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The President's Notes.

It is with sorrow that I record the passing of another member of this Society, namely Jack Midgley, brother of Fred. Jack has been an active man all his life and in recent years became a valued member of this Society. Skilled in many activities, he worked as a mechanic on buses and coaches until his death at the age of 75 years.

As indicated in an earlier issue, the MUSEUM has become a reality, due to the effort and financial capacity of the Sutherland Shire Council. Though referred to as a "museum" we believe the term "exhibition room" is more appropriate in the present setting, employing the old billiards room of the School of Arts. Many items of reasonable portability which have been displayed in years past at the Entertainment Centre during Heritage Week have now found a permanent display site. The display, which includes a wide variety of photo-graphs of the early days in the Shire, will be available for inspection at times to be announced.

This year is drawing to a close, and the Society thinks once again about its end-of-year arrangements. This issue of the Bulletin is the last one to reach you before the end of the year, so I take this opportunity to thank all members and interested readers for support given during 1986, and wish for you a happy Christmas and an interesting New Year.

Harold Ivers

* . *****

FIXTURES FOR MONTHLY GENERAL MEETINGS

November 14:	Mrs. B. Goodger of - BANKSTOWN HISTORICAL SOCIETY
December 12:	FILMS
January 9 :	MEMBERS NIGHT
February 13:	Mr. Cyril Stapleton
March 13:	ANNUAL GENERAL MEETING

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All correspondence should be addressed to:- The Secretary, Sutherland Shire Historical Society, P.O. Box 389, Sutherland, 2232.

Thank you to Society members Mr. George Heavens, former Deputy President for compiling, last year, an index of the Society's Bulletin from September, 1966, to May, 1985, and Mr. Ray Sowden who has recently completed his indexing of the Bulletin also covering the same period of issue but up February, 1986. Both indexes cover one hundred pages each.

CHARMS OF THE WORONORA IN 1921

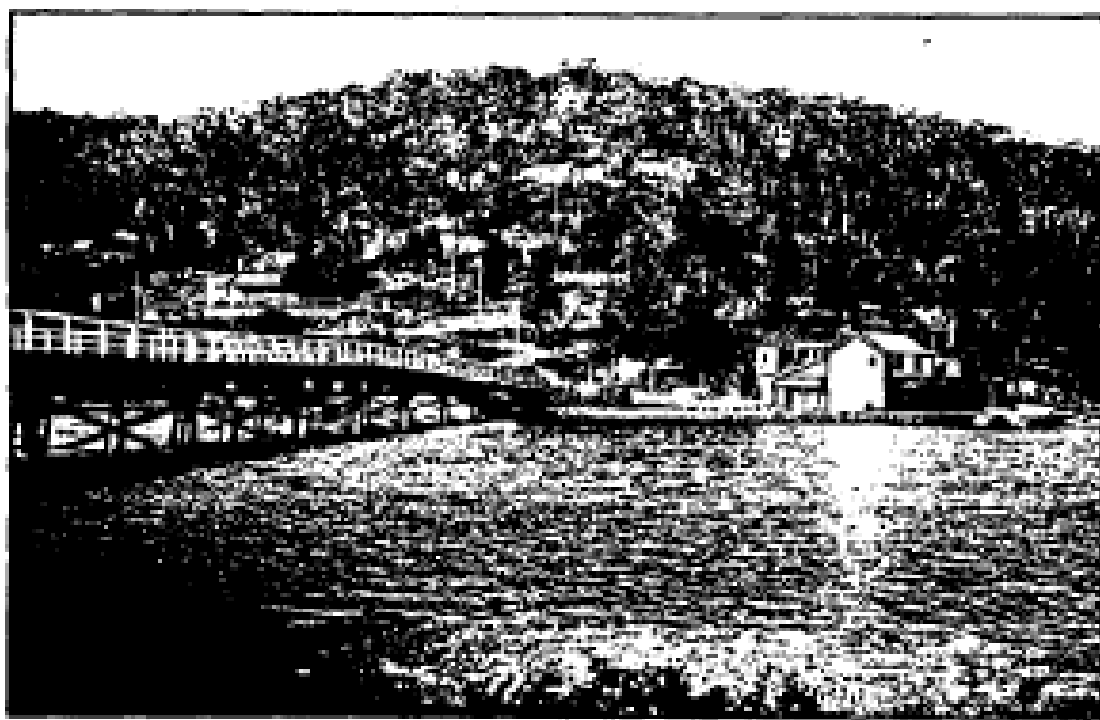
Not such a great deal of water has passed beneath the spans of the bridge across the Woronora River since it was practically unknown as a pleasure resort. Even to-day thousands of near-by residents have but little idea of the wealth of Woronora's possessions.

The district is located about two miles from Sutherland along the road that leads to Liverpool and to Sydney via the Lugarno punt over the George's River just below Como.

The Woronora River is primarily the ebb and flow of the ocean tide waters, is entirely free from sharks and similar menaces, and, is invariably calm in all sorts of weather. It is truly a children's swimming paradise. For the most part the river forms the footplate of the hills that rise majestically on either side, their tower-heights lending enchanting views.

The river is about ten miles long, winding and twisting until it runs itself out in the hills near the site of the Woronora water conservation scheme, more familiarly known as the Freshwater Lakes. One can hire a boat and take a trip up the river as far as the Needles (about five miles) along the route of which some beautiful views are to be obtained. The hanging rocks, the hills with their virgin beauty, the intermingling chatterings of native birds, the mimicry of the Lyre bird and the cool shadowed river - these are some of the attractions.

There are many beautiful spots where picnics can be held. Along the river banks can be seen



WORONORA BRIDGE AND SCHOFIELDS BOATSHED

many week-end cottages, and boat-men will find a fund of amusement in reading the unique names of the cottages.

People travelling up the river by boat are advised to provide themselves with water, as little or none can be had along the route. There is an abundance of firewood however.

Woronora itself is a splendid pleasure resort, offering as it does fishing, boating, swimming and camping. One is far away from the crowd here. Shelter sheds may be hired at a shilling per day. Hot or cold water, refreshments, and provisions are obtainable. There

is also a miniature golf links.

During the last few months Sutherland Shire Council have erected a retaining wall along the reserve to prevent the tidal waters carrying away the frontage of the reserve.

A Life-saving Club, under the Presidency of Mr. J. Bradshaw, an erstwhile St. Peters Alderman, functions at Woronora to make swimming safe.

To get to Woronora the motorist either goes across the George's River bridge as far as Sutherland, then turning across the railway bridge and following the road down to the river; or goes through Peakhurst, across the Lugarno Punt and on through Menai. The road surface after crossing the Lugarno ferry is fairly rough.

Source: 'The Open head' journal of the N.R.M.A., October 22, 1931., and written by J.E.B.

----F.A.M"':.

THOMAS HOLT - WORONORA ESTATES

On the 10th of August, 1861, Mort & Co., advertised in the Sydney Morning Herald an auction sale on behalf of J.C.Laycock 16 portions of land in vast areas of the Sutherland Shire (as now) at which Thomas Holt was the highest bidder for almost 4,600 acres.

The Auction Sale on August 14, listed, sixteenth, on the list land at Woronora River,

"Farm of 50 acres, on the left bank of the Warronara River, where the track from the country to the west crosses the river on the way to the Georges River Punt. Valuable for its position."

At Como, then not nailed, was a large paddock called Double Bay Paddock, where a good shepherd's hut was erected at the entrance to the Woronora River, where kangaroo and other native grasses afforded an abundance of grazing, and not far from the "Old Woman's Bonnet", a cave which afforded shelter to sportsmen (shooters) and fishermen.

Holt's attorney, R.C.Walker, reporting on land that was suitable for cultivation stated Leal the only land in the area from Oyster Pay to Woronora was a small portion at the Woronora, the rest of the ground being too rocky or too poor for the plough.

John Connell. willed, the whole of his Estate to his grandsons, E.P. and J.C. Laycock, E.P. later became insolvent, his brother then becoming the biggest land owner until the advent of Holt.

Cornell also had two areas of land on the southern or western bank of the river. ne area of 150 acres was acquired by Thomas Jack Price in 1899. Price in 1884 had worked for a man named Walker, sinking a well there. It is possible this Walker was connected in some way with Holt's attorney.

---Fred Midgley

Alvera, the daughter of Anglican clergyman, Rev. John Wilson of Heathcote, married Norman Price at Woronora's first wedding on September 9, 1911, on the property of his father, Thomas Jack. The ceremony was performed by Rev. A. Venn under a large tree.

--Fred Midgley

THE S. S. FAVOURITE.

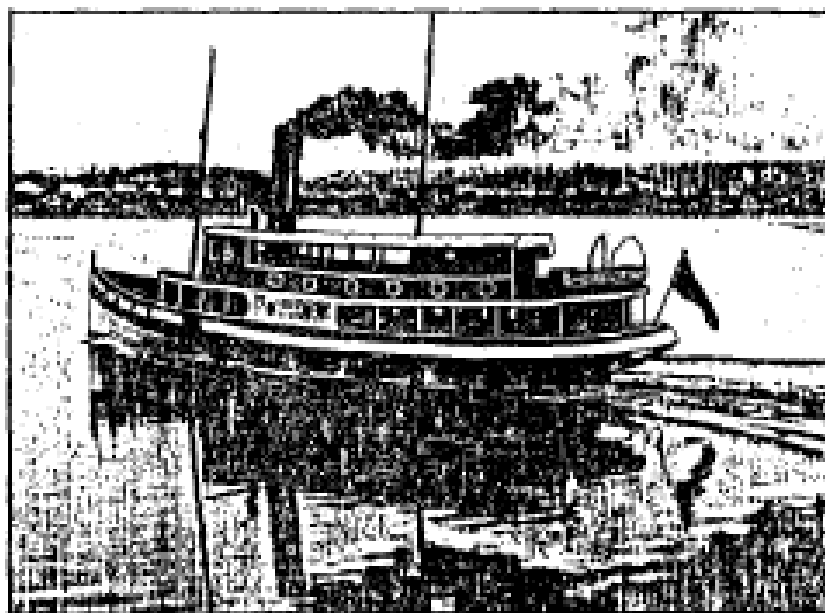
On Saturday afternoon January 23 rd., 1915, a new steamer built for the Clarence River passenger trade and Captain Charles Pullen was successfully launched at Cowper, before some 2,000 people. The christening ceremony was performed by Miss Beatrice Pullen, daughter of the proprietor, by smashing a bottle of champagne over the bows. At the same time Miss Tarleton, of Sydney, unfurled a flag on the stern, donated by Mr. Donald McPhee of the Grafton steamer 'Lady Beatrice'.

Aldermen from surrounding Shires in turn congratulated Captain Pullen on his enterprise, who came there as a boy and when he merged into manhood became the mainspring of the passenger trade on the Clarence River, building a superior class of steamers surpassing those which had previously to tie up to the river bank if a headwind was encountered.

There had been a guessing competition arranged as to see what was to be the name of the new steamer. Out of 500 entries received 17 guessed the correct name, '*Favourite*'. The owners spelling was '*Favorite*'. Mr. H. Carroll of Casino proved the winner in the draw off.

The '*Favorite*' had fine lines and was considered a large vessel for the river passenger trade. She was 107 feet long (5 feet longer than another ship of Captain Pullers, the 'Clarence'), a beam: of 25 ft., and an 8ft. depth of hold, with a 21 ft. raised deck. There were five large portholes on either side above the sponson, forward. Below the water-line the construction was of hardwood, and kauri above, with beech decking, and coppered.

The '*Favorite*' was designed and framed by Mr.V.Dunn, and completed by Mr.A.Conroy. The engine and boiler were from the works of Ross and Duncan, of Glasgow, Scotland. The boiler was 18 ft., 7 1-3 inches, by 10 ft., with 130 lb pressure. The cylinders were 13 and 17 inches with a 10 inch stroke. Electric lighting was installed throughout. There was a lady's saloon aft with a piano and the best upholstery. There was also a forward saloon also well fitted out, particularly below the deck. The helmsman had an unobstructed view



S.S. FAVOURITE

while steering in the wheelhouse with a semi circle of windows, ensuring protection from the weather.

Lining of the cabins was of Baltic pine, maple stained. The external embellishments were of rosewood and prickly ash in alternate planking, giving a pleasing affect. Both these timbers were procured from the Dorrigo. The ample ribbed seating was of colonial pine.

On June 5, 1915, an excursion was arranged by friends of Captain Fullen in recognition of his enterprise, embracing the opportunity of entertaining him and his family at a basket picnic and presentation.

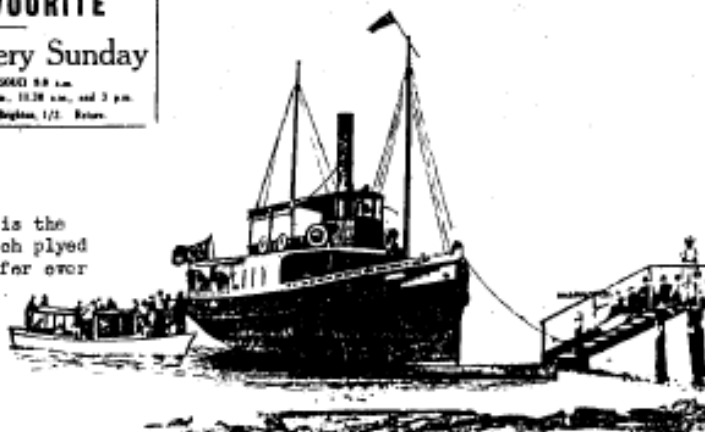
The 'Favorite' cast off from Grafton wharf picking up well-wishers at Cowper, Brushgrove, (Where a band came aboard) and Middle Clarence on the way to the destination, Yamba. This was the maiden trip of the 'Favorite'.

The S.S. Favorite continued to ply on the Clarence River until sold to Mr. R.C. Johnson for excursions on Botany Bay, in a similar way to the service previously operated from November 7, 1903 to Easter Monday, 1927, by Captain Thomas Childs with the sturdy S.S. Erina. This included Brighton, Botany, La Perouse and Kurnell.

There seems to be some confusion in the name of the vessel. The original spelling and naming by Captain Pullen was 'Favorite', yet the advertisement which first appeared in the February 10th, 1928 issue of the "St. George Call, the spelling is 'Favourite'. Mr. R.C. Johnson sometime during his ownership changed the name to 'Kalypso'.

S.S. FAVOURITE
Kurnell every Sunday
 LEAVES SANS SOUCI 9.0 a.m.
 LEAVES BRIGHTON 10.0 a.m., 11.30 a.m., and 3 p.m.
 FARES - Sans Souci, 1/6 ; Brighton, 1/3. Return.

On the right is the
 S.S. Erina which plied
 on Botany Bay for over
 23 years.



The steamer left Sans Souci from the Bonney Street wharf at 9.a.m., every Sunday, calling at Brighton at varying times during the day. Return fares from Sans Souci were 1/6 and Brighton 1/3.

In 1935 the vessel was sold back to Captain Charles Pullen and taken back to the Clarence River.

Source: "The Clarence and Richmond Examiner", January 26 and June 8, 1915, copy from Mr. Darby; Shire Council Local History Library; writers records.

===== Fred Midgley

THE STUMP

The year was 1938. I had been offered a good block of land in Toronto Parade, Sutherland, for £40, so, as I had accumulated the sum of £50, I bought it. I then proceeded to join the newly formed Sutherland-Cronulla Building Society. I had to let them hold the deeds of the land for which they loaned me £440. With this I then proceeded to build my new home which still stands in Toronto Parade.

I was very doing some final touches to the house; I had put Des. Smith, my boy on cleaning up the building waste and cleaning the site in general, including scrub and blackberry. Des. came into me and said, "George, there's a great big old stump down the back corner in among those blackberries, and it's going to take a lot of shifting, I've just busted the axe handle on it". I suggested to blow it out with jelly (Gelignite). I went down and had a look with him and couldn't have agreed more. It was about a foot above the ground and about two feet in diameter and looked solid. So, without further ado I set Des. to work with an auger boring two holes into the root, one on each side. I then went up to Vallance's and bought detonators, fuse, and gelignite. We had everything ready; we planned to get to work early at 7a.m. to blow her up before many people were about.

Next day we. were both on time. I charged the holes, and made both fuses the same length. We covered the stump with branches, wet bags, and planks. I lit the fuses then ran and took shelter. in the house.

Everything was peaceful and quiet, then all of a sudden it went off. Well, the atom bomb couldn't have created much more consternation. All the fowls in the area, (and every home had them in those days) started to cackle and crow, while all the dogs within hearing barked like crazy. Mrs. Sayre (next door), pushed her window up and out came her head. Mrs. Jacobson (next door, other side) came rushing out the back door with her seven kids, all in night attire. Mrs. Street called over the back fence to Mrs. Withers; Mr. Street who was deaf as a post heard it. Everyone was rushing around making enquiries as to what had made so much noise, and we were as curious as the rest. Wal. Cooper, the Health Inspector, (Councillor Hazel Wilson's father) came over in his dressing gown and slippers.

Wal, who lived only two doors away, demanded to know what the hell we were up to. Des. promptly told him he was chopping a post with the axe, and the post must have had an unexploded charge in it, and to prove his story showed Wal the axe he had broken the day before. I gave Des. full marks for that, but I don't think Wal. was convinced but locked at the completed cottage and said "Get your completion notice in and you will be able to move in at the week end. He wanted to let me know he was An important man, but wanted to seem neighbourly.

An hour or so later, when things had calmed down a bit and again were normal, we inspected the fruits of our foul deed. It had been a great success; the stump was now in a hundred pieces. I bought a new axe for 12/6 and Des. soon had enough firewood for me to use all the winter. So for the benefit of those people who have wondered for years what that noise was early one morning in 1939, I make full confession. It was me and the Stump.

-----George H. Heavens.



IN MEMORIUM

During the year our Society has lost a number of long standing residents and members. On August 20, the death occurred of Jack Horace Edward Midgley, of Oyster Bay, during his sleep.

Before their marriage in 1909 Jack's father had come to Menai in 1896, and his mother in 1897, where they were active in the founding of the Congregational Church there in 1903.

After their marriage they lived in Eton Street, Sutherland, and on July 15, 1911, their son, Jack, was born at Hurstville.

But the lure of the bush and pioneering spirit was still in Jack's parents for after 5 years the family which, which now included a daughter moved back to Menai, where, until a house was built they lived in a 12x12 ft. bush pole framed, bark walled hut, with flagged floor and iron roof.

Jack attended Menai Public School and later Sutherland School. It was here, perhaps, that all ideas of farming were shed, when after school he would spend time watching Marshall Russack at work in his motor garage which faced the Princes Highway. Jack continued to watch and learn, and in 1926 Marshall offered him a job. He continued working as a motor mechanic for 60 years, right up to his death. During World War 11 he began working on buses; from then on, rarely on cars.

In his younger days he was a cyclist to be reckoned with. He won championships of St. George, Sutherland Shire, and earlier won the N.S.W. Junior road race Championship. Part of his training was riding his bike between Menai and Sutherland.

In 1933 he married, and there were two daughters and a son.

He was always interested in steam engines and for over 23 years he was an active member of the Steam Tram and Railway Preservation Society at Parramatta Park, and was never happier than when driving steam tram motor 103A. Although a fully qualified mechanic on petrol and diesel engines he was just as skilled working on steam engines.

His interest in actively preserving and recording the past for future generations was further shown with his membership of the Hudson Car Club, having several cars of this make himself. Jack was also an Associate member of the South Pacific Electric Railway at Loftus. As a member of the Sutherland Shire Historical Society a large amount of local history has been recorded from his experiences.

Very conscientious in his employment, his entire working life was spent in Sutherland Shire. Thoughtful and generally of a quiet disposition, he was always ready to assist others.

A large number of relatives and friends attended the funeral service led by Rev. Keith Coombes in the Menai Uniting Church on August 25, and at the grave side at Woronora.

F.A.M.

SUTHERLAND SCHOOL

Mrs. Pam Thomas of Sylvania is writing a book to coincide with the Centenary of the Sutherland Public School in 1987.

She would like to interview former teachers and students or any-one who can assist with photographs or anything relative to the school such as historical items or mementoes, report cards and certificates which will be copied and returned. Phone 522 8810.

ELECTRIC POWER TRANSMISSION PTY. LTD.

In 1950 it was apparent that a 132 kV transmission line was urgently required in order to interconnect the Metropolitan Area with the South, Coast in order to improve the supply position in the southern part of New South Wales and in the inland areas served by Burrinjuck and also to be in readiness to transmit power from the Tallawarra Power Station to the Metropolitan Area when that Power Station was commissioned.

The supply of materials from Australian sources was out of the question owing to the heavy demand on steel and copper for other purposes. This line would prove to be the heaviest erected up to that time for high voltage purposes in N.S.W. and the only chance of getting it into service in time to avoid serious blackouts was to arrange for both material and labour to be supplied from overseas sources. The Electricity Commission entrusted Societa Anomina Elettrificazione, Milan, with the task of designing the line, pre-fabricating the towers in Italy, supply the necessary material from Italy, and erecting the line in Australia with Italian labour.



Work was started in Australia during October, 1951, and the first tower was erected before Christmas of that year. The line was energised on 17th February, 1953, although the largest component was ready for service in October, 1952. By this time 261 steel towers weighing 1600 tons had been erected and 405 miles of conductor had been used.

The very rapid erection of this important interconnector enabled the southern area of the State to be supplied continuously with ample Electricity pending the construction and completion of the first unit of the Tallawarra Power Station and it is certain that without it, there would have been serious interruptions of supply on many occasions. During the erection of the towers there were many expressions of amazement from the members of the general public at the speed in which a tower could be erected. Having erected the foundations a fortnight before-hand, the S.A.E. staff, commencing work at about 7.30 a.m. completed the erection of the simpler type tower before knocking off at 6. p.m., and the local inhabit-ants saw in the afternoon the presence of an immense structure where in the morning there had been an open space.

To carry out all this work S.A.E. established an Australian Company, Electric Power Transmission, Pty. Ltd.

Branching out from their activities as tower line designers and erectors, the Commission entrusted E.P.T. (as it was to be called) to carry out the earthworks and construct the concrete foundations for several of its large outdoor sub-stations. This work included the important terminal Sub-station at Homebush, the large supply Sub-station at Port Hacking, and subsequently Bankstown Sub-station.

The next 132 kV steel transmission line required in the Metropolitan area by the Commission was one to link its Carlingford Sub-station with a new Sub-station being erected at Blacktown and E.P.T. were entrusted with the work of designing and erecting the line under similar conditions to the Homebush Tallawarra Line. This was carried out with the same speed which characterised the previous work. It consisted of eight miles of double steel tower trans-mission line containing 38 steel towers and using 48 miles of

heavy steel cored aluminium conductor.

In connection with the Commission's power stations under construction E.P.T. operating in a still further field of engineering were employed to erect steel structures which constituted part of the framework of the large power station then being erected by the Commission at Lake Macquarie.

In 1956 the Company completed the 65 mile section (between Tallawarra and Goulburn) of the future 330,000 volt transmission system to interconnect the major Snowy Mountains power stations with the major thermal power stations on the coalfields.

The line was extended (by the same Company) to Yass, and then extended to link with the Snowy Mountains switching station near Cabramurra.

E.P.T. also built other power lines for the Commission, including further sections of the future 330,000 volt system, between Sydney and Lake Macquarie, and between Muswellbrook and Tamworth.

Source: Electricity Commission of N.S.W., April 30, 1971, from Mr. F.Brady, then Manager and Secretary,

-----F.A.M.

The Italians working for Societa Anomina Electrificazione (later E.P.T.) had a large depot and quarters at Menai off Old Illawarra Road barely a quarter of a mile north-west from the junction of Menai and Old Illawarra Roads.

I can clearly remember the speed those men erected the towers

in the Venal area, shouting out in their native tongue as they worked or climbed about the towers.

-----Fred Midgley

SUTHERLAND SHIRE COUNCIL FLAG

Sutherland Shire Council wishing to have a flag for official purposes which incorporated the essential points of the area of Cap. James Cook, approached the Royal Australian Historical Society on the matter, and the Society referred the matter to Mr.C.R.Wylie, the designer of the Canberra Coat-of-Arms as possessing special know-ledge of the subject.

As is generally known on his arrival on the east coast of Australia, Captain Cook anchored about half a mile from what is now known as Kurnell in which place the first landing from the Endeavour was made. According to the log of the Endeavour during the stay of the ship at Kurnell one of the seamen, Forby Sutherland died on board of consumption and was buried on May 1st, 1770.



After Captain Cook's death at his wife's request a Coat-of-Arms and a crest were granted to him posthumously by King George the Third. The shield which is blue bears on its centre a globe, above, between and below it two 'estoiles' representing the north and south polar stars.

This device was granted to Sir Francis Drake by Queen Elizabeth in another form after his famous voyage around the world. It also

appears upon the pale centre of the Chief-of-Arms of the City of Sydney.

The flag designed for the Sutherland Shire Council is of white charged with the Red Cross of St. George which symbolises the naval ensign: upon the centre of this is a wreath of green laurel surrounding the blue field, globe and two golden polar stars which are the arms of Captain Cook.

Source: 'S.C.A.M.' newspaper, October, 1929. ----F.A.M.

TO FREEDOM

World War 1 was not yet over but people had begun to sense victory, expressed their feelings in what was called a March to Freedom

The March to Freedom commenced at Nowra on August 23, 1918 at the Post Office in Junction Street. Marchers included soldiers, nurses, aides, and schoolchildren.

Rallies and luncheons were held at different towns along the route Towns through which the procession proceeded were: Kiama, Jamberoo, Dapto, Port Kembla, Wollongong, Corrimal, Woonoona, Bulli, Thirroul, Scarborough to Sutherland.

The troops comprised about 50 men, including a band. The column was joined at Sutherland around 10.4.5 p.m. on Monday September 2nd by children from the Sutherland Public School, the girls being dressed in a light coloured type of dress with a sash, proudly carrying their large banner. A good crowd of interested citizens assembled on both sides of Railway Parade (now Princes Highway), near the railway station, to encourage the participants.

The marchers, when they reached Sutherland were welcomed by the Shire President Clr. John Hill, and were guests a luncheon in Lobb's Hall.

The marchers left Sutherland the following morning arriving, at Hurstville about 11a.m. They stayed there overnight, leaving at 10 a.m. on the 4th., calling at Carlton at 10.30a.m. They left at mid -day and marched to Kogarah where they stayed overnight arriving at Rockdale at 11.30 a.m. on the 5th. The following morning they proceeded to Arncliffe where they arrived at 11.30a.m., and on September 7th the procession moved to a rallying point in Martin Place, in Sydney.

Source: The "St. George Call".
----Fred Midgley

Sutherland Public School
Children



THE S.S. TELEPHONE

Sanbrook Bros., building contractors with their headquarters at Camperdown, Sydney, had extensive areas of land some originally bought at the Auction of Crown Lands in what is now Illawong in 1887. The brothers were Henry Horatio, Ebenezer Samuel and Frederick John.

A house, Waitara was constructed on land bought by them for 68 pounds, 15 shillings, and would certainly have been built by them.



Portions 155 and 156 were purchased by Sir Joseph George Long Innes at the Auction of Crown Lands in 1887 for 354 pounds 15 shillings facing the Woronora River. In 1897 these portions were bought by the Sanbrooks, and subdivided into 9 lots. Portion 146 was originally bought by the Sanbrooks in 1887, and subdivided into 9 lots. The other land was originally bought by Myles McRae in 1887 and by the Sanbrooks on June 18, 1897. It was divided into 6 lots and put up for sale by Auction on the grounds on Saturday, 13th February, 1909 at 3 p.m. by Raine and Horne. P.W.Rygate, of the City Bank Chambers, Pitt Street, Sydney had carried out the surveying.

The land was sold in sections, 155 and 156 being one, portion 146 being two, and the other, three. The latter two faced the George's River. There was undivided portion. 151 of seven acres, and portion 153 of six acres for auction. Lot 9, Section 1, was transferred to Frederick John Sanbrook in 1911. The house erected on the lot was called 'The Rockies' and was erected between 1915 and 1917. Frederick John died at the Prince Alfred Hospital early on Christ-Day, 1917. He was the youngest brother of the partnership, and was a man of a retiring disposition. Sanbrook continued to live there.

'The Rockies' with its porthole windows may be seen to-day on the Point at Illawong by looking west from the train window.

It is probably due to the three brothers having land in what is now Illawong that they conceived the idea of operating a pleasure craft on the George's River from Como railway station to East Hills.

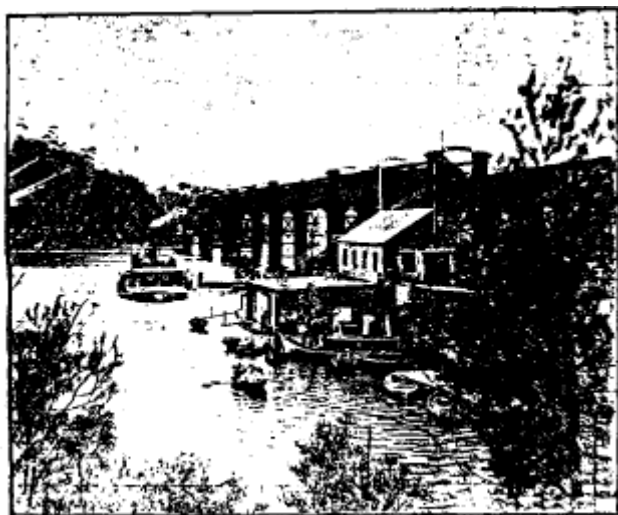
They chose a paddle-wheel ferry which had seen service in the Balmain area and on Sydney Harbour. Named the 'Telephone', it had been built in 1878. From bow to stern it was 104 ft. (32m) with a beam of 16 ft. (5m), and could carry over 300 passengers.

The brothers engaged the services of Captain Alfred Collings as master of the 'Telephone', but raising a crew to bring the vessel from Sydney Harbour to Botany Bay and thence to Como was to have some difficulty. Efforts to recruit a crew were for some reason doomed to failure. Perhaps they thought the 'Telephone' in-capable of the trip.

Having failed to get a voluntary crew it was decided to try and persuade the son of one of the Sanbrook brothers, who was to act as stoker. The young man was most reluctant to go but was eventually 'talked into it'.

The 'Telephone' having got a stoker steamed out of Sydney Harbour into rougher waters. The young man was of course, no sailor, and became so sea-sick that he was practically useless. But despite this Captain Collings reached his destination at Como, this event occurring in the mid 1890s.

Como was the obvious choice for departures, there being a flight of steps to the wharf on the western side of the station. Como, with the addition of Murphy's Pleasure Grounds was one of the most popular picnic resorts around Sydney.



An area on the Georges River almost opposite Picnic Point was obtained and developed by the enterprising brothers. There were picnic areas and shelter sheds erected,

as well as a dance hall. The 'Telephone' was available for moonlight excursions, pleasure seekers enjoying a dance at the hail before returning to Como. The Pleasure Grounds were named Parkesvale after Varney Parkes, son of Sir Henry Parkes.

In 1900 Varney Parkes who was the Member for Canterbury was the guest of honour at the opening of the Park.

The 'Telephone' was a splendid sight as she steamed along the river, flags flying from the bow and stern, crowded with passengers. Covered decks gave protection from the summer sun, while for those who did not like the breeze, there was the comfort of closed quarters. The helmsman had good vision at all times from the glass windowed wheelhouse mounted almost in the centre of the vessel.

The excursions were extremely popular. An advertisement by the N.S.W. Railways in the 'Daily Telegraph' and the 'Sydney Morning Herald' of Wednesday, January 2, 1901, showed a good liaison between Government and private enterprise with cheap excursion fares.

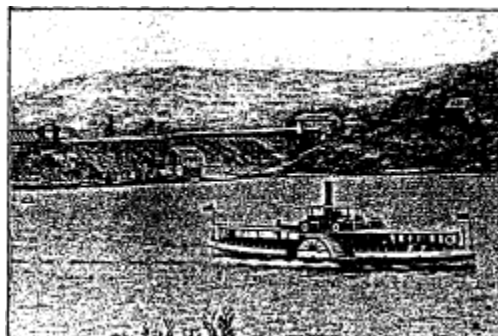
"On the 2nd and 3rd of January through tickets to Como thence per river trip to Parkesvale and back by steamer, returning by rail to Sydney, Sydenham and intermediate stations at two shillings and sixpence (25 cents) first class, and one shilling and six pence (15 cents) second class by trains leaving Sydney at 2.10 p.m., available on day of issue only". It was certainly cheap travel especially second class from Sydney - 40 miles for one shilling and sixpence.

Enquiries and bookings for the 'Telephone' could be placed at the Camperdown office of Sanbrook Bros. by ringing 232.

The steamer called at the wharf at the reserve there (now in the suburb of Illawong) to unload or take on passengers. Early settlers of Bangor (later Menai) used this means of transport. The Dawson family who lived at Bellevue Parade, Hurstville, had taken up a homestead selection of 23 acres at Bangor in 1897, and having disembarked from the steamer, walked the three miles there.

Miss Bentley of Menai recalled travelling on the 'Telephone' as a small girl in 1906. With her parents and others she boarded the paddle wheeler at the then Lugarno wharf and went to Parkes-vale where she remembered playing on swings and a kind of merry-go-round.

The occasion was a picnic to celebrate the visit of two of her uncles - Mrs. Bentley's brothers , and they, like the Dawsons walked the three miles from Menai. The brothers had come from Windea where Walter had an apiary, and Alf ran cattle.



Popularity of the excursions remained until during the first World War. The 'Telephone' which had given so much pleasure to so many ended its days on the George's River carrying stone from quarries there, the fine lines being eventually reduced to a rotting hulk in the river on which she had proudly travelled in earlier days.

Henry Sanbrook died in 1911. The surviving partner was Alderman Ebenezer Sanbrook of Peshurst.

The firm of Messrs. Sanbrook Brothers was well known, having executed many contracts in N.S.W. and Queensland, and for both State and Federal Governments.

Source: Mr.Collings then aged 80 in 1982 and son of Captain Alfred Collings. Mr.G.D. Sanbrook. 'St. George Call', Writers records.

--Fred Midgley

CRONULLA DOINGS 1913-14

October 25. Cronulla's new Surf Club house opened on Saturday by the Shire President Clr.Hyndman in the presence of a number of visitors and residents. Mr. Varney Parkes, M.L.A. unfurled the pennant of the new edifice.

January 1914. Mr. W.P. Hayes wrote to Sutherland Council to say that on reconsidering the charges for water carrying he would be carting in 200 gallon casks and would it at 2/2 (21c) per hundred gallons on the peninsula and as far north as the Hotel and its locality.

May 1914. Council's lifesaver, Eddie Bowbotham reported the death of Mr. Brown of Balmain from drowning.

Kay 1914. Sutherland Council advertised for a Park Ranger and Lamp Lighter at Cronulla for £2/10/0 a week for and by July 7.

May 1914. A skating rink operated in Cronulla School of Arts.

AN ABORIGINAL BURIAL SITE AT SYLVANIA

In late 1983 my wife and I noticed a number of weathered bones on the surface of what had once been a large Aboriginal midden. This midden forms the floor of a large rock shelter on our property on the Georges River, in Sylvania. Although a number of years earlier a ground-edge hand axe fashioned from a far-from-local basalt (river people) was found on the surface of the site, the shelter and midden have little archaeological significance. This is mainly a result of the callous ignorance of the Water Board who, in the early 1960s, dug a trench several metres deep along the entire length of the site and laid a major sewage pipe. Much of the material was then filled in over the pipe and various strata of habitation were mixed forever. Any sequential analysis of the site was therefore made almost impossible. To add insult to injury, this very special place often had a pervasive and distinctive odour. A number of approaches to the Board to remedy the situation have fallen on a deaf ear.

The amount of shell, debris and charcoal would suggest the site was occupied for some time. Most middens in the Sutherland area which have been dated are about 1,000 to 2,000 years old; few are more than 3,000 years old. There is no doubt this shelter, half-way up the cliff face, afforded the indigenous inhabitants of the Shire considerable shelter from the Southerlies. In one particular place the steady dripping of fresh water run-off from the cliff collects in a natural sandstone bowl which once formed part of the roof of the shelter. There were other attractions for what were probably members of the Tharawal people who frequented this southern estuarine part of the Georges River. Oysters (*Crassostrea commercialis*) grow prolifically here, and there are still commercial oyster leases in the river directly in front of our property. A cursory of shells on the floor of the rock shelter indicates that they are much larger than the average sized shells taken from the river nowadays. Among the shell remains, all the gastropods, such as Pink Frilled Murex (*Torvamurex denudatus*), have their outer lips broken in the same fashion. This was obviously to remove the operculum and to enable access to the mollusc's flesh. Although the midden is about 80% rock oyster, aside from the gastropods it also contains some mud oysters, and cockles (*Andara trapezia*).

Aside from a number of unidentifiable fragments, the bones found at this Sylvania site included: (1) the distal 3/4 of a left humerus, (2) two mandibular molars, (3) one premolar, and (4) part of patella. The bones were clearly of human origin. Because they appeared very ancient and partially calcified, we contacted the National Parks and Wildlife Service (who are responsible for the protection of Aboriginal sites) rather than the New South Wales Police Homicide Squad. Nevertheless, because the bones were human, National Parks and Wildlife were obliged to contact police. A policewoman - a member of the Aboriginal Liaison Unit - was in attendance when the Regional Archaeologist, Ms Pip Menses, visited the site with two other officers from the Service on February 29, 1984. The bones were then removed from our property for further examination, in order to confirm whether they were in fact Aboriginal.

Aboriginal teeth are usually very well worn and have a high attrition rate because of diet. The two molars and the premolar from Sylvania caused Miss Menses a certain degree of disquiet, because they exhibited only minimal weathering - pin pricks of dentine were barely visible. Were the bones modern or European after all? For a second opinion, the bones were taken to the Department of Anthropology at Sydney University. It was not possible for Prof.

Wright of Sydney University to say with certainty whether the molars were first or second molars. Either way, he was inclined to believe that the teeth did not belong to the same individual as the humerus. If the molars were second molars the individual was between 14 and 15 years of age at the time of death; if they were first molars they belonged to an individual of around 9 to 10 years of age. Despite the lack of wear, the teeth were judged to be Aboriginal on the basis of their size. Aboriginal teeth are larger than Caucasoid teeth; the teeth from Sylvania were larger than the Aboriginal average.

The National Parks and Wildlife would not allow the remains to be scientifically dated for some reason even though we offered to pay the several hundred dollars required. This was on the basis that we did not have a good enough reason and that dating the bones would have entailed destruction of part of the remains - something offensive to many Aborigines. Prop Wright, however, was prepared to state that none of the remains appeared to be of recent historical age and that he was "happy to predict that they are some hundreds of years old." Curiosity about the age of an object is natural for those with a strong sense of time and historical process. The concern of the National Parks and Wildlife for the sensibilities of Aboriginal Australians, who are fed up with the irreverence that many scholars have displayed towards the remains and artefacts of their ancestors, is not unjustified.

I decided to complete this article on August 12, 1986, the day the bones were re-interred and the site officially recorded by Bronwyn Conyers of the National Parks and Wildlife Service. Their return has important emotional significance for us: We almost think of them as old friends who hopefully have forgiven us for disturbing their sleep. As Historians we are still curious, but not unsatisfied. Two weeks before the reburial, our second son Pierre was born; obstetrician was not in time so the skilful Charge Sister delivered our son with the aid of two of her colleagues - one of whom was Aboriginal. I couldn't help feeling that Piami - the rainbow serpent - was watching.

---Edward Duyker

In the early days of the Railway Hotel at Sutherland there was a large trap-door on the footpath near the building to which a ring was attached for lifting purposes. Here wooden casks were lowered into the cellar. In those days the kegs were delivered on table top waggons sometimes drawn by two or three horses. They were Clydesdales. The Railway Hotel was more well known as Boyle's Hotel, who became the licensee in 1901.



Source: From the notes of the late Mick Derrey.

---- F.A.M.

CHARGES FOR ELECTRICITY

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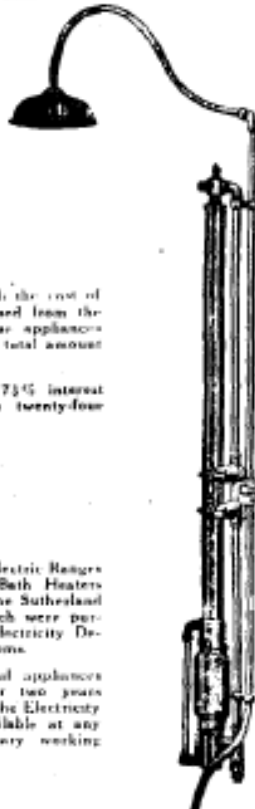


Residences are rated on single meter tariff—primary units being allotted at the rate of three units per quarter for every 100 square feet of floor area, the balance of the units are known as secondary.

THE COST OF PRIMARY UNITS IS . . . 5d.
SECONDARY 1.1d.

If an approved electric range is installed all secondary units are reduced to .8d.

Off peak hot water services separately metered, .35d. per unit.



Sutherland Shire Council will make an allowance to assist with the cost of installing ranges, wash boilers, bath and sink heaters purchased from the Electricity Department's Showrooms. The installation of these appliances can be carried out by Council's Electrical Contractors and the total amount can be either cash or hire purchase transaction.

Terms of hire purchase, 15% of cash price paid as Deposit, 7 1/2% interest charged on the balance, the total of which is payable in twenty-four monthly instalments.



During 1939 307 electric Ranges and 152 electric Bath Heaters were installed in the Sutherland Shire, most of which were purchased from the Electricity Department's Showrooms.

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SUTHERLAND SHIRE COUNCIL ELECTRICITY DEPARTMENT, 1940

Cronulla was fortunate to be the first section of the Shire to enjoy the advantages of electricity. By an agreement between the Council and Mr. A. T. Robinson, of Brighton-le-Sands, signed in 1917, the latter contracted to supply residents of Cronulla with electricity and to illuminate the streets.

A boiler, as part of the plant for generating the electricity was hauled on a flat top truck to Cronulla by 10 or 12 horses. The first meter reader employed was Mr. Spencer Colbran.

Mr. Robinson had troubles in operating the plant, and in 1919 was fined £5 for an unsatisfactory supply of electricity. Shortly after Mr. Robinson put in a new 125 h.p. engine, but still the complaints continued. In 1921 he offered to sell his plant for £11,000, but there was no one willing to buy it.

In 1920, Councillor W.R. Ainsworth, who was then President of the Shire, convened a meeting of the Mayors of Hurstville, Rockdale, Bexley and Kogarah Municipal Councils, for consideration of an electrical scheme. It was indeed that the Railway Commissioners objected to the inclusion of the Sutherland Shire, and the Council was forced to withdraw from the project.

Five years later the ambitions of the Councillors were fulfilled by the Railway Commissioners intimating that they were ready to make supplies available to the Shire. It was during; this year, 1925, that the Council took over 'Mr. Robinson's plant in Cronulla, and preparations commenced for the supply of electricity throughout the Shire. In July, 1926 the supply was switched on at the Sutherland end of the Shire, and a gradual extension of its service was made to the more thickly populated parts, and it was linked to the Cronulla system in December, 1926. In the same year the Council appointed Mr. K.W. Marsh Electrical Engineer. From this period the development of the undertaking was very rapid, and to-day its mains extend to the remote boundaries of the Shire.

During 1926 the value of the current sold was £6,919/12/11, representing 163,779 units used by 612 consumers. In 1939 no less than 5,010,070 units were sold, and the Revenue of the Trading Undertaking was £45,990/8/2, and there were approximately 5,000 consumers in 1940.

The Council has been instrumental in extending the domestic use of electricity by arranging for installations and by making allowances to assist with the cost of installing all major electrical appliances purchased from the Electricity Department's Showrooms. During 1939, 307 electric ranges and 152 bath heaters were installed in the Shire, and most of these were purchased through the Show-rooms of the Electricity Department.

Source: Brochure from Electricity Department of Sutherland Shire Council, compiled by Miss M.L. Nash cooking Demonstrator for the Electricity Department, 1940, in writers records. Mr. A. Small. Mr. R. Baxter.

-----Fred Midgley

When planning or modernising YOUR kitchen, start with an electric sink heater. a Hocking Heater. approved by Sutherland Shire Council,

When planning or modernising YOUR kitchen, start with an electric sink heater. a Hocking Heater, approved by the Sutherland Shire Council.

HOCKING Electric **SINK HEATERS**

HOCKING Electric SINK HEATERS

TOM PRICE'S HOUSE

When I was indexing the Bulletin last year, I saw several references to Tom Price's house. As a matter of fact he had three at the Woronora River to my knowledge. When I went to live at the River in 1920 all three were still standing; Meade's lived in the oldest which was situated on the inside corner of the bend in the road al-most opposite the school. It was above the flood plain, and had a well at the bottom of a rock shelf. White ants had invaded the house and Mrs. Price refused to share, so she had Tom build what looked like a series of stone sheds further along the ridge and Prices lived there until some years later they built the house next to or rather just up the hill from the boat shed where Mrs. Jess. pace now lives.

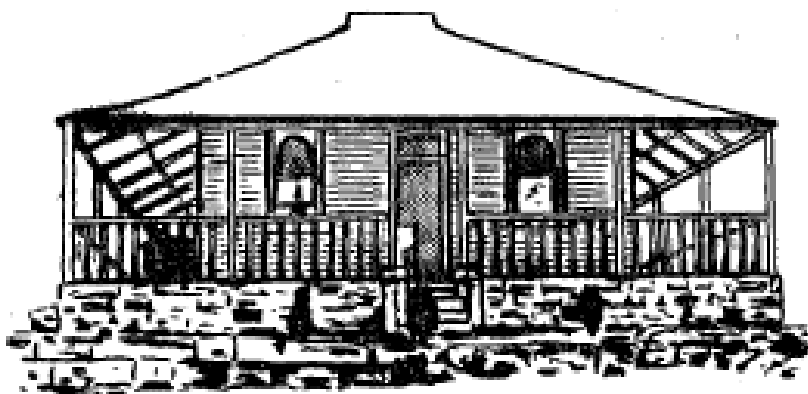
Prices lived there until they sold out in 1919. Amyes and Andrews were the selling agents. We bought from them in 1920, some 10 acres, and took up residence almost immediately, first as a weekender and then permanently.

As a boy I used Tom Price's branding iron with T.P. on it, which he used for branding all movable parts of his boats, oars, etc. I used it to brand trees, boxes, firewood, our tank stand as well as all the floor joists of the house.

Tom Price had a bad accident on the piece of land that we eventually bought. He was sitting on the wrong side of a tree limb that he was cutting off and finished up in St. George Hospital after hitting the ground with the tree limb and the cross-cut saw. The tree limb had given way before he had expected it to.

Tom Price's boats were transferred to Anderson's boatshed when it was completed on the river bend, and the old shed was then pulled down in about 1921. Tom Price's boat shed was built out over the water and the water Cobra and (Borer) had eaten the under structure completely away and the shed roof slowly lowered itself as each year passed.

---- George H. Heavens



Tom Price' last house. Its exterior is considerably altered now.

HORSE AND SULKY TO WORONORA DAM IN 1927

I remember it was a bright and clear morning when I got off the steam train at Waterfall after travelling from home at Sutherland. I was bound for Woronora Dam to start a new job which I was to hold down for the next three years, until the advent of the Great Depression in 1930.

My brother in law, Jack Collins, who, with five other men had the honour of being the first men to work on the Dam, or more correctly on the forming of the road from the Princes Highway put to the Dam site, a distance of about 5 miles. Jack had put in a word for me with the brass of the Board or someone, and I landed a job after a medical check with the doctor at Sutherland.

Well, now here I was on the 28th day of March, 1927, having turned 18 the very day before.

I have digressed a little, but after I got off the train which I think had only a couple of other passengers as the district was still sparsely settled in those days, I walked up the steps to meet my sister Dais or Daisy. That was not her name, it was Ada, but she hated that name for some reason, and all her life she got called Dais., or from us - her family - it was Collo.

Well this isn't a story about my family, but I have to insert some of these details into it to get the memory rolling. It is not easy to try and write down a personal history of fifty years ago.

Getting to the top of the steps and onto the road bridge my sister greeted me and ushered me into the sulky standing there with a big chestnut horse named Jazz in the shafts.

Jazz was to become something of a personality - horse wise - himself, as he bolted one day with my sister and twelve months old baby boy down the gully leading to the Old Camp which was the first camping place situated about one mile above or out from the Dam site.

The sulky turned over hurling the baby out, and my sister also. The little boy rolled right under the horses hooves, but miraculously the horse stepped over him without any harm whatever. My sister was'nt hurt, only very, very upset.

As we trotted along the old gravelled Princes Highway that fine morning from Waterfall to the to the turn off sited a few hundred yards north of what at that time was the Water-fall Sanatorium, a home for tuberculosis patients.

As a matter of fact we met a few walking along the road, as some were fit enough in convalescence to walk regularly al-most every day in good weather. When the road was pretty well formed, but only a dirt road not yet surfaced to the Dam, they too came out that way. I think it was because they used to like to stop and talk to the men who were working along the road. By that time I suppose 100 or more navvies were working the full length of the road.

We came across many of the navvies of course On our trip in the sulky with the big horse lapping up the miles in style.

Gangs of a dozen or so, in groups were wielding mattocks, picks, shovels, with hammer and gads breaking up rock for the foundation of the road.

One young bloke yelled out "Good-day, Dancy". I looked and there was Milton Cooper with whom I had played B grade cricket in the Sutherland Club in the 1926-27 season. Milton was driving a Furphy - a water cart manufactured in Shepparton, Victoria. I believe it was famous for being used by the Australian Army on Gallipoli. I was to become well acquainted with Cooper and his water cart later on as I became what is called a nipper, or billy boiler, among other things such as keeping up the sharp picks and jumpers (drills) to the navvies. I had to dip water out of a man made water hole, hand it up to Milton. He was the horse driver, and I had to watch out old Noble the horse didn't buzz off.

When Mil. Cooper hailed me it was at a place they called S Bend, a sort of double turn in the road about a mile away to the old camp. The road was as I have said still all dirt, in many places still unformed and rough going.

We had passed on the road a few land marks, well known to the workers. The first one I can remember was a fairly big rock near the roadside, a perfectly shaped resemblance of a turtle. Of course it was called Turtle Rock, The dimensions were probably 12ft. or more long, and about 6 to 8ft. wide. With a slope upwards to the head it looked to all the world like a turtle taking a stroll.

Another place not far along was Corduroy, so named because of a boggy sort of creek which had to be traversed on route. It was liberally garnished with solid logs for a temporary crossing, and much swearing was done there when vehicles of different kinds got stuck in the mud and were hard to get out. There were cars, trucks, drays and one time a bus run by Mrs. Sarah Stork of Waterfall. It had to be pushed out with the help of a dozen or so passengers.

Past Corduroy was Flat Rock where there was temporary camp just at the time I started on the job..

The next place on was S Bend. It was a length of road perhaps half a mile long, running down through a wide gully and up the other side past the Gravel Pit. I remember the area well for that was where I got my introduction to work on the Woronora Dam.

By now my sister and I were well up the other side of s Bend when suddenly we came upon a steam roller driven by a man who was later to become my brother in law, Wally Surrey. The horse was a bit skittish of the roller. Wally noticed this and I saw him, a tall young fellow, get down from the roller which he had stopped. He got hold of the horse's reins and led us well past the snorting machine.

I thought that very polite of him and Dais thanked him, and we drove on. Wally was to become a member of my sister's boarding house down in the Old Camp.

At last we were at the Old Camp which was to be my home for the next eight months. The Old Camp consisted of tents galleys (cook houses), store sheds and a couple of ram-shackle shops. The shops carried a few lines of groceries, soft drinks, etc, There were two of them in competition for the custom of the workers. Ted Hopkins, late of Water-fall was one proprietor and the other Len Crawford and his brother in law whose name I just cannot remember. It might have been Harwon.

Well we went and refreshed ourselves at my sister and brother in law's House with morning tea. The house consisted of two rooms constructed with galvanised iron sheets. One was a long room, an eating house with a long table made that way for the purpose of accommodating a dozen boarders. At the side was a single bedroom as there were two children, a girl Eileen, about 12 years old, and Bill the baby not yet 12 months old.

After morning tea I went over to make the acquaintance of the Camp Steward, Doc. Seigal. He was not a doctor but he knew a bit of First-Aid. Doc. was a big bloke, tall and heavy set, around fifty I would say.

He took me in charge alright. After introductions he said, "Well, Darcy, I don't have a single tent for you at the moment, but I will put you in with Jack Wiggins, a good decent fellow about 25 years old or so".

I put my belongings in the double tent. There were two stretchers therein, and I got a set of sheets, blankets, etc. I didn't see Jack until evening, but as he was a boarder at my sister Dais, like myself, we soon chummed up pretty well. Later I had to see Wylie Cullen the time boss.

Source: From the notes of Mr.D. Webb.

---- Fred Midgley

AROUND 75 YEARS AGO

The first evening meeting of the Sutherland Shire Council was held on a Monday evening in October, 1910. Meetings were previously held of an afternoon. It was considered that more ratepayers would attend in the gallery.

A press report of December 31, 1910, described how an in-corrigible bullock created no end of disturbance in the town of Sutherland. His triumphal march made him monarch of all he surveyed, and as he eyed a motor car on the road the occupants thought discretion the better part of valour, and turned into a aide street. Eventually the bullock was despatched by the revolver of a local gendarme.

In October, 1911, Captain Childs of the S.S.Erina got a queer specimen on the run around to Sydney on Monday morning - an "angel shark" measuring 4ft 6in. across the wings and weighing about 70 pounds.

The need for a local lock up was evident in November, 1912, for the local police recommended it.

---"St. George Call"

EXCURSION REPORT

The year if flying by and by the time this report is in your hands, only the day tour to Berrima will be on our 1986 calendar. We remind you the coach leaves Cronulla at 7.30 a.m., Sutherland 8 a.m. - returning to the Shire between 6p.m. and 6.30p.m. Still waiting list only.

Saturday, February 21, 1987 - Georges River, and, if the weather permits, Botany Bay. Bookings opened at October Meeting, and only a waiting list. If you prefer to go to Sans Souci Wharf by car, instead of the coach, this is in order, provided you let us know, so that we will not be waiting for you at your usual pick-up point.

Tentative plans are in hand for a weekend tour March 6-8, 1987; nothing is finalised at the time this Bulletin is be-lag prepared, but full details will be given as soon as possible


As this will be the last Excursion Report for 1986, may I take the opportunity of wishing you well in the coming Festive Season and New Year, on behalf of the members of the Excursion Committee.

By direction of the Executive Council of the Society, the Excursion Committee has been advised to report the various conditions regarding sale of tickets for Excursion Tours, as approved by the Executive Council, and as 'amended from time to time by the Executive Council.

DAY TOURS: to be advised three to four months prior to tour -- payment with bookings. Cancellation fee \$1.00. Waiting list to be strictly taken in order.

'WEEK-END TOURS: Bookings opened when details finalised. Deposit required with booking. Balance required at least two months prior to trip. \$5.00 cancellation fee -- if less than two months before tour the balance will be returned IF Motel, etc. does not make a charge for cancellation.

Members of the EXCURSION COMMITTEE have asked me to say on their behalf that we endeavour to administer the Excursions as directed by the Executive Council -- if you would like some alteration, or have a complaint, please let us have it in writing so that something may be done about it, hopefully to your satisfaction. All members of the Excursion Committee pay the same outgoings for all tour as every other member and do not receive any favouritism in any way at all.



CONVENER

ROWLING' S DAIRY

Mr. and Mrs. George Rowlings came from Leichhardt and settled at "Frog Hollow", (now Coronation Bay) over 80 years ago.

They ran a boarding house in the old Hotel, the walls and roof of which were covered with galvanised iron, and was built about the same time as the Como Hotel (German Workers Club). They also conducted the store at the Como Pleasure Grounds for several years before Mr. Rowlings commenced a dairy.

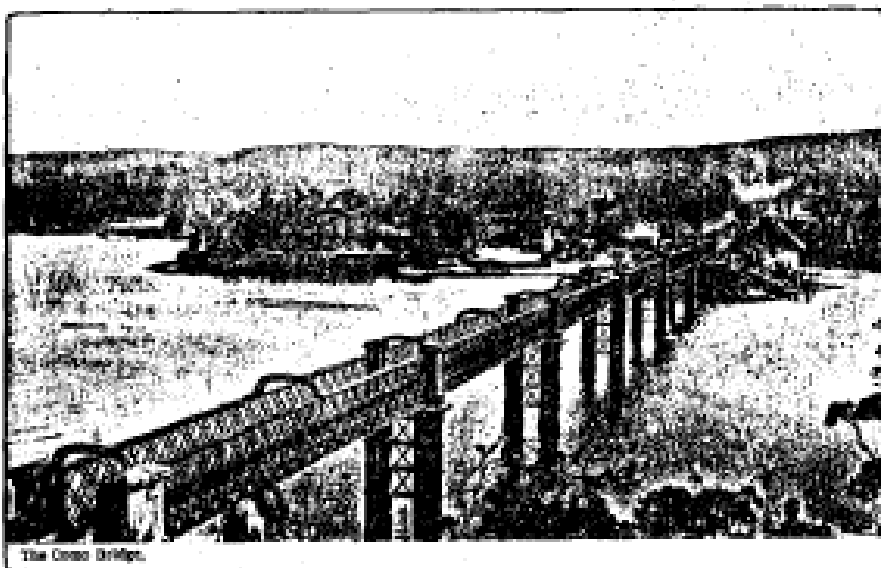
They bought their first cow from the station master at Waterfall. It was a very hot day, and the cow had to be "dragged along". She even laid down and had to be got up with a stick. She was named Old Maude, and when she got to Como and got the chance she went back to her old. home, and Mr. Rowlings had to go and get her again. Maude was a crossed Shorthorn, and Albert Rowlings, a son, learnt to milk from her.

Rowlings started their dairy with a Poly cow, (no horns) and an Ayshire named Daisy.

In the beginning milk was carried in cans across the rail bridge to serve customers at Oatley and Neverfail Bay. Mr. Rowlings had plenty of time to negotiate the bridge - the trains ran only every hour during the day. The district was divided into snail groups of two or three cottages - several reached only by boat , others at the end of a rough bush track. The milk run covered an area from Oyster Bay to the northern entrance to Bonnet Bay, and into what is now Jannali.

Another Ayshire they bought was wild and would run away and hide, and on one occasion hid in a cave. Nigger, the dog, however would always find her. On one occasion a dealer sold Rowlings a cow, and it turned out to be a "savage". A bull kept by the dairy charged Mr. Rowlings, snr., and during one winter three calves were lost in calving.

A blue cattle dog that came to the dairy with some tramps was feeling the effects of starvation, and the Rowling's family gave it a home.



When Rowling's dairy was at its peak they had 40 cows, and during the Second World War Albert Rowlings worked 20 hours a day, including the delivering of milk. On one occasion while delivering milk in cans in both hands and newspapers under his arms, Albert slipped on some steps while serving a customer at the Bonnet. Jack Batty, the baker from Sutherland came to his aid.

Rowlings had a horse named Joe and he would move on and wait well ahead at the next customer when milk was being delivered. When he got back to the dairy, he would give Albert Rowlings a nudge as a reminder to have the harness taken off.

In earlier days Albert had a horse named Kate and she tossed him once at the back of the Sutherland Recreation Ground. Another time while driving horses home Albert was riding Kate when the mob of horses bolted. Kate went after them, too, and Albert nearly lost a leg on a tree along a track during the runaway, and a pommel was knocked off the saddle. At one time a former race horse was used to pull the milk cart, and it would pass almost anything on the road. A man named Wheeler had a horse that had been a trotter, and he would let it gallop in the cart.

Cattle from the country were sent by the firm of English, agents in Sydney, by rail to the Sutherland goods siding where they were held in a yard.

When Mr. Rowlings commenced the dairy produce was purchased from Vallances at Sutherland, and then they dealt at the Miranda Trading Co-Op., Society at Miranda.

Brewster had a dairy on which part of the Gynea Technical College and High School stand to-day. At one stage during this long established dairy, Brewster had 200 cows. A cow from Brewsters gave 31 quarts a day.



When buying a cow it was bought on the amount of milk she gave at a £1/0/0 a quart.

If Rowlings were running short on the milk deliveries a call was sent from a hill to get another cow in. The milking shed was near the road and the dairy yards were below. They didn't deliver milk on Sundays - people got extra if they came to the dairy. At other times they had to bring milk for the week-enders and picnickers off the trains. The milk when sent for by delivery on a train to Como station, it was loaded onto a cart in a large tank by Rowlings.

Rowling's dairy was used by Inspectors who came and brought with them students to look at it, and to see how it was run for cleanliness and management.

At one time there was a long dry spell of about seven months with no worthwhile rain for storage, and Rowlings' even resorted to the carrying of two milk cans of water at a time across the Como rail-way bridge, probably from a spring at Neverfail Bay. Water was also carried from Hendersons - around 50 to 60 gallons a day.

Milk was pasteurised by bringing a copper to the boil. Milk not boiled was put down a well in cans to keep it cool. A hundred loads of wood was cut from west Como by Albert Rowlings - never by his father - for use on the dairy, such as boiling the copper.

A well, to augment the water supply in the early days, was dug through 15 ft. of shale to get to a spring. The first part of the

well was commenced with the use of a jump bar. When the well was finished it was concreted, and was located behind the old galvanised iron covered hotel. A pump was put on and water pumped to the dairy, and from then on they were never out of water.

Between milking and delivering Albert Rowlings would carry goods from Sutherland Station. On one occasion while carrying a load of iron up a hill, the rope broke on the back of the cart, the horse being lifted off the ground, while the iron scattered everywhere.

Cattle (scrubbers) in the early days belonging to Lehane ran all over the Shire, including Sutherland and Como.

If a tip was paid to pound keepers, cattle would not be rounded up. Sometimes cattle were killed by trains, and Rowlings had a heifer killed on the line.

Source: From an interview with Mr. Albert Rowlings on 31-12-1984.

-----Fred Midgley

AN ANNIVERSARY IN 1894

The first Anniversary of the Miranda Congregational Church was celebrated on Monday, December 3rd., 1894. Settlement had been rapid in the district and services were begun with the help of the lay Preachers Association. The preacher for the morning and evening service at Sutherland took the service at Miranda in the after-noon.

The Anniversary was unique as well as successful. Tea was served in a large room in the home of Mr. Hill who kindly grants the same room for services Sunday after Sunday.

The company was too large to allow for the public meeting later on and it was held in the open air. Nr. C. C. Wigzell. presided and addresses were given by Messrs. Simpson, Brown, Thacker and Williams of Miranda and the Rev. James Buchan, M.A., clerical secretary of the Congregational Union. Mr. T.S.Holt intended to be present, but was prevented as also was the Rev. Nicholas Cocks, M.A.



The need is now felt to have a plain and in-expensive building in which to hold the increasing attendance and the flourishing Sunday School. It was encouraging to see the interest not to say the enthusiasm of the workers and the residents in the district. All indications were full of promise for the future.

Source: From 'The Independent', (later The Congregationalist) issue of December 15, 1894.

-----F.A.A.



December 10, 1930. On Sunday last, the Cronulla Double-decker bus took fifty one people to Sutherland and brought back fifty three. Its appearance on the road between Miranda and Sutherland caused many people to hope that their fond wishes had come true, but they were disappointed, the bus carried only passengers for a Civic Service at Sutherland held by the Shire President Clr.Shaw.

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Monthly Meetings of the Society are held on the second Friday at 7-p;m. In-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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