise carried out south of Sydney in the days immediately after the fall of Singapore.

Before the war Capt. William Charles Wentworth had been merely an enthusiastic private citizen whose impassioned appeals to the Federal Government to spend more money on defence had gone largely unheeded.

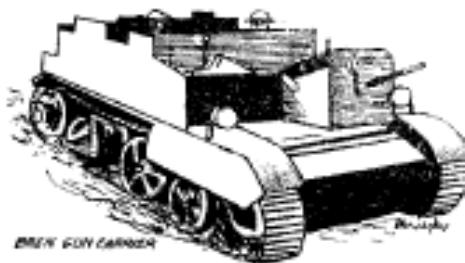
Now, as an infantry commander given the task of staging a mock assault on Sydney's defences in the Cronulla-Liverpool region, he aimed to show the army and the Government just how much a small invading force could achieve.

Basing his tactics on those used by the Japanese in Malaya, Wentworth began by seizing the battalion telephone switchboard. After that battalion headquarters at Liverpool would receive only false messages concerning the size and composition of the attacking force.

For the next few hours the disruption of communications and all local and military defence preparations continued uninterrupted. Civilian motorists were held up at rifle point and made to surrender their vehicles.

Then the railway system was thrown into confusion by placing lengths of copper wires across the lines. This had the effect of paralysing the electrical signalling mechanism and stopping the trains.

At Loftus Wentworth's men captured one company's entire stock of Bren guns and now, travelling in nine Bren gun carriers, the raiders swept on towards the army's main ordnance depot at Liverpool. Although the depot had been alerted to the threat of an impending attack there was little or no resistance.



Hurling sticks of gelignite in any direction in token of their complete superiority, the invaders took possession of ammunition dumps, officers' stores and the defenders quickly surrendered.

Wentworth was making the point that orthodox methods of warfare as set out in the military text-books had become outdated since the success of

Japanese infiltration tactics in Malaya and elsewhere.

However senior officers failed to appreciate Wentworth's efforts. The young captain was placed under arrest while court-martial was being prepared for "wantonly endangering human life" and conduct "unbecoming an officer". However all charges against Capt. Wentworth were later withdrawn and he was moved out of the army on medical grounds.

Source: Daily Mirror, January 15, 1985.

----- F.A.M.

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AMBULANCE. J. W. Bennett of Hurstville built the bodies on the two new Buick ambulances in 1929 for the St. George-Sutherland Ambulance Service, one of which was located in the new station at Sutherland.

J. Midgley

## GEORGES RIVER BRIDGE



The Georges River Bridge is a major local Government achievement, the organisation which brought about its construction was launched by Councillor C.O.J. Monro in 1922, he being President at the time. It was he who suggested a toll bridge, and obtained a petition signed by thousands of motorists in support. Of interest,

these petitions were obtained by men who walked the length of the cars that stretched from the punt to the old Brickworks, often riding along back toward the punt as the traffic moved forward, so as not to miss a car (remember cars had a running board to stand on in those days) very few motorists ever refused to sign. It became necessary to pass a special Act of Parliament, which appointed the Sutherland Shire Council the constructing authority and gave it power to raise a special loan and authorised the levying of toll. The Government also passed legislation guaranteeing the loans. The members of the Council in 1923 were:-

Councillors C.O.J. Monro, A.J. Hand, L.V. King, R. Bingham, R.W. Harris, E.S. Shaw,  
N.J. Fletcher, T. Lehane and R.W. Cook.

Councillor Monro immediately went to England at his own expense with the plans and specifications, to interest bridge builders on the continent to tender, no firm at that time in Australia being in a position to tender for the super-structure. The foundation stone was eventually laid with great pomp and splendour by the then minister of public works, R.T. Ball, Esq. on 7th June, 1924. Work commenced in February, 1925. The total cost was 307 600 pounds. The bridge was opened for traffic on 26th April, 1929. The official ceremony took place on Saturday, 11th May, 1929, being declared open by the State Governor, His Excellency Sir Dudley De Chair. The bridge is 1 639 feet between approaches. The width between kerbs is 30 feet and the clearance is 20 ft. above high water mark. Before the bridge was opened for traffic there were two punts, side by side running across the river at this crossing and at weekends delays up to four hours were the experience of many motorists. The toll for 1930 was 27 353 pounds. During the Depression years the income fell to 23 000 pounds and during the war years revenue fell still further to 13 637 pounds a year.

When the loans were repaid in London in 1947, there remained a deficit of 276 690 pounds owing to the State Government. Legislation was necessary to vest the Bridge in the Department of Main Roads and authorise the Council to collect the toll until the Treasury debt was discharged. The Treasury debt was fully paid at the end of April, 1952. With the continued growth



of traffic in 1951, the toll receipts amounted to an all time high of 88 721 pounds, collected from 3 235 535 vehicles which crossed the Bridge. The record for a day's takings was Anniversary Day, 1952; 24 104 vehicles crossed the bridge and paid 600 pounds 14 shillings toll. By contrast, the highest number of vehicles in any one day which crossed the river by Ferry was 1 400. Sutherland Shire Council having fulfilled its obligation now passed complete control of the Bridge to the Department of Main Roads. The Council considered that the construction and management of the Bridge had been an outstanding example of Local Government enterprise and initiative.

Source: Figures, dates and details from old "SCAM" newspapers, and writer's memoirs.

George H. Heavens

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### THE MYSTERY FENCE

The old posts of a fence ran from the Gymea Bay bathe of to-day in a North-Westerly direction towards Jannali and probably went on towards Georges River.

When Mick Derrey first remembered the fence in 1913 in a state of decay some of the posts were then missing and rusty fence wire protruded from them which, when bent, snapped so easily. Some posts remained with only a small piece sticking out of the ground, and where the terrain was rocky the posts were supported by piles of rocks.

For many years Mick traced the remains of the fence through to the Sutherland brickyards, but could not trace it any further. When Mick bought some ground on the northern side of Forest and Gymea Bay roads in 1930, and cleared it all by hand, and then spade dug it, he came across a large dark patch of loam soil like the shape of a long gone shed, which at one time could have been a cattle shed or horse stables.

The rest of the soil around was just sandy loam. Although this was in 1930 occasional fence posts were encountered then. The fence was so lined that all creeks were included in its south - eastern side. It was certainly erected by the employees of Thomas Holt to contain his livestock.

From an interview with Mick Derrey by F. Midgley on 28-11-84

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### WORONORA BRIDGE

Just after the outbreak of the Second World War it was thought to be imperative to guard the bridges from sabotage.

I can remember when walking home to Menai from Sutherland at night meeting the civilian guards who were stationed either end of the bridge. They were armed with mattock handles.

One of the guards whom I knew lived in Price's Avenue, Woronora, with his wife and mother-in-law. He later joined the R.A.A.F.

Fred Midgley

JACK HAMILTON, V.C.

August 9, 1985 is the seventieth anniversary of Private Jack Hamilton being awarded the Victoria Cross for outstanding bravery.

The citation given with the Award said "For most conspicuous bravery on 9th August, 1915 in the Gallipoli Peninsular". During a heavy bomb attack by the enemy on the newly captured position at Lone Pine, Private Hamilton, with utter disregard

of personal safety exposed himself under heavy fire on the parapets, in order to secure a better fire position against the enemy's bomb throwers. His coolness and daring example had an immediate effect. The defence was encouraged and the enemy driven off with heavy loss."

It is further reported "several men were instructed to get out on the parapet and attack the Turks in the trench and those coming across open ground. These were the circumstances which led to Hamilton's valorous acts. A fact not mentioned in the citation is that under the cover of a few sandbags he lay out in the open shouting to those in the trenches where best to land their bombs, while he himself kept up a constant sniping fire".

Born in Orange in 1896, he attended school at Oakey Park, Lithgow, where his father conducted a butcher shop. On leaving school Jack became a butcher too. Later the family moved to Peshurst and it was as a resident of that township he "joined up".

Being interested in the services Jack Hamilton put his age on by two years and on 15th September, 1914 joined the Third Battalion, then being formed, with regimental number 943.

Embarkation with his unit was 18th October, 1914 and they took part in the landing on Gallipoli on 25th April, 1915; history tells us that the "Lone Pine Campaign" must rank as a "Peak of Valour" -- it was on 9th August, 1915 the enemy finally abandoned efforts to oust the Australians at Lone Pine, making it the most effective demonstration in which the A.I.F. had participated.

(In "They Dared Mightily" by Lionel Wigmore there is an excellent coverage of Awards given and it is strongly recommended to readers interested in Military History and Awards.)

On 3rd May, 1916 when the Unit went to France, Private Hamilton was promoted to Corporal and a year later became a Sergeant. From 5th July, 1918 Sgt. Hamilton was a student at No. 5 Officer Cadet Battalion in Cambridge, England, where he graduated and was commissioned Second Lieutenant on 2nd January, 1919, He was allotted as a general reinforcement officer and on 22nd April, 1919 rejoined his old Battalion; he ceased duty with the A.I.F. on 12th September, 1919 and after demobilisation returned to Sydney to reside in the suburb of Tempe.

Being on the Reserve list of Officers, Lieutenant Hamilton was called up again at the start of World War 2, and on 3rd June, 1940 returned to the Active List with a posting to the 16th Garrison Battalion. He served in that to September, 1942; there were two tours of active duty in New Guinea and New Britain with the Australian Army Employment Service, he being in the Fifth Works Company to June 1943.

On 21st October, 1944 he was promoted to Captain and from 14th July, 1945 to 1st April, 1946 served at Bougainville. His appointment with the Second A.I.F. terminated on 19th August, 1946.

At the time the award was made to Private Hamilton he was the youngest soldier in the world to have received the Victoria Cross as also he was the first "Private" soldier in the Australian Army to have been so honoured to that date.

In 1954 Captain Hamilton joined Miranda R.S.L. to be in company with his son; to recognise this honoured member, Miranda R.S.L., in association with the R.S.L. Headquarters, provided a Trophy for Bowls Competition between the Australian States, known as the "Jack Hamilton, V.C. Trophy".



Jack Hamilton died in Concord Repatriation Hospital on 27th February, 1961, and was buried privately in the Church of England Section of Woronora Cemetery.

Vale! Jack Hamilton, V.C.

Source: Family records made available by Mr. Alwyn Hamilton, also "They dared Mightily" by Lionel Wigmore.

Aileen Griffiths.

NOTE: As this report is being prepared for the August Bulletin arrangements are in hand between the Australian War Memorial and Mr. Alwyn Hamilton to present his Father's Victoria Cross Medal to the Memorial, for inclusion in the tribute being prepared there about "Lone Pine"; this presentation is to take place on Friday, August 9, 1985 -- a significant gesture to the nation on the seventieth anniversary.

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#### SUTHERLAND NOTES 1904

FEBRUARY 6. Members of the Junior Cricket Club have been busy clearing scrub and stumps from their cricket ground in readiness for the return match against Helensburgh. They hope to reverse the decision of an earlier match. Sutherland scored 53 and 7-108 and Helensburgh 65 and 67. There was a spread at night.

April 6. Sutherland's maintenance man, Mr. Sparks has been busy in forming footways, clearing gutters, etc.

April 6. The Directors of the Holt-Sutherland Estate Company have abandoned the idea of placing a motor omnibus on Sutherland Cronulla road. During Easter horse coaches were over taxed to meet the demand.

April 6. The Church of England School Hall was opened on March 27, by Archdeacon Langley. A tea meeting and concert concluded the occasion.

April 30. A large turtle weighing 34 pounds was caught at Yowie Bay and was placed on view at Boyles Hotel, Sutherland. The date for conversion to soup had not been announced.

----St George Call

### VOYAGE ON THE WORONORA

This article, is about a boating and camping trip on the Woronora river by a man, his three sons and a schoolboy in April, 1869. It appeared in "The Sydney Mail" in May, 1869, entitled "The Days When We Went Gypsying", The author is unknown, but presents a very interesting account of the Woronora 30 years before the first settlers, Thomas and Mary Price.

"The old woman's bonnett" (some people individualise the old woman whom it is supposed to fit, and call it Sally's bonnett), is a cave of irregular shape some thirty feet in length and of various widths, lying at the top of a steepish bank, on Mr. Holt's side of the river, about three quarters of a mile from the mouth. It is no mere overhanging rock but a veritable cave opening into a heavy mass of grey stone and affording fair shelter on all sides but one where a lot of bushes may easily be set up. It is large enough to shelter a considerable party, and was the place where I and seven others had to make ourselves as comfortable as we could in January, 1868, when the rain kept us from stirring abroad for nearly two days. Of course, therefore, there was ample room for our party. The bringing of our "traps" up the bank, and the arranging of them was a stiffish job. Then there was wood to be got (and it was scarce near "the bonnett"), ferns to be cut, and all other little arrangements to be made. We had no occasion to set up our tent, but this and the spare sail were useful to make all snug on that side of the cave which lays most exposed. We were not long there when we had a visit from an old acquaintance of mine -- a man who formerly lived and had a pretty little garden on the opposite shore, but who now, according to his own account, leads a wandering life. He only stayed long enough for a drop of grog and a gossip. He had scarcely gone when, just as we were preparing for our evening meal there were loud cooees from inland, and soon afterwards there came upon us two men who had travelled a considerable distance, and were bound for the opposite side of the river. These calls were intended for their friends in order that a boat might be brought for them. One of our visitors - a very respect-able man as we afterwards ascertained, although a stranger to us, had a sort of station - a Sanatorium for milch cows - on the banks of the river; and the other, a coloured man was in his employment. The "modest quencher" which name we gave the latter person - not observing at the time any symptoms of his having been moistening his clay" before - proved to be the last drop in the bucket, and he began to be rather troublesome. His employer was a teetotaler, and was very quiet and civil. The boat soon came over, but our dark friend seemed scarcely inclined to go away, and it was not until after repeated calls that he could be prevailed upon to embark. We were glad when he was fairly off, and nothing further occurred until we retired to rest, sleeping as soundly as on the previous night.

In the morning there was some more fishing, in the course of which we were unfortunate enough to get our boat's anchor fast under a rock. After repeated attempts to get it loose, which only seemed to have a contrary effect, we were compelled to cut the cable and leave it with a piece of wood fastened to a line as a buoy. Ere we had prepared to start we were hailed from the opposite shore by two men who wanted us to bring our boat over for them. We could not very well make them out but conceived them to be our visitors of the previous night. Their call to do our ferry-man's work, addressed to an amateur Gypsying party, was rather cruel, but we should have been glad to oblige our teetotal friend.

Our experiences of the darker gentleman, however, were not such as to lead us to a desire, just then, for his company. Besides we could not see why they should not resort to the boat which had taken them across the previous night. One of our party, therefore, shouted across that we had something else to do. We were rather sorry for this afterwards, but thought at the time that we were acting rightly.

At a later hour the tide being then rising, we started for the head of the Woronora, or rather for the head of boat navigation on the river - a good ten miles pull. Our intention was to encamp for the night somewhere near the head, and, having taken a good look at the place, to return next day, to leave the Woronora, and to encamp at some eligible spot on the banks of the Georges River. But, as will be seen, our plans were changed by circumstances. To us, who knew nothing of this river, the navigation was very difficult. There were numerous flats, and the channel is in many places very serpentine. About a mile or two up, where the river is very wide, there is a crossing place only to be passed over in a boat, when the tide is pretty high. Here we were stuck for a short time. There were many other difficulties. It was only by one of us keeping a constant lookout ahead and directing the steerage that we managed to get on so well. Beyond the crossing place, and some flats which lie in its vicinity, the river narrows and deepens, and the banks grow higher and higher until they become almost precipitous. The scenery in this part of the river is bold and fine, the rocks being clothed with timber to their summits. Here, and there, too, the monotony of cliff and forest is broken by the appearance of a sandy point, or a small belt of mangroves with a green flat behind it. Several miles higher up, where the water is very deep, and the hills on either side cast a dark shadow on the stream, there are several rocks in the bed of it - a row of sharp stony teeth, planted right across, which are just covered at high water, and which would stave a boat in a moment if run sharply upon any one of them. Of these rocks which are called "the needles", we had been warned and approaching them at a time when their heads were above water we ran no risk. The channels between them are very deep. After passing the needles, the water, which had already been found to, be changing from salt to brackish began rapidly to freshen and on tasting it after a little more pulling we found it to be perfectly sweet. Soon after this the noise of falling waters became audible, and ere long we found ourselves amongst a mass of rocks which no boat could pass, Making our little craft fast we went ashore, and after some scrambling along the banks came to a series of little falls and rapids, along which an immense body of water, beautifully fresh and cool, and as clear as crystal, was being poured out from among the dark hills to make its way to George's River and thence to the sea. I was not prepared to see a fresh water stream of such magnitude. At the time of our visit the discharge was no doubt much greater than it often is, for there had been rains not long before. There were, however, unmistakable signs around that the river was occasionally very much higher. Looking at the stream which I then saw, and comparing it in my minds-eye with that at the Botany swamp, from whence the supply for the city is drawn, it seemed to me that if that was enough for Sydney, the Woronora in its then state would have then sufficed for two Sydneys. But as to this "water question" more anon.

There was no place in this neighbourhood suitable for camping and the afternoon was wearing rapidly away. We could have got back to one of the sandy points before mentioned without much trouble, but hardly in time to make ourselves quite snug ere the

darkness would have been upon us: and amidst the heavy woods around, the moonlight would not have helped us much. We determined, therefore, that as we had now become better acquainted with the navigation of this river we would make a long day of it, and push on for "the bonnett" - our camp of the previous night- without halting. After taking a little refreshment, and filling our keg with fresh water from alongside the boat, we started on our return. This time the needles were covered, but knowing their whereabouts we kept clear of them - and by dint of a sharp lookout got safely over all the flats and through the tortuous channels without once touching, although most of the journey had to be performed in the dark. On our way up we had seen a small sloop which came up the river for saplings. on our return we passed this sloop at her moorings and hailing her people, who were ashore, enquired as to the probability of our getting over the flats. We were told that unless we made haste we should not be able to do it. We made haste accordingly, and as already stated, we did it. Right glad were we all, however, when we found ourselves once more at the "Old Woman's Bonnett", and very welcome that evening was a "billy" of strong cocoa and a due proportion of eatables. Our arrangements for the night were soon made, and as may be readily supposed, we all slept well.

The next day was the fourth that we had been out. We determined to make a very short journey on that day and to camp early, so as to have a good rest, and, if possible a little fishing or shooting ere we started for home, which we were to do on the fifth day. It took some time to get a light breakfast and to make all ready for leaving, yet we were afloat pretty early. We determined, how-ever, to make a parting call on our opposite neighbours, and to tell them of the anchor, so that it might if possible be subsequently got up. On making this call we met not only the coloured gentleman and his employer, but the other still darker gentleman - a native of the New Hebrides who we had met at the "Old Crossing Place", (referring to ferry at Lugarno). There were two coloured ladies, the wife of one of the coloured gentlemen and the daughter of the other. Here we barred that it was the employer and the New Hebridean who had hailed for our boat the day before, and not by the coloured gentleman by whom we had been previously visited. The latter complained of being rather unwell, but seen by daylight and quite sober; looked a quiet, respectable, and well behaved person-age enough. On mentioning the anchor, the New Hebridean - who it seems, was a diver - undertook to look for it. A bargain was soon struck, and we pulled him back to the place where it had been lost. The strength of the tidal current had forced the buoy underwater so that it could not be seen; but after a couple of dives - one of some length - our Islander came up with the buoy in his hand, and with an intimation that he had cast the anchor loose from the ledge of rock beneath which one of its flutes had caught. The anchor was soon in the boat again. The temporary loss of it, and the slight inconvenience which it had entailed, were more than compensated for by seeing this man dive.

After restoring our amphibious assistant to his friends, and some friendly chat with the whole party, we resumed our journey. We were soon clear of the Woronora, and with a fair wind although there was but little of it.

----- F.A.M.



### COLE'S TIMBER YARD

Frank Coles operated a timber yard in Sutherland at least before the turn of the century. It was located on the corner of the Princes Highway - then Railway Parade and Sutherland Street which became president Avenue in 1912. This is where Durban Court stands to-day.

A building which served as an office for the timber yard housed a small safe. In red letters on the windows of the office was "agency for the Bank of New South Wales" This was probably about 1907, and it is believed to be the first Bank or Agency in Sutherland. Most early banking was done at Hurstville.

Frank Cole had three sons, Bill who was the eldest, Sid and Frank. There was a daughter, Adelaide. In Sand's Directory of 1903 the business is listed with others in Sutherland, as Cole and Son. Frank, the youngest son, was a builder, and helped in the timber yard when not engaged in this activity. He helped build the Sutherland Council Chambers in 1915, and also built a boat shed opposite the Yowie Bay Hotel. Frank is thought to have assisted in the construction of Robert Cook's store and upstairs residence on the northern corner of Flora Street West and East Parade, opposite the Royal Hotel.

In the late 1920s Sid Cole went into the motor garage business on the corner of Boyle Lane and Princes Highway, when the timber yard closed. But the garage didn't go too well, and was sold to Rowley Valiance, whose father owned the property.

Bill Cole took to cutting bakers wood with a power driven saw in the area which in 1939 became the Sanitary Depot at Menai. A Sutherland man, Bert McPherson carried the wood for him in his horse and cart.

In the early days of the timber yard a team of ten bullocks hauled the logs from various parts of the shire, particularly from Gray's Point. When the bullocks with the logs on the four wheel-waggon arrived in Sutherland, they often had to be turned around. It took some distance to turn them, and in wet weather opposite the timber yard it became a quagmire in great quantities of mud. It took the bullocks as far as Phillips blacksmith shop in the lane (now Boyle), before they could be turned. When dry it was deeply rutted and difficult to walk on.

Timber was cut out at Otford also, and the logs placed on the railway for transport and unloading at Sutherland goods yard. In Cole's timber yard there was a donkey engine. To haul the large logs from the railway yard which was opposite, a cable was connected to the log from a winch on the donkey engine and run across the Princes Highway.

Chas, Dahlhelm, then a boy of only 10 or 12 years of age would receive the order to pull a lever and the cable would begin to draw the log from the goods siding and across the road to the timber yard. This was about 1920, Sometimes two or three horse and carts would be held up while the process was completed.

Chas. Dahlhelm's father on occasion set the teeth on a saw used for cutting logs.

Water for the steam engine which worked in the yard was obtained from an easement at Minerva Street and Park Street where holes of four foot were dug. The easement ran to Saville Creek.

Source: Interviews with Mick Derrey, Chas, Dahlhelm, Jack Midgley, Bert McPherson.

-----Fred Midgley

TOM UGLY'S = SYLVANIA FERRY

Travellers by road to the south from the direction of the city in 1906 were familiar with the ferry of that time, but the traveller on the same road 40 years before would have noticed the difference from the hand punt established there by Thomas Holt from Tom Ugly's Point to Sylvania. The old hand punt sufficed for 16 years and in 1881, the traffic having by this time considerably increased, the first steam punt, capable of carrying 6 vehicles was placed in service, This ferry remained in service until 1898, when the traffic had assumed such proportions as to warrant its substitution by a larger ferry with increased carrying capacity.



The popularity of the various summer resorts at the numerous Bays of Port Hacking, the increased patronage of the National Park, and the steady in-crease of riverside residences on the southern side of Georges River all contributed to this necessity.

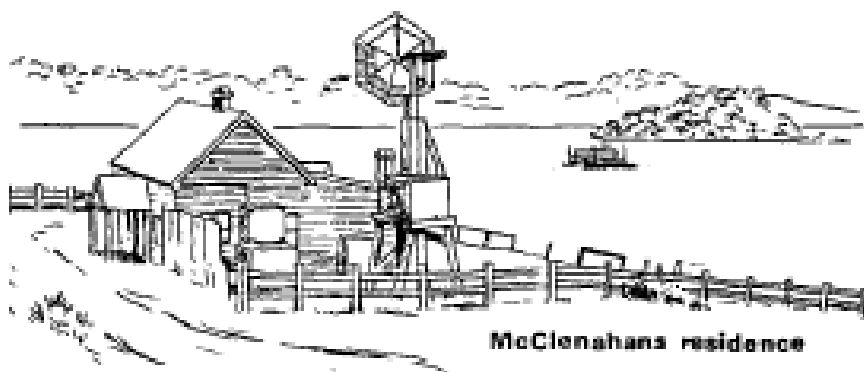
The carrying capacity of this punt was 100 passengers and from 12 to 15 vehicles according to size, and it was interesting to see how neatly holiday traffic was managed by the staff. The construction of the ferry ran into L3000; propulsion was derived from two 18 h.p. non-condensing engines with inverted cylinders; two wire cables 700 yards long provide the driving and guiding of the ferry. From the edge of the landing stage to the other end measured 97 ft., and in breadth 33 ft.; deck space was 64x20 ft., the balance being taken up with stages and engine room. The usual life-saving appliances - buoys, lines etc - as well as a spare cable and heavy anchor were ready in case of an emergency. The ferry was built by the Atlas Engineering Co. of Sydney.

The familiar face of Captain J. McClenahan had been seen continuously for the past twenty years, and his friendly "good day" was as much part of the road journey as any landmark thereon. His predecessor was Capt. A. Dean. Three duly qualified men, Messrs. J. Storey, W. Watson, and G Matterson comprised the staff, who worked in three shifts of eight hours, and it is to the credit of this staff that during Capt. McClenahan's term no accidents occurred.

The holiday traffic averaged 200 vehicles and 235 horses, while the trips worked out at 4 per hour for 22 hours. On the first Thursday in each month stopped from 6 at night till 6 next morning for overhaul, although in cases of sickness or emergency arrangements were made to convey passengers. The toll payable was 6d for a vehicle, 3d for a horse, 2d for a bicycle and rider, and 1d for a foot passenger - return in each case.

Source; "St. George Call" 7/4/1906.

----Fred Midgley



McClenahan's residence

## CENTENARY OF THE MOTOR CAR

This year marks the centenary of the motor car, or perhaps more appropriate the installing of a one horse power single cylinder internal combustion engine in a three wheeled vehicle by Karl Benz at Mannheim, Germany, in 1885, and successfully driving it on the streets.

Steam propelled vehicles had been operative on the roads for years but were cumbersome and slow, and it wasn't until the twins F.E. and F.O. Stanley came on the scene in the United States that steam became a rival of the internal combustion engine. But the latter forged ahead, and some who were making steam driven vehicles turned to the petrol engine.

In another part of Germany Gottlieb Daimler was working without knowledge of Karl Benz, but the vehicle to which Daimler applied his engine is regarded as a motor cycle. One might suggest that a three wheel vehicle is not a motor car because it does not relate to four wheels. But three wheeled vehicles with four cylinder engines are still being made to-day by Reliant in England, and a lot are exported to emerging countries.

Although it was two Germans who had conceived the motor car it was the French who gave it its impetus. Daimler was more interested in looking for agencies for his light successful engine than building cars.

In 1881, a Frenchman, Georges Bouton went into partnership with the Parisian Aristocrat, Comte Albert de Dion who was the financier, and in 1895 they built a petrol engine. Finally after a series of successes and failures from tricycles to quadricycles the famous De Dion-Bouton 8hp twin cylinder tourer was introduced. These vehicles were immensely popular - they were the world's first cars with mass appeal - and they made the company famous. By 1906, 3000 workers were employed.

It was one of these popular vehicles that became the first privately owned motor car in the Sutherland Shire. It was owned and driven by Charles McAlister, pioneer resident of Engadine.

The car came to Engadine about 1906 this being verified by the late Tim Thornton who came to Sutherland in 1898 being then eleven years of age. The late Mick Derrey also remembered the car for when he was a small boy he would run after it with other children. Tim Thornton's sister Stella had the honour of riding in the car soon after its arrival, but other women who were invited for a trip were polite in their refusal.

Several photographs of the car in existence; standing in front of "Homelea", McAlister's residence at Engadine; on the cause-way at Audley; in front of the General Store and Post Office at Heathcote in 1914 which was built for Christine McAlister, wife of Charles.



Charles McAlister had always driven horse drawn conveyances and it must have been quite a transition for him to drive the De Dion-Bouton as he would have been at least sixty years of age, and it leaves little to the imagination how the small car would

have bounced about on the rough tracks and roads of that time, and the inevitable punctures.

Nathaniel Bull is credited with owning the first motor car in Cronulla, and this would have been not long after Charles McAlister bought his car. However Bull never drove it, a son of Clr. John Hill of Cronulla drove it for him. Clr. Hill owned a French built Clement-Bayard which he drove himself as well as did his son.

If you owned a car in those days you had to be well off for the average working man simply could not afford them. The ownership of a car enhanced ones social position.

In November 1908, President Judd of Sutherland Shire Council said, "We must do something in regard to the speed of motor cars in the Shire. They are simply cutting our roads to pieces. In fact the traffic travelling so fast is worse than heavy goods vehicles."

On one day in November of that same year 41 cars crossed the Georges River on the punt into the Sutherland Shire.

The motor car from those far off days has become such a part of life it is hard to imagine what it would be like without them. They have advanced from chugging vehicles to those incorporating highly skilled engineering and technology, and now create problems on our choked roads.

Some early makes of car are still with us having survived from well over 4000 different names some of which were just one off to those whose name has been carried on millions of cars. Of those makes of car made before 1914 only a few survive: Ford, Chevrolet, Cadillac, Buick, Oldsmobile(U.S.A); Austin, Morris, Daimler, Rover, Triumph, Morgan, Rolls-Royce, Vauxhall (Eng.); Alpha Romeo, Fiat, Lancia. (It.); Mercedes-Benz, Opel, Audi (Ger.); Peugeot, Renault (Fr. ). AC (Eng.).

Great makes manufactured for more than 50 years have come and gone , some through aiming at wrong or too competitive a market, bad management, and a number of reasons, and for those well known makes who continue to disappear, it leaves a touch of sadness.

Source: Encyclopedia of the Motor Car, Mr.T.Thornton and Mr.M.Derrey, Miss Hill, "St. George Call", writers records.

-----Fred Midgley

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### BUS SERVICE TO MENAI

The Department of Road Transport, writing with regard to the Sutherland Shire Council's request for the extension of a motor bus service to Menai on route 237, advised that the service is in process of transfer, and requested that the matter stand in abeyance for a period.

It was pointed out the bus proprietor was willing to run a service, but owing to the condition of the road this was impossible Owing to the petrol shortage, residents were unable to use their own cars, and it was considered too far for them to go on foot.

----'S.C.A.M.' January, 1948

JOHN HENRY ANTILL, OBE.. C M.G

Citation delivered by Professor Edward Cowie, Head of the School of Creative Arts in the University of Wollongong on the occasion of the admission of John Henry Antill, OBE, CMG, to the Degree of Doctor of Creative Arts, Honoria Cause, 2nd May, 1985.

The Artists' life journey is almost always a lonely one, and perhaps a composers.' is one of singular loneliness. In spite of the cinema media coverage of the boozing and joke-cracking of Mozart in Amadeus, or Ken Russell's spectacular Gustav Mahler, screaming silent screams in a premature burial scene whilst composing the sixth symphony, or Beethoven's hair tearing, or the sumptuous Richard Wagner-Burton epics, most composers' lives are quiet, private and, to the onlooker, utterly lacking in sensationalism, John Antill enjoys a quiet life!

Sometimes, Artists may experience public triumph during their lifetimes, though many have died without the brilliant blazing suns of recognition and acceptance beaming down upon them. Critics, who so often claim to be the "makers or breakers" of Artists' careers, have a long record of disastrous errors in failing to recognise the central brilliance of those they seek to evaluate on behalf of the general public.

In the case of the composer, it is not enough to compose music. The players must play; the conductors must conduct, and the recording companies must record. Between them, they can comprehensively destroy and obliterate the composer's original intentions. John Antill continues to suffer the fate of many Australian composers, and that is a lack of National promotion. Most Australian composers are promoted through the so called great publishing houses of Europe. These houses have also dished out lavish servings of prejudice, arrogance and crass insensitivity. The publishing house of Shott Mainz (my publisher incidentally) dared to advise Beethoven on how to re-compose his music, and dumped Gustav Mahler after the performance of his first symphony! Within 40 years of that mess, they were to regret it, since Mahler is now a top money earner for Universal Edition, who had the courage to take Mahler on his own terms.

Though I don't knew John Antill well, I do know that he is a shy and retiring person, who has deep humility about composing music. I have not read that he believes this but I feel that his music feeds upon a spiritual view of Art. His senses are coupled with the mystery of creation, and his careful mind has found a unique balance between the divine and the earthly daily life.

Mr. Antill is now in his 82nd year, and still enjoys composing (if that is mall] the right word). He studied at the Sydney Conservatorium from 1926 until 1928. It is very hard to imagine what it was like being a young Australian composer in those days. The sense of isolation from the European 'cradle of civilisation' might have been daunting to many artists; but not to John Antill. From his youth, he obviously had a driving curiosity for the ancient land and peoples of the Australian Continent. He stared at rook and bark paintings by the Aborigines; heard the wail and woof and click and thwack of their instruments. and rejoiced in the rich palette of symbolism which their rituals embraced. Onto this archetypal atlas of creativity, he placed the marks he discovered within the landscape of Australia. He found the bush pulsating with song and texture. Whether in a desert, or by the pounding creamy shores of the ocean, or in the dripping tapestry of rainforest, his imagination stirred. If he was profoundly affected by the musical experiments of the Northern Hemisphere, he was equally inspired by the rich nutrients of his own world.

Such is Mr. Antill's curiosity for the human species that much of his greatest work has been for theatre and ballet, surely a prime human arts medium. Human movement, when linked with our fellow moving species, takes on a quality

at ambiguity which challenges us into new ways of forming. Such was the in agitation behind the now world famous Ballet score Corroboree which, after its full Ballet premiere in 1950, placed John Antill on the world atlas of great artists. Of course, many critics worked out their praise and admiration through style criticism. They were quick to link his imagination with this "ism" or "that overian" influences. The truth is that Corroboree, and many of Mr. Antill's other works are highly original. I suppose it is inevitable that the higher proportion of Idea to Style in a work, the more critics will seek to compartmentalise the fabric of the artists' imagination.

To say that John Antill has survived all that is obvious. But I mentioned earlier that he has suffered from a malaise in Australian Music, which is the ongoing problem of how to sell the products of fabulous minds such as this. Many of Mr. Antill's most extraordinary works have still not been recorded... and yet his name and work is recognised throughout the world.

It is further astonishing that we have the distinct pleasure of being the first Australian University to honour one of her greatest artists with an award such as this. During my research on John Antill, many people spoke of his years of strident and courageous service in the A.B.C. In that sanctuary of conservatism and opportunity, he swam always towards the most white of sharks...wrestled and closed the tearing jaws for the sake, not of himself, but for the many other young artists when he so generously helped, often at the expense of his own career.

We have before us then, a consummate creative Artist. A man who has composed many exciting and original scores. There are numerous Ballets, Operas, and scores for the film medium. I suspect that there are a number of works lying, waiting to be released in the full blond of committed performance, and which will repair the gaping holes in our knowledge of an Artist who has justly been described as the "Father of Australian Contemporary Music".

Since its creation in 1983, the School of Creative Arts has sought to provide a platform for young artists to explore all arts with the fresh, almost childlike freedom they so deserve. In establishing the nature of our degree programmes, we challenged the University to recognise the high merits and power of creative invention. This University has grasped the egotistical thistle without gloves on. It has nourished the planting of a garden (or its wilderness) of invention with the Honorary Doctorate of Creative Arts as its pinnacle---its tallest tree.

In our minds, Mr. Antill, you stand as a "Morton-Bay-Fig-Tree" of an artist. Quiet instance...But soaring and majestic in achievement. The award of this, our first Honorary Doctorate in Creative Arts, is of course an invitation to join a vigorous and vital family. We shall welcome you and your inventions into our community...and promise that we shall fight to help release more of what you have made onto a world which is not always sensitised to receive with-out a health kick or a shout occasionally:

Chancellor, on behalf of the University, I present John Henry Antill, OBE, C.M.G, to you for admission to the degree of Doctor of Creative Arts, Honoria Casa.

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The Sutherland Shire Historical Society is proud to have as one of its members such a distinguished Artist as John Henry Antill, OBE, CMG, of Cronulla, and fellow members heartily applaud the Honour which has been conferred on him.

### MR. REGINALD HALL

The death occurred early in April last of Mr. Reginald Hall, a resident of the Shire for more than 50 years, at the age of 74.

Mr. Hall came from Ireland and settled in Parkes, N.S.W. with other members of the family. His father, Mr.J.G.Hall was a printer by trade and was working in that field when he saw in the columns of the "Sydney Morning Herald" an advertisement for the sale of the "S,C,A,M.:", a weekly newspaper circulating in the Sutherland Shire.

The Halls were interested and on December 1st., 1930. father and son took over the business from Mr. Vowles who was not in good health.

The printing office was at Hotham road in a corrugated iron shed, and some years after World War 11 moved to new premises in East Parade, Sutherland. Here the "S.C,A.M." (Sutherland Cronulla Advertising Medium) continued to be produced until the last issue in April, 1960, but the business with various types of printing continued.

Reg Hall worked in the printing business with his father and when he died Reg. carried on the printery with a cousin, Mr. Woodrow who had become a third partner in the business.

In later years Reg. resided in Caringbah where in earlier days he taught at the Methodist Sunday School. He was associated with the Sutherland Methodist Church for many years, but loved to visit other churches, and at times enjoy a trip by ferry to Manly on a Sunday afternoon, and attend church there in the evening.

Reg. was a long standing member of the Sutherland Shire Historical Society where he was a Vice-President in 1974-75 and in 1976-77. He served on the Executive Council of the Society 1975-76, and was a member of the Publications Committee in 1976-77, but declined further office in 1977. Reg. was also a member of the Church Records and Historical Society (Uniting Church in Australia - N.S.W. Synod).

----Fred Midgley

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### PART OF OUR HERITAGE

In March the grounds of Admiralty House and Kirribilli House were united during a Festival. Originally, the two properties were one: a five-acre portion of a land grant made to Robert Ryan in 1800.

Ryan received his grant for "services in the Marines and New South Wales Corps". However, he seems to have done nothing with his valuable windfall. In 1806, he sold it to Robert Campbell, remembered today as the man who built the first wharf at what is now Circular Quay.

Campbell, too, was content to leave the land lying in its natural state. Then, in 1842, he leased it to Lieutenant- General Gibbs. And it was Gibbs who, in 1845, finally built a house on it.

After Campbell's death, Gibbs bought the house and land outright in 1849 for about L700. He sold it to James Lindsay Travers, a merchant of Macquarie Place, Sydney, in 1851 for £1333: a most handsome profit indeed in two years.

Travers, in turn, sold a one-acre-23-perch slice of the land in 1854 to merchant named Adolph Frederic Feez, who built Kirribilli House on it. In 1885, Travers' portion was bought by the Admiralty

to provide a residence for the Naval Commander-in-Chief. Extensive additions and improvements were made to the dwelling and its name changed from "Watonga" to Admiralty House.

Except for a brief period in the 1930s, Admiralty House has been the Sydney residence of the Governor-General since 1915. Kirribilli House is used both as the Prime Minister's Sydney residence, and to accommodate visiting dignitaries.

Source; Anglican Home Mission Society ; submitted by R.Hall.

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### "TRAMPS" AT SUTHERLAND RECTORY

During the years 1959-1976 when my wife and I occupied the St. John's Rectory, Sutherland, we had many "tramps" (needy cases we called them) come for food. Among them was one man who introduced himself always as a friend of ours because he knew and visited the then Rector of Manly who had been best man at our wedding the late Bishop Graham Delbridge.

Several of them were regular visitors to us when we were at St. Stephen's, Newtown, 17 miles away. They evidently did the rounds of lots of ministers of various churches all over Sydney. The one that we looked for the most was the one who insisted that we add onion to the tomato in his sandwiches. "God love yu, Mum", was his regular expression of thanks.

They were most wonderful and happy days at Sutherland Anglican Rectory. As a member of the Historical Society then, and ever since it has enabled us to be in touch with its interesting events.

-----Clive Steele

Rev.C.N.Steele is now retired and living on the Blue Mountains at Bullaburra.

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### A CAMPING INCIDENT

In February, 1912, Mr. H. Ferguson of Arncliffe, pitched his camp at Port Hacking for his annual holiday of fishing and swimming, together with his wife and family. There came a day when they decided to invite their friends, Mr. and Mrs. Potts, of "Soa", Arncliffe, and the guests duly arrived in their well known dog-cart drawn by "Puddin", the little American cob, (a smallish thick set horse).

After a day fishing the party turned for home looking forward to the "eats" when the shore was reached. Not a thought disturbed the harmony of the day, and it was left to Mrs. Ferguson to make the discovery. Three puddings had been made, and beautiful to look upon - there were two Swallow and Ariel cakes, fancy as well as a large plate of scones had all disappeared. The culprit was the horse who had set to and cleared the board.

----St. George Call

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GUNNAMATTA, AUGUST 17, 1907. Early next week will see the launching of a fine motor launch from the yard of Hill and Son at Gunnamatta. In craft is modern in every detail and has been built to order of Mr. Horton of Newtown for £300.

St. George Call



### RETAINING WALL AT WORONORA

In 1927 Sutherland Shire Council erected a retaining wall at Prince Edward Park, Woronora River, having previously erected a beautiful retaining wall at Cronulla Beach. supervised by Clr. A. Hand.

Councillor Hand considered that a heavy bulk of concrete should not be necessary to attain the desired result, and was further impressed by the vast amount of labour expended - much of it needlessly - in sinking below water level. He accordingly proceeded to design a wall which, while being quite as stable as the Cronulla wall, would be considerably cheaper and more quickly erected, and, above all, capable of erection in places where rock or other suit-able bottom could not be easily reached.

Experiments were first made with wooden piles having various designs of points and fitting into one another in a similar manner to flooring boards. Several of the designs were discarded as being unsuitable, but the tests with others were so satisfactory that concrete piles were made and further tests carried out. They proved such a success that the Sutherland Shire Council requested Clr. Hand to allow the free use of his patent rights in the piles for the wall at Woronora River. The work was completed under his super-vision. The wall is 1,250 feet long, and is constructed throughout its length in soft mud. The work proved so satisfactory that the Council built a further length of wall, and considered using the method for the big wall in the reclamation of nine acres at the head of Gunnamatta Bay, as well as on the North Beach at Cronulla.

This kind of wall was considered to "fill the bill" on many of the beaches where Councils were contemplating improvements. Clr. Hand was prepared to advise any Councils free of cost, and, if desired, submit prices for such work. Clr. Hand claimed to show a saving of at least thirty three per cent on other methods of construction, whilst at the same time providing a wall of greater stability.

The flood in the Woronora River on Easter Monday submerged the wall to a depth of four feet, and huge logs up to 40 ft. in length subjected it to a severe buffeting. No damage resulted in any way from this severe test.

Source: "St. George Call", August 19, 1927, in Sutherland Shire Council Local History Library.

-----Fred. Midgley



Method of anchoring wall in case of erosion. Waldren's house on left, and Price's former home on right.

### EXCURSION REPORT

With the time lapse of preparing the Bulletin contents and the actual issue arriving in the hands of members, on this occasion we have only completed one outing since the May issue, although many tours are in the offing during the next five months.

Firstly, Saturday July 20; when, as you read, we will have visited Canterbury. Arrangements are being made on our behalf by Mrs. Cutbush as she is a member of that Society and I'm certain in our next report we will be able to say what an interesting day it proved to be.

To visit Goat Island we needed to make two appointments each of twenty people to meet our usual number of tourists, as near as possible. These are Wednesday August 7 and Saturday August 10. Again, it would appear by the time the Bulletin arrives the outings may be finalised. But, if there are sufficient people who still wish to make this trip at a later date, I will gladly make up another party of twenty to meet your pleasure. The two trips are fully booked as I write, but please contact the writer, should you receive the Bulletin early in August as there could be a cancellation at the last minute.

Saturday, September 28 - Parramatta: leaving Cronulla 8 a.m., and Sutherland 8.30 a.m. Cost members \$7.00 and Visitors \$8.00 inclusive of entrance fees at Elizabeth Farm and Hambledon Cottage.

COACH TRAVEL - because of the number of members and friends who book without outings, for short trips we have now been able to arrange to travel in a new bus/coach which takes 53 passengers; allowing for our guide/s we can book 51 folk and this extra four people should be a big help. Naturally on a week-end tour we would have the very comfortable coach we usually have for your convenience. I have been in the 53 seater and assure you it is all we could wish for our outings.

Week-end Friday 25 to Sunday 27 October; to Port Stephens Area; with accommodation at Peninsular Motel, Nelson's Bay. Cost \$95.00 each. All inclusive, except Saturday evening meal; we will be having a mid-day dinner on Saturday and the Excursion Committee feels you may care to have a meal of your choice, light or otherwise at the R.S.L. nearby, or even a take-a-way in your room on Saturday evening; this instead of a second big meal for the day, which many people do not enjoy. This is the first time we have tried this and we hope you will bear with us in trying to please the majority of our touring party. Your comments would be appreciated ! Leave Cronulla Friday 6 p.m., Sutherland 6.30 -- hopefully arrive back to the Shire about 8 p.m. Sunday, 27.

Saturday, November 30: to Wiseman's Ferry: NOTE -- summer time and daylight saving. We will leave Cronulla at 7 a.m. and Sutherland 7.30 am It is a long way to Wiseman's Ferry, and the early start is necessary to allow us to see all the President of the "local" Society wishes us to see; Possibly we should return at about 6.00 to 6.30 p.m. Fares are expected to be \$7.50 Members and \$8.50 Visitors - Bookings will open at August Meeting.

Further information and bookings Mrs. A. Cutbush, 523-8147 --- or for information about tours the writer at 523-5801.

-----Aileen Griffiths  
Convener.

### HERITAGE WEEK HISTORICAL DISPLAY

A "Week of Discovery" was again the theme adopted for Heritage Week, 1985. The Exhibition held during Heritage Week from April 15th to the 21st in the Sutherland Entertainment Centre was successful as have been the previous four Exhibitions.

For the children it was truly a time of discovery especially household items used by past generations. For the older members of the community it was a time to relive old memories with old items like they used in the past and a time of nostalgia when viewing the large display of early photographs of the Sutherland Shire. The Sutherland Shire Council's display of historic homes and buildings was, as always, well received.

The Exhibition was held in conjunction with the Sutherland Shire Council, Sutherland Shire Historical Society and the Botany Bay Family History Society who were participating for the first time.

On display were numerous items once seen in Avery day use in the kitchen, dairy, laundry, leisure and tools used in home and trade. There was a special display of bridal gowns from 1938 and through the dark days of World War 11, and they were an outstanding feature of the Exhibition. Posters of Heathcote Hall and Como Hotel sponsored by Caltex Oil

(Australia) Pty. Ltd., were on sale, as well as booklets on Sir Thomas Mitchell and back numbers of the Historical Society's Quarterly Bulletin. An amount of \$56.70 was made including some donations.

Attendances were down on the previous year, Records show that 1094 children from Year 4 to year 9 from 11 schools attended during the first five lays, which was actually 20 more than last year. The largest number of school children was 312 on the Wednesday. Total attendances were: school children in groups 1094; adults including teacher 673 an 160 children m mostly accompanied by parent. Total number of Visitors was 927 as compared to 2103 the previous year.

I express my appreciation to Clr. Michael Addison and the Departments of the Sutherland Shire Council and the staff for their work and their co-operation in the organising of the Exhibition which contributed so much to its success.

I also thank the management and staff of the Entertainment Centre for their work and the way in which tables and screens for the photographs and printed matter was arranged. To those members of the Historical Society and Council Library who assisted in either arranging or manning the Exhibition, and those who loaned or gave articles for display I again express my thanks.

The Historical Society is especially grateful for the publicity in the local press which was very good promoted from the Sutherland Shire Council's Public Relations Department.

Visitors to the Exhibition not including school children in groups.

Date	DAY Adults	Children	Adults	AFTER 5p.m. Children	Total
15	30		4	2	39
16	83	13	13	7	116
17	125	10	25	29	189
18	54	4	13	4	75
19	72	17	15	2	106
20	141	35	16	3	195
21	82	51			113
	587	113	86	47	833

--- F.Midgley, Convener

## COUNCIL OF THE SUTHERLAND SHIRE HISTORICAL SOCIETY

President: Mr. H. Ivers.  
Raymond Place, Engadine, 2233,  
Phone 520 6324

Deputy President; Mrs.A.Griffiths. Vice Presidents: Mr.F.Midgley, and Mr D. Archer  
Hon. Treasurer: Mrs.E.Sheppard

Research: Mr.F.Midgley,  
6 Koorang Pl. Bangor, 2234  
543 1724 (after 4.30pm)

Hon. Auditor. Mrs.A.Becker .

Committee: Mrs. A. Cutbush, Mrs. V.Humphries, Mrs. E. Allen. Mr. K Matthews, Mr. K. Kirkby.

Hon. Secretary: Mr.A.Platfoot,  
38 Moira Street, Sutherland,  
Phone 542 3386.

Publicity: Mr. B. Griffen  
Archives Miss D. Oliver  
represented by Mrs. Garland) Phone

## SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

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

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

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

Contributions: members are invited to submit material for the Bulletin; this need not necessarily be confined to local history, but this is especially welcome. If material is extracted or re-written, please state \_ the` source; material still in copyright,

(the date will indicate this) can not be re-written without the author's consent. If hand-written -please print names in CAPITAL LETTERS. Contributions for the November issue must be in the hands of the Convenor no later than October 11 , i985.

Monthly Meeting of the Society are held on the second Friday at 8.0-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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Mrs. J. Platfoot, wife of the Society Secretary, is an additional member of the Exhibition Committee.