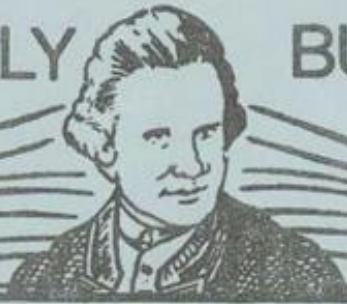


SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



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THE PRESIDENT'S NOTES

I hope the New Year has come to all members in orderly way, with prospects of good fortunes in 1987. It was with sadness, however, that we said goodbye to 1986, due to the passing of honoured member and famous Australian, John Antill. John has been a member of this Society for many years, and with his friend Austin Goldberg, always gave strong support to the Society. It was with considerable pleasure that John, with Austin, entertained the Society at its Christmas gathering in 1985.

The Society has been enriched by the contribution of these talented people, for which we, the members, are grateful.

Members should note that the Shire Council has commissioned its Good Ship "The Sutherland Shire" on a new "trade route, to sail the clear waters and fair winds of Autumn" in the 1987 Sutherland Hospital Fete at Caringbah. These waters are new to our travellers, the most Easterly port visited hitherto being Gymea, where trade has dwindled away to nought in recent years, having shifted to the ports of Engadine and Heathcote.

We look forward to new interests in 1987, as we make contact with fresh sources of instruction, and search out our own. We must also be aware of the approaching end to the term of office of our Committee. Come to the elections and Annual meeting in March and become part of management.

----- Harold Ivers.

MONTHLY GENERAL MEETINGS .

January 8:	Member's night. Addresses by -
	Mr.D.Archer HISTORY OF PERFUME
	Mr.H.Ivers SLIDES AND BRIEF HISTORY OF EPHASUS
	Mr.K.Smith THE BEGINNINGS OF QANTAS
February 13:	Mr.K.Smith INSIGHT INTO THE BIRTH OF AN AIRLINE
March 13:	ANNUAL GENERAL MEETING

FOUNDATION OF THE SOCIETY

Twenty one years ago in March of this year the Sutherland Shire historical Society was formed.

The Foundation Meeting of the Society was held on Friday evening March 25, 1966, at a public meeting in the Council Chambers at which the Shire President Clr. A. Gietzelt and a number of the Councillors were present.

The first General Meeting of the Society was held on Thursday, April 15, 1966, in the Kindergarten building in Merton Street, Sutherland, when the Officers of the Society were elected.

CHRISTINA McALISTER'S LAND GRANTS

Charles and Christina McAlister were the first settlers in Engadine. Their home, "Sunbeam Cottage" and later "Homelea" being on

Portion 113 on the corner of Fairview Avenue and Illawarra Road Woronora Road).

However it would seem Christina McAlister saw the inevitable influx of new settlers to the area, and began speculating in land, while her husband concerned himself with community matters and the forming of local Government in the Sutherland Shire Council.

In pursuance of a notice in the Government Gazette in 1903, Christina McAlister bought lot No 356 of 3 acres, 32 perches on February 20, 1904 for £41 (\$82). As with the preceding purchase of these Crown lands by auction, Christina McAlister purchased on the same date lot No 355 of 2 acres, 3 rds. and 8 perches for the sum of £34 (\$68).



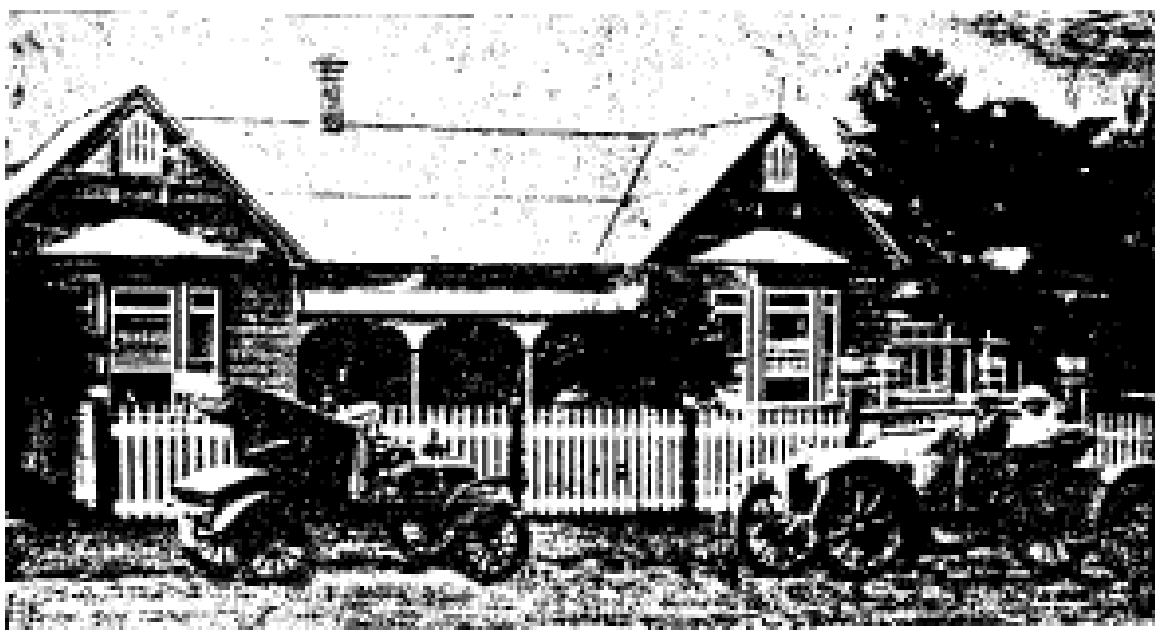
Both these lots were eventually sold to the Perpetual Trustee Co. on January 30, 1930. They were separated by McAlister Avenue.

It should be noted here that all these land transactions were in the name of Christina McAlister, described on these land titles as the wife of Charles McAlister, gentleman.

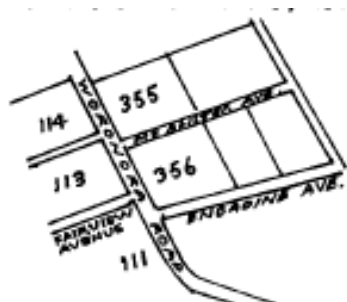
Lot 369 of 3 acres 3 rds. 8 perches was bought by Christina McAlister on August 8, 1911, for £22. This lot faced the Old Illawarra Road, now Woronora Road. This land was transferred to D. Preston in 1922.

The adjoining lot, No 370 of 1 acre 3 rds. 8 perches on the Illawarra (Woronora Road) was also bought by Christina McAlister for £22, and on October 23, 1923 it was transferred to Joseph Preston of the well known Engadine family. These two lots were on the western side of the Old Princes Highway and almost opposite was Portion 396

Christina McAlister was also involved in other business dealings



offering to allow a rent free room in the first store opposite Heathcote station and volunteered a salary of £12 (\$24) per annum as Post Mistress before that of Oscar Matson who became the first Post Master on the same salary as that suggested by Christina McAlister. On November 9, 1915, Christina's husband, Charles became postmaster but only for three months.



Charles McAlister died soon after in 1916. After her husband's death Christina McAlister went into partnership with Mr. W.R. Ainsworth, a resident of Engadine and a Shire President. Mr. Ainsworth on his own account had speculated in land at Engadine.

The portions taken up by the partnership were Nos. 640 to 645 bounded by Banksia, Bullecourt, Cambrai Avenues and Waratah Road.

Source: Registrar General's Department. Department of Lands. Australian Archives.

---Fred Midgley

***** **

IN MEMORIUM

Well known resident of Sutherland Shire, Mrs. Ivy Alcott died in Sutherland Hospital on October 30, after a short illness.

She had enjoyed excellent health before suffering injuries in a car accident over twelve months ago.

Mrs. Alcott and her husband Errol, lived in one of the oldest houses in Sutherland Shire, "Fernleigh", at Burraneer Bay which they bought in 1947,

She was a tireless and unselfish worker for charity, and her voluntary work ranged from the R.S.P.A., Animal Welfare League, hospitals, blind, geriatric patients, Legacy and underprivileged children, and the Red Cross, being awarded this organisations Medal and bar for 34 years continuous service.

She was Sutherland Shire Citizen of the year in 1974, and in the same year she was awarded the British Empire Medal for her community work. A year later her husband Errol, was also awarded the British Empire Medal for his many sea rescues.

Many people will remember Mrs. Alcotts private zoo which contained a particularly fine collection of Australian fauna and birds, monkeys, and pets of Great Danes and Chihuahuas. She was also an honorary ranger of the National Parks and Wildlife Service.

She was foundation member of a number of Sutherland Shire organisations including the Sutherland Shire Historical Society which was formed on March 25, 1966.

Mrs. Alcott was born at Narromine, N.S.W. in 1905, the daughter of a postmaster.

She is survived by her son, daughter in law, four grandchildren and three great grand children.

The funeral service was held in St. Andrew's Anglican Church, Cronulla, on Wednesday, November 11, where a large number of relatives and friends gathered. The service was followed by cremation at Woronora Crematorium.

----- F.M.

GOLDEN ANNIVERSARY, NEW SOUTH WALES FIRE BRIGADE, SUTHERLAND

16-11-36 to 16-11-86

On the 16th November, 1986, Sutherland celebrated 50 years of fire protection from the N.S.W. Fire Brigade.

There was no big celebration, things carried on as usual, no congratulations to original members, no popping of champagne corks, the old members have all gone; a few are still living, long past the age of fire fighting. The others have all passed on. -

The Sutherland Fire Brigade was established on the 16th November 1936; the appliance, a Dennis motor No 223, with a crew of 10 volunteers. The motor was stationed in the Sutherland Shire Council garage, on the corner of Merton Street and Princes Highway. This served as Sutherland's first fire station.

I couldn't let this pass without a mention, as I spent 32 years during that time as a volunteer member of the brigade, from 1942 serving under Captain A. R. Paton, and, after his retirement, under fire brigade permanent officers until I retired in 1974.

The original crew were Captain A.W.Austin, Engine keeper A.R.Paton, and volunteer firemen G.A.Webb, C.F.Dahlhelm, G.Cook, W.Yardley, H.Walker, L.Whitmarsh, J.Turner and H.Roffey.

The Brigade was made up entirely of volunteers who were on duty 24 hours a day, 7 days a week, whenever a call came in.

The Brigades first fire call was a 11-20 a.m. on Saturday December 5, 1936, from Mr.Fisher,(postmaster of Jannali Post Office) to a large area of bush alight in Railway Crescent, Jannali. Motor, Captain, and 4 men turned out and extinguished the fire by 1.20p.m. when the men were dismissed.

This call was followed by the Brigade turning out over a period to many occurrences of bush alight, several garages, cars, and sun-dry small fires. However the first real property fire didn't occur until 7.50 a.m. on Friday the 1st April, 1938, when a call was received to attend a weather-board and fibro cottage which was well alight in President Avenue, Miranda, the home of Mr Charles Furst. Motor, Captain, and 5 men turned out to 'this fire, which was extinguished, the firemen being dismissed at 10-45 a.m.



Captain A.W.Austin retired on the 1st. of October, 1940, having been Captain from November 16, 1936, but he continued on in the service as a reserve fireman.

Captain A.R.Paton succeeded Captain Austin for the next 30 years proving to be a very capable fire officer. The Brigade operated from the Sutherland Shire Council garage from November 16, 1936, until arrangements were made to house the appliance in the workshop garage of V/F A.R.Paton at 18 Flora St. Sutherland, this arrangement proving to be very convenient both to the Council and the firemen. This change took place at 11-00 a.m. on, the 9th of March, 1938. Engine keeper Paton's workshop then served as the Sutherland fire station for the next 23 years, until the Board of Fire Commissioners saw fit to build the new fire station that is now in operation in Moore Street, Sutherland. The changeover of stations took place at 9-00 a.m. on 1st June,

1961, and at this time four permanent officers, S.O, T.Lawrence, S.O. R.Logan, S.O. J.Quinn and S.O. L.Bowmer were appointed to the station that now became No 46 in Sydney Fire District.

However Captain Paton still retained his rank as Captain until his retirement in 1970. Now the Brigade was under the control of permanent officers, he retired after 33 years dedicated service.

Gone are the men with the shiney brass helmets gleaming in the sun, the men riding on the sides of the red and gold Dennis Fire Engine. The N.S.W. Fire Brigade NO 46 situated in Moore Street, Sutherland, now operates like a piece of well oiled machinery, with 4 station officers, and a full crew of professional firemen.

In case of fire, ring 000. Happy anniversary No 46.

-George H. Heavens Sutherland Historian

OFF TO THE BOER WAR BOER WAR

On February 1st, 1902, the pavilion of the Cronulla Hotel was gaily decorated for the send off of Troopers Laycock and Meeve. The tables were beautifully and temptingly laid out with all sorts of good things by Mr. C. King. Lieutenant B. Evans occupied the chair, and Mr. B. Rogers acted as vice-chairman. Three troopers sat on the right; Mr. Laycock, snr., two ladies, and a man from the Advocate newspaper on the left, and an enthusiastic company of ladies and gentlemen filled the spaces in between.

The toast of the guests received musical honours and cheering. Trooper Laycock replied in an honest and manly way. A well built young man, Trooper Laycock inherits the feeling of war from a military ancestor who landed in Sydney a hundred years before. This was Captain Laycock who lived but twenty years, and his remains lay in a vault in the Devonshire Cemetery, Sydney, whence they were removed after eighty years to Rookwood in the presence of the Laycock family, who resided at Cronulla. The Trooper's father is Elias Laycock, the well known ex-champion sculler of New South Wales.

Source; The 'St. George's Advocate', February, 1902.

-----F.A.M.

DANCES.

The Native Rose Club dances were held in Lobb's Hall, Sutherland, in 1923, Music was provided by Gus. Woods a Sutherland resident, on a concertina, and when sober an elderly man who lived in a hut in Linden Street, played the piano. He was an excellent player and had, no doubt, seen better times.

Competition dancing was held in the Sutherland School of Arts. Some competitors, about four of them came from Menai, and they were very good, causing comment.

They were probably taught by Bill and Dol. Mayman of Menai who had a large sized room in their house which was ideal for this purpose. Mrs. Mayman as Miss Wilberforce conducted dancing classes at her home in Woollooware Rd, three doors from the Kingsway about 1929.

Source: Mr. C. Dahlhelm interview, 24-11-83. ----Fred Midgley

THE LATE JOHN ANTILL OBE CMG

John Antill, OBE, CBE, who was born in 1904, received an early appreciation of music while at St. Andrew's Cathedral School Choir in Sydney. His appreciation of the Aborigines' singing and dancing, and the rhythmic percussion of their music, while on visits to La Perouse on Sundays with his parents, aroused his interest and he would, on returning home, record the music he had heard.

This stimulated him into composing his most famous composition, Corroboree, in the language of the Aboriginal. Corroboree had its premiere performance with the Sydney Symphony Orchestra conducted by Eugene Goosens in the Sydney Town Hall in August 1946, before an audience of 2000. The performance brought an enthusiastic audience to its feet in a long standing ovation.

John Antill joined the ABC in 1936 as assistant music editor and in 1947 was appointed supervisor of music, a position he held until his retirement in 1968. He was the composer of three operas and in addition composed a considerable amount of orchestral music. In 1959 he wrote Symphony of a City to celebrate the centenary of Newcastle.

He was honoured by Sutherland Shire Council with a special open air performance during the bicentenary of the landing of Captain Cook, which included the world premiere of Antill's song of Hagar, G'day Digger, and Corroboree.

On May 2, 1985, was the occasion of the admittance of John Antill, OBE, CMG, to the Degree of Doctor of Creative Arts, Honoria Causa, of the University of Wollongong.

John Antill, a Cronulla resident, was a very retiring and unassuming man, and the Sutherland Shire Historical Society, which he addressed on several occasions was privileged to have such a distinguished person as a member. His death occurred on Monday, Dec-ember 29, in hospital, and the funeral service was held at 11am. on Wednesday the 31st.

A memorial service was held at 1.15pm. on Tuesday, February 10, at St. Andrew's Cathedral, Sydney.

Source: St.George - Sutherland Shire Leader 2-4- 1975 & 8-1-1987. Sutherland Shire Historical Society Bulletin August 1985, Mrs. E. Sheppard.

-Fred Midgley

HAPPENINGS IN AUGUST 1918

At a meeting of Sutherland Shire Council, Councillor Monro tendered his resignation as President and Clr. Hill was elected .

Sutherland Council made representation to the trustees of the Royal National Park to have portion of the National Park made available for a golf course.

Source: Hurstville "Propeller", August 30, 1918.

COMO PUBLIC SCHOOL

Prior to the coming of the railway in the 1880s Como, and for that matter, most of the Sutherland Shire, was virtually isolated from the rest of Sydney. Fishing and oyster farming were the only pursuits of any importance at Como and these tended to support only a small population, much of which was German in background and origins.

Railway development secured the progress of Como and it was selected as the terminus point on the southern bank of the Georges River for the Illawarra line. Construction of the line brought with it the growth of a large shanty town from about 1881 on. This housed several hundred workers and their families. The first school, planned as being only temporary, was built in 1883. Near-by was also built the wooden *Woniora* Hotel. According to the records the area was generally known as *Worinora* until the mid - 1880s when the name of the school at least, came to be accepted as Como.

The imposing German Club, built on the opposite side of Scylla Bay, catered for the German workers and fishermen who had settled in the area. The camp was transferred to Heathcote with the completion of the Como-Sutherland section of the railway in 1885, and this, plus the fact that the one acre lease on the land had expired, spelt doom for the small school at Como. The *Woniora* Hotel, too, suffered a similar fate and its licence was transferred to Heathcote following the railway workers' camp, Soon after this, however, the German Club obtained a licence and traded under the name of the Como Hotel.

The railway developed Como as a holiday centre catering for boating, fishing, and picnicking. As Sydney's population grew, settlement extended naturally along the main transport links. Como too, was soon populated in this manner, but has still managed to retain a degree of that charm and character that made it so popular with early holiday makers.

The first applications for the establishment of a school at Como were a direct consequence of railway building. The applications were supported by the railway workers as the school was conceived

as primarily catering for children of the workers who had settled in large camps overlooking Scylla Bay. Thomas Hanley, who owned the local *Woniora* Hotel, was also a leading figure in these early attempts.

Realizing the instability of the population, the request was made for a "tent school" in April, 1883, to be erected at Como. Unlike a number of earlier requests, this one received a sympathetic hearing at the Department of Public Instruction. In fact, one inspector, still taking into account the temporary nature of the area's population, advised that as the school may be needed two years, I recommend a movable wooden building instead of a tent."

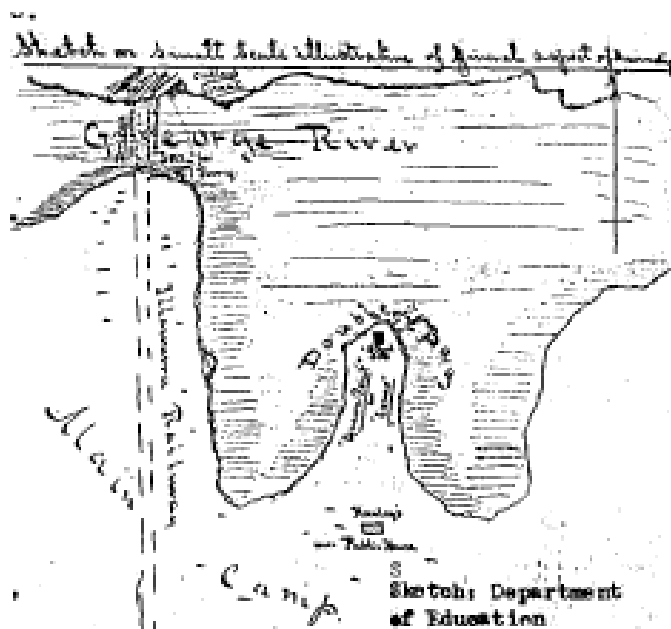
Therefore, on the 28th May, in the same year, the Minister of Public Instruction could finally announce his intention to build a public school at Como, (at this time still called *Woniora*), but in typical style, it was not until early the next year, in February, that the single temporary building was completed and ready for use.

The Department of Public Instruction leased the land on which the school was situated from Thomas Holt's Company, The Holt Sutherland Estate Land Company, Ltd.

When the school was officially opened on April 16, 1884, there was no great ceremony, trumpets were not sounded, nor was there a new education fervour felt throughout the land. The hallowed halls of colonial government were not trod by zealous politicians re-vitalized with grandiose visions of thousands of Como Public Schools gracing the length and breadth of the land. Nor was a national holiday declared. Even Como (Woniora) Hotel opened for business as usual. But the school was, in fact, much appreciated by the locals, including the itinerant railway workers.

Como Public School was the first school opened in the Sutherland Shire, the second one being at Sylvania. The first document to be forthcoming from the new school was a manuscript return showing enrolments and attendance during the first three weeks of the school's operation. The teacher, John Halstead, accounts for the lower than anticipated attendance in week one by the fact that this week was broken (the school had first opened on a Wednesday). Yet numbers were quite commendable - averages of 18, 34 and 37 respectively for the first three weeks.

The next record of any correspondence between the Department and the school reveals that Mr. Halstead had been replaced by "your most obedient servant, Edgar J. Robinson, teacher". There is no mention of Mr. Halstead's fate, nor of the origins of Mr. Robinson, although it should be noted that the former only lasted a maximum of six weeks as the school's teacher. This seems to cast doubt as to his suitability as a viable educational asset to the school and its pupils. Nevertheless, Mr. Robinson proves more stable and lasts out the full term of the school's existence, despite some pressing complaints' against the Department's ineptitude (unfortunately they neglect to pay him for his first few months of duty).



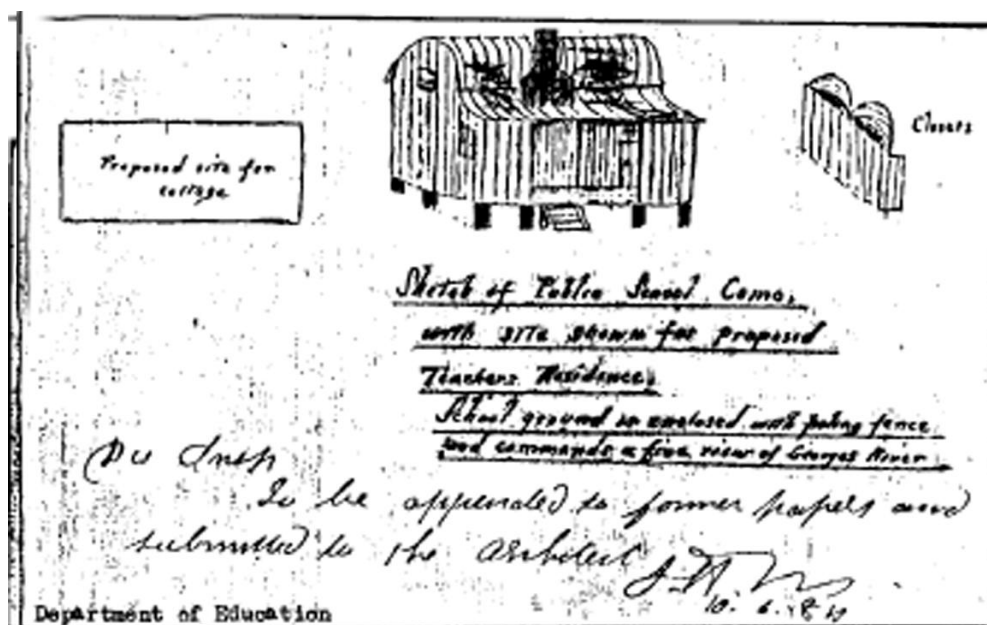
The question of money seems to have burdened down the mind of poor Edgar through many of his teaching days at Como school. Being a very prolific writer, we have more than enough evidence of his pre-occupation with the commodity. His first letter to the Department of Public Instruction outlines a request to use the school premises for teaching some of the younger railway navvies at night. He states that much good could come of this, and does not neglect to add that this would be "independent of the pecuniary benefit likely to be de-rived by myself, at a period when such would be most welcome".

One even gains the impression that the Department may have considered him a nuisance in this respect. But one could hardly blame him, for, as he aptly explains in a letter dated July 5, 1884, his circumstances demand consideration.

As the school had not yet been officially classified, Mr. Robinson was not drawing any salary even though he was actually teaching in the school. No accommodation was available locally and he was forced to board in the local Woniora Hotel for the princely sum of £2.10 shillings per week, which was quite an extravagant charge in those days, considering that Mr. Robinson was only paid about £150 annually anyway. Add to this the fact that he had his two ageing parents to support, and you have one very disgruntled (and rightly so) teacher.

The farce of his pay situation could not, however, go unresolved indefinitely, but it was not until July, 1884, that the school did receive its classification, a class VIII, and Edgar's pay was forthcoming, almost two months after he took up his posting. His rate of pay was £144 per annum, although he was granted £12 on top of this basic salary as his mother taught needlework to the girls attending the school.

Mr. Inspector Murray inspected the school on June 6, and had viewed the needlework and Edgar's mother's efforts. The tone of Edgar's report here indicates that the inspection was a favourable one.



The first mention of any permanency concerning Como school was brought up by the matter of a teacher's residence, and it was this connotation of permanency in a school designed primarily as a temporary measure that prompted the Department to shelve the idea for quite a while.

Edgar J. Robinson's circumstances, that is, his staying at the Woronora Hotel, and not being paid for his first two months of teaching, forced him to first apply for a residence in the school grounds in May, 1884. This was to be constructed at the Departments expense. Tenders were forwarded, the £56 quote of Mr. Michael R. Cody, c/o Como Post Office, finally being accepted by the Department. Mr. Cody, "a builder bearing a reputation for steadiness and industry" according to Edgar, proposed to use the frame-work and some basic materials from an old building in the area as

the basis of the residence. The price was right in the eyes of those in power (Mr. Cody's earlier quote of £147-10 Shillings for the building of a completely new residence was found to be un. acceptable in monetary terms in June, 1884) and the work commenced later that same month on the cheaper alternative. The residence was constructed adjacent to the single school building.

In requesting the construction of a residence, Mr.E.J.Robinson cited various factors acting upon his situation and that of the school. Upon his commencement of duty, he could not acquire a cottage of any kind and was forced to board at the Woronora Hotel paying the rather exorbitant rate of £2/10 per week. Edgar's father also worked in the local post office-store, gratis, giving services equal to £1 per week. Mr. Inspector Murray, on a previous visit to the school, had lent his support to Edgar's call for a residence. Edgar's money was quickly running out (remember that he was not drawing any pay initially). Edgar also claimed that the population was steadily on the increase, with expansion of railway work in the area.

The school seems to have run smoothly after the construction of the teacher's residence up to its closure at the end of 1885. Como school was forced to close its doors to the local children for two important reasons. Firstly the majority of its pupils comprised the children of the railway workers camped nearby. With the completion of the Como-Sutherland section of the railway line in late 1885 the workers moved camp further down the line to Heathcote.

Secondly, the lease on the school's land had run out, and the leaser, the Holt Sutherland Estate land Company, had sub-divided the land in preparation for sale by auction. The Holt Company, how-ever showed condescension in dealing with the Department of Public Instruction. "I am instructed to say that the land in question is surveyed for sale and they regret that they cannot renew the lease but they are willing to grant your Department a free lease of another site in the neighbourhood". The Department responded to this measure by resuming the land on which the school was located. It intended to use this site for a school in the near future.

Here ensued another battle concerning the Department of Public Instruction. Estimates of the value of the land concerned in the resumption varied greatly between the two parties involved, the Department and the Holt Company. The Government valuation of £368/ 15 shillings was finally paid to the Company, as opposed to the £1,397 as assessed by the Holt concern. The next reference made to the Como Public School in the records shows that the buildings on the site were to be used by the teacher at Sutherland school, the next school along the railway line.

But Como's population was by now gradually on the rise, although nowhere near the levels achieved under the exploded figures with the railway workers and their families. Application for a new school was thereby forthcoming from the residents on October 27, 1898, but this was rejected by the Department, A later application, made in 1915, was shelved, and finally accepted. The new school at Como, eventually built on the same site as the original school, was opened in 1921.

Source: Department of Education, Sydney. Mitchell Library, Sydney. State Archives.

-Alan B. Smith

CAPTAIN JEAN ALFRED TERNEL (1897-1981)

Captain J. A. Ternel, a resident of Sutherland Shire for some thirty years, was born in Moka, on the Indian Ocean island of Mauritius, on September 17, 1897. His parents were Rudolphe Alfred Ternel and Marie Fanelia Calamel. Ternel's father, of French and Spanish descent, had been appointed master of St. Gabriel's school on the island of Rodrigues (a dependency of Mauritius) in 1882; his mother was the daughter of the Rodriguan merchant Desire Calamel.

Mauritius and Rodrigues were unhabitated when they were discovered by the Arabs sometime before the 16th century. Although the Dutch attempted to colonise Mauritius it was the French who established the first successful colony on the islands of Mauritius and Rodrigues. Captain Ternel was always very proud of his French heritage and of the fact that one of his grandfathers had fought as a teenager under Napoleon at Waterloo. He was doubly proud of the fact that he could remember - as a three year old boy in 1900 - sitting on his 103 year old grandfather's lap! This, in itself, made Captain Ternel something of a celebrity in the Sutherland Shire, for people liked to say they knew someone who had known a Waterloo veteran.

The Ternels moved from Rodrigues to Mauritius in 1893, but around 1905 the family settled in India where Jean Alfred's father had gained a position as French teacher in a college in Bombay. Both of Ternel's parents were atheists and he grew up in a radical intellectual environment. (Apparently his father once experienced a severe thrashing, from a priest). Although he gained admission to Cambridge University, family circumstances forced him to abandon plans for a tertiary education and he was forced to go to sea.

During the First World War he had a number of narrow escapes in active war zones. In 1923 Ternel passed his master's certificate in Cardiff. For some years he served as a mate on several passenger liners operating on the China coast. On one voyage he was invited by the Cameron family of Perth (W.A.) to be their guest in Australia. Ternel took up their offer in 1926 and decided to stay in Australia. His hopes of a career in the Australian coastal trade were temporarily dashed by the depression of the 1930s. For a time he worked as a salesman selling books on a bicycle, then he formed a partnership in an unsuccessful venture with a road-gravel contractor.

At the beginning of the Second World War, Ternel volunteered to serve on a vessel which took supplies to lighthouses on the Western Australian coast. Dissatisfied with this contribution to the war effort he joined the firm of Howard Smith in Sydney and served as a mate on transports carrying ammunition to New Guinea for the duration of the war. During the war Ternel married Hilda O'Neil: his first daughter was born on September 17, 1945. The marriage, however, broke up a year later. By this time he was first mate on a collier engaged in the Newcastle to Sydney run.

In May 1948 Captain Ternel married Miss Marjorie Hannah. Eventually Ternel commanded a number of Australian coastal vessels including the Macedon, the Taranur, Burwah, and the Age. A gifted mariner, he held pilotage exemption certificates for virtually every major sort in Australia. Ternel finally settled with his wife and family in Sutherland Shire in the early 1950s. He died there in 1981. Mrs. Marjorie Ternel lived in the Shire until 1985.

Bibliography: Documents in possession of Mrs. Marjorie Ternel, Double Bay, New South Wales. Notes on the Ternel and Calamel families compiled by Dr. Alfred North-Coombes, Mt. Waverley, Victoria.

---- Edward Duyker.

HEATHCOTE - THE BEGINNINGS

By 1828 the surveying of the Colony into nineteen Counties on English system had been almost completed, this formidable task having taken longer than was anticipated. The southern portion of the County of Cumberland had not been completed, and the Surveyor General, Major Thomas Mitchell (later Sir) made plans to complete the survey south of Georges River as soon as possible.

This was accomplished in 1835 when Mitchell presented hip. maps to the Authorities. Among those named were Southerland, Wattamolla and Heathcote. The latter was named by Mitchell after one of two Heathcote brothers with whom he served under Wellington in East Portugal during the Peninsular War where Massena was defeated in April, 1811.

In 1827 Mitchell had arrived in the Colony as Deputy Surveyor General to John Oxley, and in 1828 he succeeded to the head position on Oxley's death, having a staff of ten surveyors and four draughtsmen.

Mitchell was a man of action and was not entirely confined to his office in Sydney for he led several expeditions which rank him with the greatest Australian explorers.

In 1831 he conceived the idea of a direct road to the Illawarra District for a shorter route was needed than that by way of Campbelltown and Appin. With the completion of this road from Cooks River, Mitchell saw the opening up of new country, and to quote from his own report "would enable the mail cart to come from Wollongong to Sydney by a route at least 20 miles shorter than that now followed by Appin".

Major Mitchell in 1843 personally carried out the surveying and superintending of the construction of the road. Work commenced with a party of convicts at the head of the tidal waters of the Woronora River, and a punt was placed in service in the same year on the Georges River.

Surveyor Darke had been instructed to survey the rich area of land (Bottle Forest) with its magnificent timber, and any other areas that might sell. Darke's plan of Bottle Forest is dated January 10, 1843. Who named Bottle Forest is not really known. The earliest record to be found of the name is on the map and plan of Roderick Mitchell's Old Illawarra Road, compiled about 1843. Roderick Mitchell, a son of Major Thomas Mitchell was the first surveyor in charge of operations on the new road. On his map of the route he names the area Bottle Forest and charts it in the shape of the soldier's water bottle in use in those days, This appears to be the origin of the name.

Darke had surveyed 14 allotments, ranging from 7 to 31 acres. Some of those who applied and were granted land in 1845 were Patrick Hynes with lots of 30 and 24 acres on June 30 and October 10. They were lot numbers 19 and 17. George Coulson a licensed

Victualler of Sydney, who also had land at Botany was granted portion 14 of 24 acres on June 30; W.T.Fleming portion 9 of 31 acres on December 12; others were E.M.Hill with 20 acres, portion 7; John Annan 20 acres, portion 8 and Peter Caffray 30 acres, portion 18. Thomas Holt first came on the scene in the area in 1865 when he took up 41 acres. W.Greaves portion 16, Nov. 11, 1853.

Mitchell's Great South Road or New Illawarra Road surveyed in 1843, and believed to be completed in 1845, cut some of these land grants off from the rest as it traversed the Yarrowarra Heights. This road, and with the coming of the railway divided the settlement into East and West.

GREAVES 16	CAFFRAY	HINES 19
HINES 17		
ERVING 13		
COULSON 14	ANNAN 8	HILL 7
FLEMING 9		

The Census of 1846 shows that the population consisted of 15 adults, (children under 14 years were not included) living in 4 houses. They were of stone and wood, and included shanties and huts. Eight of the adults were Protestants, four Anglican, four Presbyterian, and four were Roman Catholic. This was certainly the first real settlement in the Shire.

In July, 1843, George Hall had made application to purchase 50 acres of land adjoining the Village of Bottle Forest. Surveyor Darke was instructed to give his attention to the importance of the situation. Hall is believed to have built a guest house where the Illawarra road passed for the weary traveller, but it suffered from the lack of patronage and soon closed.

Hall's venture was just part of the demise of the settlement, The soil was rich for cultivation, but there were no good roads, and for those who had produce from their farms there was only one water crossing available to them, and that was by the hand punt on the Georges River installed thereby Major Mitchell. in addition it was a long way to Sydney. Coupled with droughts and the isolation, the settlement was abandoned in the mid 1860s, the period when the punt was wrecked as the result of a flood and it was withdrawn. This means of access did'nt open again until 1887, when there was better ways for the new settlers of Heathcote to reach the city, especially with the coming of the railway.

And so the first settlement of Heathcote - or Bottle Forest - came to an end leaving the remains of fences and houses to fall into decay, or be claimed by the bush, evidence of determination and hard work to be taken up by those who were to follow just prior to 1886.

Other kinds of livelihood were indulged in beside those who endured the hardships of farming. In those days Bottle Forest contained some magnificent timber, and included some red cedar amongst its ironbark, turpentine and other hardwood trees. The big milling timber was soon cut out. Huge loads of timber were hauled away by bullock teams to vessels on the Georges River. One of the men in denuding the forest of much of its finest timber was an aboriginal, Johnny Malone, who lived in a cave near a quarry to where the bullocks hauled the timber. Another man whose family had associations with the early days of Arncliffe and Menai was Alfred Barden who came to Bottle Forest in the early 1860s, and employed two well known bullockies, Charlie Smith and "Farmer" Jim.

The bushland abounded with nests of native bees, and two men, Dave Baker and Ted Blake were experts in obtaining the honey and studying the habits of the bees. This supplemented their self employment as sleeper cutters when the railway was coming through. Another family involved in cutting sleepers and supplying wood for the railway were Coopers.

Heathcote had its characters including Matty Keough who was the first man to grow tobacco in the district; Jack Allwood a fisherman and charcoal burner; Gillie Sheldon was a well known farmer. Two other men who lived there in the early days were Bill Nobbs, an amateur fisherman, and Bob Poole who was a well known gatherer of oysters.

A dark Spanish looking man related when he was camped at Bottle Forest House of a strange incident. He had two Kangaroo dogs, Nap and Lou, who were noted to kill anything. As the night closed in the dogs rushed in great alarm. The little Spaniard seized his gun and was going back to the house when he was terror struck at the sight of a hideous 'yahoo'. The Spaniard was so scared he never ventured forth after dark for many years. In 1856 Captain Collin and his mate, Massey, while gathering sea shell in Port Hacking and loading it into their schooner at Warumbul refer to a 'yahoo' in the vicinity. A 'yahoo' was simply a figure of imagination or some local character possibly unaware of creating an incident.



Source: Lands Department, Sydney; Registrar General, Sydney; Mitchell Library, Sydney; Sutherland Shire Council Local History Library; Authors records.

---Fred Midgley

FREDERICK. DWYER

Mr. Frederick Adrian Dwyer commenced employment with Sutherland Shire Council in 1907, as Assistant Overseer to Mr. J.B. Sparkes the Government maintenance man.

Mr. Dwyer drove around the jobs in a horse and sulky until Sutherland Council bought a T model Ford for £244(\$488) in 1922 for his use. He was employed by the Council for 22 years.

This is the man, a real live wire,
Whose one and only great desire,
Is to make the roads of Sutherland Shire
In reputation go up one higher.
How will he do it you might enquire,
You with the growl of the motor tyre,
Doesn't it confidence inspire
To know that the man is Overseer Dwyer.



Source: Verse from January 9, 1915, issue of the 'St. George Call'.
'Sails to Atoms', D. Kirkby.

Drawing from photograph from Mrs. L. Towell of Caringbah.

-----Fred Midgley

MY EARLY DAYS IN SOUTH HURSTVILLE

I arrived in Australia from Wolverhampton, England, in March, 1913, with one son, 3 months old. My husband had preceded me, with intentions of buying land, was boarding at Mosman, finding employment as a cabinet maker in the City. He worked with a Mr. Dixon, whose parents had already purchased land at South Hurstville, in Terry Street. My husband and Mr. Dixon then purchased land in Green-acre Road from Arthur Rickard and Son, and paid it off in-monthly instalments. This was to be my home for 70 years, until I moved to Vickery Village.

When I arrived, we moved from Mosman to South Hurstville, and boarded with a young couple in Resthaven Road, which was just a track. My husband was able to work on our block of land then at weekends. In 1914 we moved into the front portion of "Boscobel" (being the name of the place where King Charles the Second hid in an Oak tree near Wolverhampton) in 1651. So from then on, it meant a lot of hard work.

The road was only a track, and was on a hill, and with other beginners, was surrounded by bush.

We had kerosene lamps, and there was no water laid on. We carried water from a stream at the bottom of the hill. Later we bought our first tank, and it didn't rain for six months. We had to buy water from a tank cart which came around at 2/- for two rims. Later we had gas lighting, which was a real treat.

The First World War started, just after we moved in - 1914. My next three children were born at "Boscobel". My youngest daughter was born at a private hospital in Woniora Road, called "Devonia".

I believe the first church service for South Hurstville Methodists was held at a Hr. and Mrs. Robert's place in Halstead Street in 1914, although I have no recollection of attending that service. Three blocks of land were purchased by the church in 1915, and a weather-board building was built, (I think by voluntary labour) and opened on August 12, 1916. This was where the hall now stands. The first Sunday School commenced on 13th August, 1916. The brick church was built about 1924. The Avenue Church was operating before this.

All my children attended South Hurstville Methodist Sunday School and Church, three being married there. Until recently, I have been a regular worshipper and member.

People gradually arrived all around the area, Cannel's Point Road, Appian Way, Homedale Crescent etc., all with young families, growing up with mine. What a joy it was to see a light shining in the window from a neighbour's partially built home - we didn't feel alone. There were times when we felt alone. I used to wait for the postman to bring me mail from my loved ones in England. Many a time I had a weep at the disappointment of no mail,

All my children attended South Hurstville Primary School and walked to school. It was built between 1917 and 1920. A little hall, known as Homedale Hall in Rowe Street, was used as a Kindergarten Annexe to South Hurstville School. My daughter remembers her first day at school there. Her teacher was Miss Hatfield. She used to come home for lunch and there were cows wandering

around from the dairy nearby, and she was too frightened to go back to school.

There was a cart track opposite our house, which went through to Connell's Point Road - a gravel road then and that was where we went for the bus to Hurstville, when they began to operate. They were very primitive buses, with canvas roll up sides and plenty of fresh air. One very well known bus driver named Albert, drove for years and years - in fact he is quite well remembered by the younger people.

The area progressed quite rapidly, and as more houses appeared, facilities improved. Fruit and vegetable deliveries began. One man to be remembered was Mr. Dent, who had a wooden leg; then there was also a Chinaman who used to carry his basket across his shoulders. The butcher, Tom Hillard, came around with his cutting cart and cut the meat of your choice on the spot. Then the grocer, Mr. Hyslop, called for the grocery order and then delivered the goods plus a small bag of boiled lollies. There was no need to go shopping.

My time was fully occupied, sewing. I made everything the children wore, There was the washing, boiling my clothes in kerosene tins until I had a copper, and ironing with heavy irons.

When Hurstville shopping centre was developing, it was a treat for us on a Friday night to walk across the paddocks, carrying a kerosene lamp, and we would listen to the Salvation Army Band. Sometimes we would go to the Open Air Picture Show.

As my children grew, they shared happy times with the neighbour's children, playing games such as rounders, and cricket in the street under the gas light in summer (the lamp lighter used to come every evening). In the holidays they would cook sausages in a fire on the huge rock in the vacant land next door. Even to-day these "children" are sincere friends.

We always had plenty of fruit on the trees, and of course I was kept busy making jam and preserving. We always had plenty of children to help eat them. They used to have competitions to see who could eat the most. There were oranges, apples, pears, peaches and plums. The children were always able to amuse themselves, (What no T.V.!)

Later we owned a horse and sulky, and that was our transport for family picnics, etc. Our horse Mickey used to shy and prance as we went on to the punt at Tom Uglys Point.

The Depression came in the early 30s, and we had our hard times. My husband was out of work, but we managed, for we had always been thrifty, and saved a little for a "rainy day". My husband had the opportunity to take a good position with a furniture manufacturer in Toowoomba, Queensland, and as my youngest son was due to leave school, he went with my husband, and became apprenticed to cabinet making, at that Firm.

My youngest daughter and I later joined them whilst my elder daughter and two sons kept the house going in Greenacre Road. Eventually we settled back at Hurstville, with the exception of my son who met and married a very lovely Queensland girl, but came back to Hurstville later.

My husband made many improvements to our home and was always busy working, but we had our good times together with our hard work.

The 1939-1945 war came, and my husband took a wartime position at an aeroplane factory at Mascot, and travelled there and back daily on a bicycle. The boys were in the Army.

My husband passed away in 1963, and we hadn't had our anticipated trip "home" to England. However, in 1965 I had that trip and met some of those loved ones I had left 50 years ago and renewed many happy times, although both my husband's parents and mine, had passed on.

I attribute the conscientious efforts of living to reach an age of 93, and look back with pride and joy of rearing my family, and having the love and comfort of them and their families around me.

This interesting narration was written by Mrs. Wyers, 93 years of age, the mother of Society member Mrs. W. Barber who submitted it.

Mrs. Wyers passed away on 21st August, 1984 at Foreman Lodge Nursing Home, after spending two years at Vickery Village. The house at Hurstville has been demolished and villas replaced on the site.

A MERCERY BUSINESS

George Prosser who commenced a Mercery business in Sutherland in the late 1920s, was a resident of Helensburgh. At the age of 14 he left school and commenced earning his living by carrying a case of Haberdashery around Helensburgh. As this venture prospered he increased his range of goods and conveyed them in a horse drawn cart before he built a shop at Helensburgh.

Still Going Strong!
GEO. PROSSER'S
Winter Sale

Men's Blk. Cashmere Sox 1/9 pr.
Sale Price

Men's Striped Oxford Work Shirt,
all sizes - - Sale Price 3/8

Men's Winceyette heavy weight
Pyjamas, all sizes - - 5/2

Boys striped Tennis Shirts, all
sizes - - - - - 2/8

Men's Overcoats, Pullovers at Cost

Yeat H's make Lay-Byes during Sale

GEO. PROSSER
MERCER
SUTHERLAND

FIRST WINTER SALE, JULY 13, 1929.

This was financed by his mother who was a shrewd business woman, running a boarding house. The extra money from the boarding house was needed at times to augment the small pay of George's father who worked in the mines, quite often working on half time.

George Prosser then opened a Tailor and Mercer store in Sutherland facing the Princes Highway. For a time he conducted both stores, but with the success of the Sutherland business the Helens-burgh store was soon disposed of.

When he married Miss Wright of Helens-burgh they resided in a house in East Parade, now demolished, but stood along with other houses between the School of Arts and the United Services Club of to-day.

Source: Er. Col. Fackender interview on September 5, 1976.

---Fred Midgley *****

WHAT-A-RUSH

In the February 18, 1899, issue of the 'St. George's Advocate' there was a suggestion made that the convenience of the people attending Woronora Cemetery would be enhanced if a warning bell or a prolonged whistle was used at the station to denote the re-turn train would leave in 10 minutes.

EARLY DAYS

I decided it would be a good idea to get married, I could then get on the relief work, and live at home instead of roaming on the track, or living off my parents. I could rent the little one room week-ender near us for 5/- a week and live there. Our income would be £1-1-5 a week working two weeks in each seven at £3-15-2 a week. One hitch. There was no stove. However we heard of one for sale at Cronulla - a Dover No7 for £1. So I borrowed Chilla Rasmussen's horse and cart and drove to Cronulla and bought the stove, flue and all; it was a very dirty load of stuff. I had to buy Chilla three bottles of beer for the loan and we were all very happy with our day's work. We installed the stove and now all was ready for the great day.

We went to clean up and see that all was in order the week before the event and to our great consternation the stove was gone. Someone had pinched it and left the flue sticking out the roof. After great lamentation Dad came to the party and lent me \$7-10-0, and I bought a new one from Anthony Horderns, these people being the only ones who would deliver to places like Woronora River.

So we were married and lived happily ever after along with Barclays, Levys, Angus, Mitchells, Hogdens, Hansfords, Linquists, Nicholls; Gronos, Blacks, Shepherds, and many more of those early residents of Price's Estate, Woronora River. We all used Mrs.Hodsen's store at the bridge, or Cohen's store on Brown's Creek, later shops ping at Andersons at the Prince Edward Park Boat Shed.

But at the enormous prices they all charged it always paid to lump all your food down the hill from Sutherland. In those early days one had to go to Sutherland regularly as there were no bread, milk, or meat deliveries. Mustons were the first baker to deliver, Butlers the first Milko and Stapletons the first butcher.

---- George H. Heavens

MONDEL'S - PIONEERS

The great upheaval in France at the end of the 18th century was caused by the evils of the taxation and land owning system which oppressed the lower classes there came a demand from the middle classes for a greater share of Government. The Monarchy was over-thrown in 1792 and France became a Republic. In' 1793 a committee of Public Safety was formed and the Reign of Terror started when the King and other leaders and aristocrats became victims of the guillotine.

Among the thousands who faced those troublesome times were the Mondel family who were small landholders. To avoid persecution the Mondel's fled from their native France over into Germany, where they settled along the Rhine.

Here there is a conflicting theory that the family firstly fled to America, and then back to Germany. However the Mondels did settle along the Rhine for it was while there one of the descendants of the family, Jacob, decided to make a new life by migrating to Australia with his wife and family. There was no discouragement from the other members of the family for Jacob's father financed the venture.

Jacob's wife was due to give birth to her fourth child, Jake, and here there was some restraint from the family to wait until he was born, but Jacob was determined to wait no longer, his disillusionment at having to do his compulsory military service, having had some apparent influence.

The ship had not long commenced the arduous voyage to Australia however, when Jake was born. There were three other children in the family at that time, Elizabeth, Adam, and Kate. Three other children were born in Australia, Dora, Joseph and Annie.

During the voyage to Australia which took six months in the sailing ship, Jacob Mondel exercised his army influence and wore a sword. It was due no doubt to this influence that he took his turn on duty to keep the sexes apart during the voyage. Single males forward, married couples mid-ship and single females aft.

The 'Mandela' arrived in Queensland, assuredly at Brisbane where the legal migrants came ashore. Jacob had no definite plan for a job but as he was a man whose pursuit was agriculture, readily accepted a job offered to him by a German who came down to the newly arrived ships looking for labour on his farm.

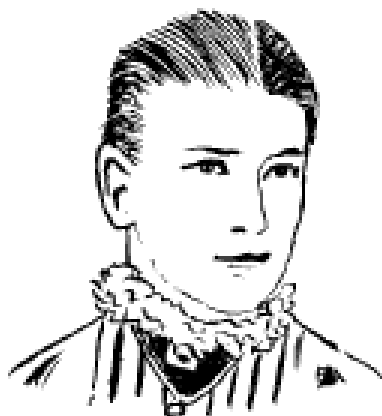
But it was hard work, the German farmer playing on the general assumption that most migrants arriving in a strange land were willing to take a job if offered to them, until they found their 'feet'. Jacob was getting, to the end of his endurance turning a greenfeed cutter .16 hours a day, seven days a week, when a man advised him to get another job. But



Elisabeth Mondel. She married Matthew Mayman. In 1898 they took up a Home-Selection at Mansi.



Kate Mondel became Mrs. Burke



Dora Mondel became Mrs. Arditte.



Annie Mondel when aged 16.

Jacob, while at the same time wanting to get out of that form of slavery said to the man, "How can I get another job when I'm working 7 days a week". The man told him he would get him a job somewhere, and he did.

As time passed by the Mondel family moved into New South Wales, and found their way to Camden, where Jacob got a job on the Macarthur Estate, and the their vineyards.

But working on a farm for someone else was a different situation to having your own, and independence. This was what probably attracted the Mondels to take up a lease from the Holt-Sutherland Estate Company, at Miranda. But they didn't leave Camden with only memories, they brought with them cuttings from the vineyards at the Estate, including the Isabella and Muscatel grapes.

There was much hard work in getting the farm and vineyard established, but the cuttings readily took to the splendid Miranda soil, resulting in the beet known vineyard in the Sutherland Shire.

The Mondel selection of about 15 acres, extended down Taren Point Road, and faced what was then Malvern Road (now the Kingsway) and opposite the Sutherland Hospital of today. In addition to the vine-yard and various types of vegetables which were grown, there was an orchard of 92 peach trees of 16 varieties from early to late cropping. Poultry were also kept.

When the grapes were planted the ground was firstly trenched. The grapes were grown surrounding stakes as Mondels could not afford to run them on wire or trellis. There were paths through the vineyard, the cuttings or prunings being thrown along the side. Each morning Mrs. Mondel would come out and get some of the 'sticks', and take them in to start the fire. If the sticks were wet because of a dew or rain, she used them just the same with paper, and probably a little kerosene. Mrs. Mondel always wore a floral type bonnet which was tied under the chin with ribbon.

Mrs. Mondel always made the wine. To a the empty stone wicker covered demijohns she out strips of hessian and dipped them in sulphur, then the strips were lit.

The stone jars were stood in a row on 3ft x 2 inch timbers and filled with grape juice. In addition to the Muscatel and Isabella grapes, there was the Black Hamburg,: As the grape juice fermented and the 'scum' came to the top, she would pull it off each morning at the same time pouring in more grape juice from an enamel jug. Only when the fermentation ceased would she put the plug in the jar. As it was illegal to sell the wine in hotels they sold it in demijohns of 2 gallon capacity. In 1910 this amount could be purchased for 8 shillings, and in the same year grapes were sold Jake Mondel for 4 pence a pound. Mr. Mondel had died in his forties, and when Mrs. Mondel died members of the family said they would continue to make the wine. They tried, but it only turned to vinegar, and so the wine making ceased.

A daughter, Dora, used to make babies booties, and give them a-way. She occupied herself at night doing this, having worked all day. One day a Chinaman came and saw them, and was very impressed with her work. He said "If I bring you the wool, will you make them for me , as I can sell them". And so she did, adding a little money for herself as the money she earned at work was needed to start the farm.

Around 1910 Annie Mondel wanted money to equip herself to go to Sydney and be employed as a domestic servant. Her brother Jake obtained for her a contract to provide seeds from their African Box Thorn hedge to a seed merchant at 5 shillings a pound. She was able to provide one pound of seed a day. This in turn enabled her to buy clothing and other necessities for her first job.

Adam Mondel was a skilled basket maker, and eventually migrated to West Australia.

The fare in the horse buses from Miranda to Sutherland was one shilling. This was the price of a day's work in the late 1890s, and so the Mondel boys walked the distance. Walking was no barrier either when it came to playing a game of cricket, for they walked to Kogarah.

Jake Mondel was a noted 'stone-wall' cricketer. He always wore a walrus moustache which he used to flicker up and down to amuse his nephews. Jake reasoned that as the cricket bat is almost as wide as the stumps, and to keep the bat vertical directly in front of the wicket it was virtually impossible to bowl him.

In a match Jake told the amusing story of when George Midgley (opener) was bowled for a duck, he was sent in to hold the 'fort, which he did so ably that later in the afternoon he had not scored a run. A heavy thunder-storm came up and washed out the game - an afternoon was used up, and no runs were scored.

Elizabeth, the eldest of the Mondel's family married Matthew Mayman, and in 1899 chose a Homestead Selection of 29 acres at Menai. Dora became Mrs. Arditto and Kate became Mrs. Burke. Annie did not marry.

Source: Mr. Frank Mayman; notes of the late Mr. Harry Mayman.

-----Fred Midgley

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BUS PROBLEMS

It was contended in 1925 by a motor bus proprietor who addressed Sutherland Shire Council that time allowed by the Traffic Department for buses to make journeys to the Illawarra suburbs was too slow.

The Department allowed 35 minutes from Rockdale to Central rail-way station, but the proprietors were seeking a reduction of ten minutes in the time. As it was the drivers could attend to two punctures on the road and still arrive on time.

The new type of buses could do 20 to 25 miles an hour easily over rough roads without causing discomfort to passengers. Council granted his application to institute a service between Sydney and Sutherland. He would be using 3 saloon buses, and according to statements made by Councillors will have to do each journey in 30 minutes as compared with 90 minutes fixed by the Traffic Department.

In January, 1926, Sutherland Council resented the prohibition of the use of George's River punts by buses in rush periods. So it was decided to send a deputation to the Minister of Works to re-request the restoration of the people's rights.

----St. George Call

EXCURSION REPORT

There are only two excursions in the pipe-line at the moment, firstly George's River and Botany Bay, which is to be Saturday February 21 -- leaving Cronulla 9.30 a.m., Sutherland 10 a.m. Only a waiting list, but please add your name if you would like to go. Also, if your name is on waiting list and you now know you will be unable to attend, please advise us as soon as possible. Also - if you wish to take your car to the wharf at Sans Souci and not use the bus, please be sure to tell us so that we will not be looking for you at your usual place.

The week-end tour is now to Muswellbrook and District for the Saturday and to "Leconfield House" and Dalwood Estate on Sunday. Departing Cronulla 5 p.m. Friday March 6, Sutherland 5.30 p.m., and returning approximately 8 p.m. S Sunday March 8, it promises to be a very interesting weekend.

Unfortunately, and for the first time since we have had week-end tours (from 1976) we have had an increase in expected costs and we shall now need to ask for \$110.00 instead of the \$105.00 quoted. We trust this will not inconvenience our members, and in offering our apology for the happening, it is intended that each person who has booked will be approached individually about the increase.

The overnight booking for accommodation will be Koala Motel, Muswellbrook - 'phone 065-431188.

Mr. and Mrs. Cyril Staples who will be welcoming us to their lovely "Leconfield House" on Sunday, will join us for Dinner at the Motel on the Saturday evening, and tell us a little about "TheHouse", and welcome us to Morning Tea on arrival on Sunday.

Following the visit to "Leconfield House", we shall be taken to the Dalwood Estate for Wine Tasting, inspection of the property, and followed by luncheon. In the afternoon we shall wend our way home.

We are indebted to Mr. and Mrs. Staples for the invitation to visit and to the newer members of the Society we would like to tell them, Mr. Staples has been a Life-Subscriber to the Society and for many years from the Society's Foundation was our Honorary Auditor until he moved from the District. Although not now a resident of the Shire he makes many visits to the area and keeps in touch with his associates of earlier times.

Bookings as usual to Mrs. Cutbush on 523-8147, and enquiries to either Mrs. Cutbush or myself on 523-5801.

A day tour is being planned for Saturday May 16, but as this report must be prepared so far ahead for printing, we have been unable to finalise details. Bookings will be opened at the February or March Meeting.

Do you have any special place you would like to visit with a group? Please let us know.

Possibly, during the coming year we will get to that suggestion of "a day or two during the week"; we are working on it

Aileen Griffiths,
CONVENER.

ARCHERS, MENAI SETTLERS IN 1916

Albert Howard Archer and his wife Florence came from Walsell in Staffordshire, England, in 1909 with their three children, Doris, Douglas and Nora, aged five.

The move to Australia was made because a doctor recommended that Mrs. Archer move to a warmer climate as he considered that her health was poor. They left England to begin their new life in August, 1909.

When the family was settled in Oatley, Mr. Archer wanted to move further out where he had more room on a farm. He saw an advertisement in a newspaper of a farm for sale at Menai which stated that there were 1000 fruit trees, but it was a misprint there being 100 trees.

It was the selection of Robert Smith on Old Illawarra Road, not a great distance west of the Public School. It was an area of just over 26 acres. There was a house on the property consisting of a kitchen with a stone flag floor, a type of dining room with a wooden floor. It was divided when Archers took possession and made into a bedroom. There was also a verandah, Mr. Archer later built another house of rubble stone walls, cement rendered.



Robert Smith had enlisted, but was not considered for active service in World War 1, and served as a guard over the internees during the war in the detention camp opposite to-days Lucas Heights Research Establishment. He moved to a soldier settlement along Menai Road.

When Albert Archer and his family moved from Oatley their furniture was loaded onto a horse drawn cart and brought around through Lugarno and across the ferry on Georges River. As it was inclined to rain the carrier covered the furniture with some linoleum.

Having seen their belongings safely on the way, the family then caught the train to Sutherland, and walked out to Menai. This was in 1916. A Bon Jack was born two years before and he was pushed all the way from Sutherland in a stroller, which was not easy as in some places there was no road at all. After what seemed an endless walk they came to the new selection, saying, "There it is".



Mr. Archer who was a pattern maker by trade at first rode a push bike to work leaving it at the top of the hill in bushes before descending to the Woronora walking the rest of the way to Sutherland where he caught the train. It was the reverse procedure in the evening to where he picked up the bike from the bushes and rode home.

Sometimes Albert Archer went off to work in a horse and sulky driven by his wife Florence. On

occasions some of the children would accompany them.

One morning they had got as far as Anzac Road when Albert Archer suddenly remembered that he had forgotten his mask which had to be worn in closed premises or in the train. This was during the great influenza epidemic around 1919.

Mrs. Archer promptly turned the horse around with the intention of going back home which was about a mile for the mask, but-in turning the sulky found it was on a high culvert. One wheel went over the edge tipping the occupants out including Jack who was only a small boy.

Apart from some bruising and the shock of the accident the occupants of the sulky were not injured, and were sufficiently recovered to see the horse bolting up the hill in an easterly direction dragging the sulky on its side along the gravel road, and disappearing over the crown of the hill. On retrieving the sulky it was found to have a broken shaft.

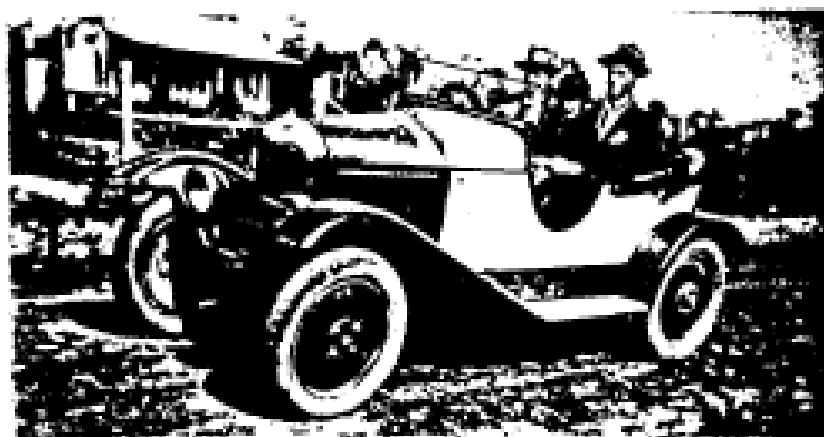
A horse named Punch was bought from Bert Hope of Menai Road and Anzac Road. Hope was a returned soldier with a metal plate in his head. He had brought back an English bride and was struggling to make a living off the land under the soldier settlement scheme.



The second eldest daughter loved to drive Punch at week-ends. Punch was endowed with some eccentricities for on one occasion he sat on his hind legs like a dog. There was another time he wheeled into the bush with the sulky.

When Nora was 12 years of age (1916) she would sometimes get a lift to Sutherland school by Bill Watson who lived half a mile away from Archers in a northerly direction on Old Illawarra Road. He had a white horse and drove furiously most of the time.

When Albert and Florence Archer came to Menai it was indeed a rural hamlet. The population was scattered, the first settler coming just over 20 years before. Communications were improving; a trestle bridge had been opened across the Woronora in October, 1912, and a postal receiving office was opened in June 1905. If there was no transport the people walked distances and thought nothing of it. Who to-day in Menai could gather mushrooms by the bucketful as did the Archer girls from vacant paddocks over 60 years ago.



ARCHER'S 1915 CITROËN ON MENAI ROAD

From the early days the Archers took an interest in Community affairs. Mrs. Archer became involved in the Congregational Church and Mr. Archer became the first President of the Menai School of Arts when it opened in 1921.

Doris and Nora

Archer were active in helping to build a tennis court for the local club on the Public School ground. Both these girls became school teachers.

Albert Archer bought a small Citroen CV5 two seater car to make access a little easier in 1926. Shortly after he bought one of those sturdy SK Chevrolet touring cars which gave years of service being later made into a utility for use by son Doug when he began farming on part of the original 26 acres in World War 11.

Mrs. Florence Archer proved the earlier theory of her doctor who suggested that she move to a warmer climate for her health for she lived to a grand old age of 102 having some years before left Menai to live with a daughter at Lane Cove.

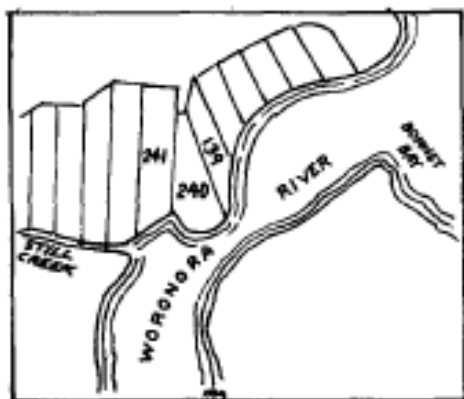
Source: Interview with Mrs. Nora Collier of Gosford, November 12, 1984.

-----Fred Midgley

SWAYNES OF WORONORA

A family named Swayne were living on the property to be taken up Norman Price regarded as Woronora's first settler in 1899 . The Swaynes later moved down the river towards Como.

When the new road to Woronora River was being constructed from Sutherland in 1907 it had five zig-zag bends as it wound its way to the bottom. Near the top of the hill, or summit, Swaynes had a refreshment room and from there a panorama unfolded of the river winding its way.



At a public auction of Crown Lands in January 1897 land was put up for sale with a frontage to the Woronora, a little downstream from the mouth of Still Creek. There were no bidders, but on October 5, 1898, Louisa Townson Stretton Swayne and Lydia Philby Stretton Swayne be-came owners of portions of land of a little more than 5 acres for a sum of £27-0-0. Both gave their residence as Sutherland, and were sing-le ladies. The land, portion 240 remained in the possession of the two original owners until November, 1948, when it was transferred. Louisa

Swayne had married in those intervening years to Wilfred Anderson, and Lydia Swayne had become Mrs. Ascough.

In June, 1914, Herbert Stretton Swayne, a fisherman, who gave his address as Stretton Point, Como, took up portion 239 of 5 acres which adjoined that of Louisa and Lydia.

This particular part of the Woronora River became known as "Swaynes".

Source: Registrar General's Department. Department of Lands. The "St. George Call" newspaper.

-----Fred Midgley

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Monthly Meetings of the Society are held on the second Friday at 7-p;m. In-Recreation Staff Room, 2nd floor 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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