

SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



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August 1987

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THE PRESIDENT'S NOTES July 1987

As this issue of the Bulletin is being prepared for publication, we share the colder months of the year, which, I am pleased to say, have not deterred the hardy members from attending the regular Friday night meetings, much to the satisfaction of guest speakers and members alike. We have been very pleased with the enthusiasm of the speakers this year, their own personal interest in their subject spreading to the gathered audience.

It is a sad experience that members are forced to cease membership due to illness, lack of transport, fear of moving about at night, and ultimately, passing from this earthly realm; however as life goes on the Society is pleased to welcome new members, keeping the total membership substantially constant. This statistic keeps the Publications group of the Society busy when Bulletin time comes round each quarter. Over 200 copies have to be posted.

Production of the Bulletin, in the capable hands of Fred Midgley, continues energetically, and encouraging signs are increasingly evident in the submission of articles by numerous members. The Bulletin, through quality and substance of its contents, is highly regarded among Societies and readers generally.

Excursions maintain their popularity and comprise a very active part of the Society's life. The Exhibition room continues to attract a small number of residents on the West side of Sutherland's A steady stream of bits and pieces and photographs strains the capacity of the facility, and we are uncertain of the outcome. In addition to the fixed display, the Society is asked to provide portable exhibitions for various Shire organisations.

-----Harold Ivers 14/7/1987

MONTHLY GENERAL MEETINGS

June 12:	Mr.F.Hanley - AUSTRALIAN WAR MEDALS
July 10:	Mr.L.Bursill ENTRY OF THE ABORIGINALS INTO AUSTRALIA
August 14: -	Mr.R.Rathbone - LOCAL HISTORY OF THE ST. GEORGE AREA
Sept. 11:	REPRESENTATIVE FROM CUSTOMS
October 9:	Mr. Kevin Little - STAINED GLASS WINDOWS
Nov. 13:	DEPARTMENT OF MAIN ROADS

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

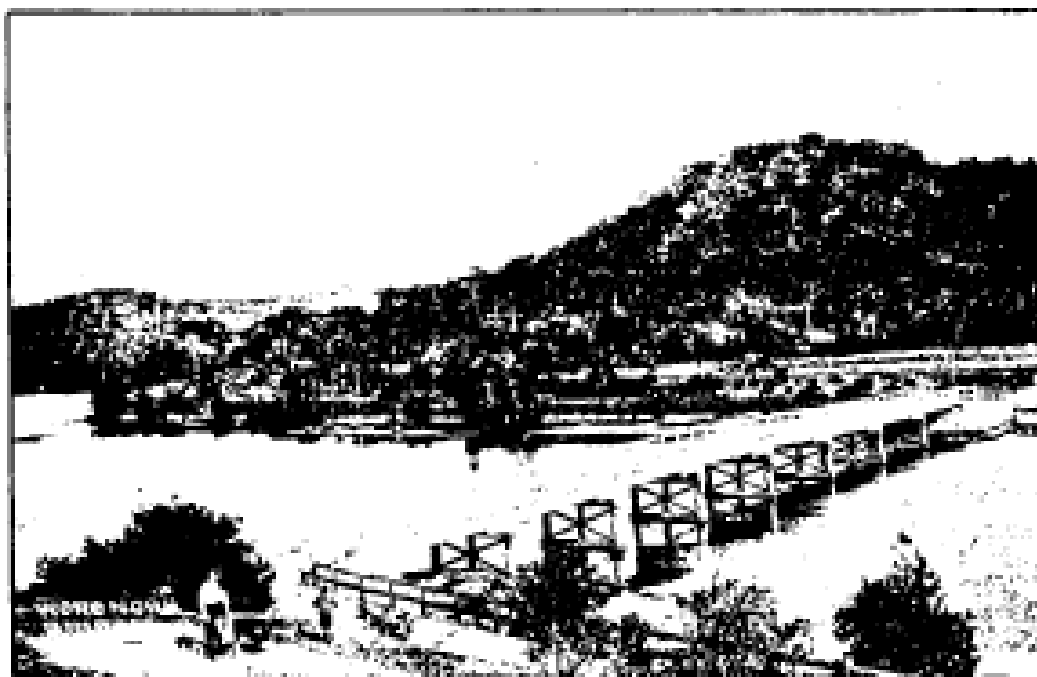
WORONORA'S FIRST TRAFFIC BRIDGE

Agitations for a traffic bridge over the Woronora River began in 1901 when the residents, through the newly formed Progress Association agreed it was time for another vehicular access other than by the hand winched ferry at Lugarno.

Hopes were raised when the first survey of a road from Sutherland to Menai was made on August 13, 1902. But some years were to pass before any road construction or the building of a bridge was to eventuate.

But in 1911 there was action for the construction of an all timber bridge, which was opened in October, 1912,

Mr. Farquarhson won the contract to build the bridge. His foreman was Mr. Woodward, who, during the construction lived in a small wooden house near "the cutting" above the present Water Board pumping station and the caravan park. It was the only house in that locality. Woodward later moved to Oxford Street, Sutherland. He became a contractor building bridges, including some in the Gosford area, where he eventually resided.



WORONORA BRIDGE ABOUT 1912

Harry Richards, who lived near the Sutherland brickyards, contracted to convey a huge boiler about 20 ft. in length, from Sutherland railway goods-yard to the site of the bridge at Woronora.

Richards hired an old timber jinker from Cole's timber yard at Sutherland, the boiler being placed on the vehicle by an endless chain-crane in the goods yard.

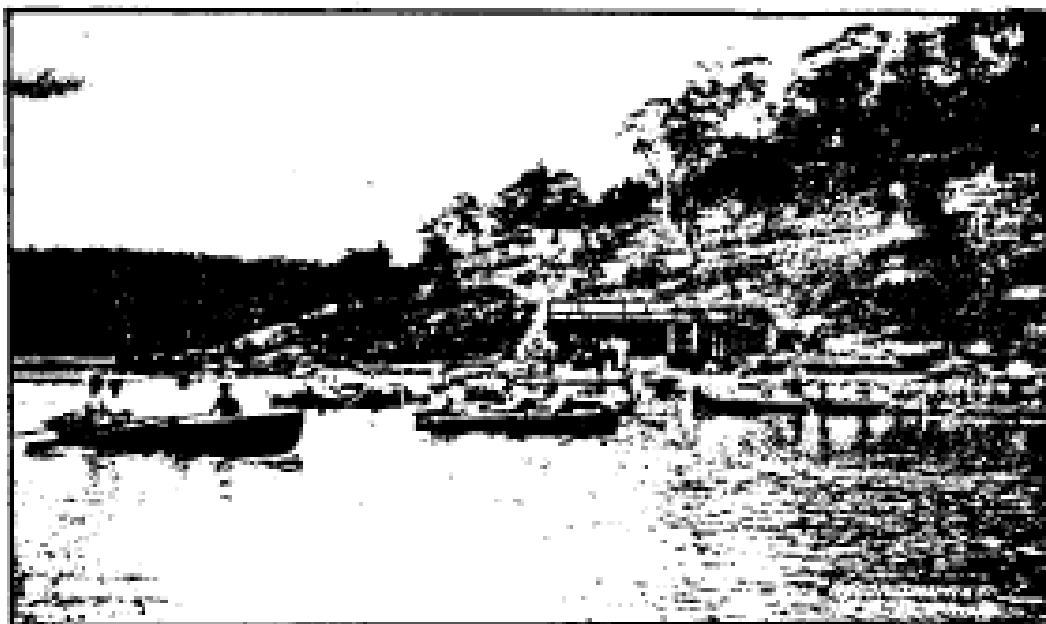
Three horses pulled the jinker with Cass Dwyer a Sutherland resident, then aged 14, leading the horses.

The road from Sutherland to the Woronora River had been completed in 1907, but terminated over 100 metres above the proposed approach to the bridge. However, the boiler was manoeuvred to the river bank where it was placed on a barge to provide steam for the pile driver in the bridge construction.

A Helensburgh resident, Charlie James, who owned a bullock team and waggon, contracted to carry giant logs for construction of the bridge from Sutherland railway goods-yard, to a site above the

bridge on the top road, from where the logs were "snigged" down the hill side, as the road bends were too sharp for the bullock team to turn with the jinker.

In the goods-yard two bullocks were engaged in hauling the logs on-to the jinker. The method was to rope or chain each bullock to either end of a log and with the log side on hauled the log up skids onto the jinker.



Boating on Woronora. The bridge crossed from centre of the picture near to the left of Cook's boatshed.

Woodwards, Jarrets, Dubies, and Macpherson swam their horses in the river, and also at North-West Arm, Woodward owned a draught horse which would be led into a sand pit (where the caravan park is to-day at Woronora) and the young men would leap-frog from the edge over the horse, who never seemed to mind.

Source: Interviews with Mr. C. Dwyer in 1976, and Mr.B.Macpherson in July, 1978.
Writer's records.

--Fred Midgley

CRONULLA SCHOOL OF ARTS

A very successful meeting was held in the Cronulla Beach Hotel on Saturday, March 21, 1903, to consider the establishment of a School of Arts at Cronulla. Mr. Atkinson, President of the Progress Association chaired the meeting.

Mr.J.Robinson moved that a School of Arts be established, being seconded by Mr.T.Sayers and carried unanimously.

Officers elected:- President, Mr.Atkinson; Secretary, Mr.J.Robinson; Treasurer, Mr.Thorne; Committee:- Mesdames Robinson and Davis; Messrs. Windsor, Sayers, Boucher, Laycock, McDonald, Rundell, Daley and Stacey.

The Government would give money on a pound for pound basis. "St. George Advocate"

ABOLITION OF TOLL, GEORGE'S RIVER BRIDGE

Saturday, May 31, 1952, was a red letter day for motorists entering and leaving the Sutherland Shire, when they were given free passage over the George's River Bridge by the abolition of the toll over the bridge, which had been collected from them during the past 23 years. Notwithstanding it was a bleak, windy day, several hundred people assembled at the Sylvania end of the bridge to witness

the official ceremony which took place at three o'clock in the after-noon. A programme was arranged by the Sutherland Shire Council and a brief outline of the proceedings was given by the President of the Shire (Cr. R. H. Doneathy) with the aid of loud speakers. A short address was given by the Deputy Premier (the Hon.R.J.Heffron), in which he congratulated Cr.C.O.J.Monro on the consummation of his ambition.



At 2.50 p.m. the Superintendent of Traffic stopped all vehicular traffic from crossing the bridge.

Cr.C.Monro, M.L.A., who was the responsible person for having the bridge erected, then drove across the bridge and purchased the last ticket, which was pasted on stiff paper and autographed by the official guests and subsequently framed and hung in the Council Chambers. Afternoon tea followed in the Boomerang Hall.

The invited guests included the Deputy Premier and Minister for Local Government, the Hon.R.J.Heffron, Members of Parliament from adjoining Electorates, Mayors and Town Clerks of St. George, representatives from the Local Government Association, the N.R.M.A., the Transport Department, past and present Councillors and their wives, and executive heads of the Council.

After the last ticket had been purchased and camera men had finished, Council employees immediately got to work and in a very few minutes removed the toll boxes, the concrete bases having previously been taken away.

Nurses from the St. George District Hospital immediately took up positions at the spot, exhibiting a notice asking the motorist "to pay their last toll to the Hospital."

Source: The S.C.A.M., September 28, 1956.

----George Heavens

Of seventeen advertisers in the first issue of the S.C.A.M. of 4th April, 1924, only three advertised a phone number.

MARSHALL'S PICTURES. Saturday, 5th April, THUNDERING DAWN, Universal Jewel. THE HUNTRESS, First National.

Wednesday, 9th April, THE COVERED WAGGON & THE PHANTOM FORTUNE.

G.A.FAUST, opposite station, Sutherland. Local agent for Gramophones and REXONOLA Talking Machines and Records at City prices. Come and hear them.

-----George Heavens

Your Family Tree: A Guide to Genealogical Resources in the Sutherland Shire Libraries, 3rd Edition, Sutherland Shire Council, 1986, pp 41

Given the strong interest in family history and genealogy in Sutherland Shire, not to mention the foundation of the Botany Bay Family History Society, it is pleasing to see our local library being responsive enough to produce an excellent guide to 'relevant holdings. What is also pleasing is that "Your Family Tree" is distributed to library users without charge!

The guide takes readers step by step through the major sources held in the library and its branches. Catalogue and I.D. numbers are provided for each entry. The guide lists general texts on family history research as well as basic research directories. Reference is made to microfiches of registrations of births, deaths and marriages; lists of wills; censuses; electoral rolls; and naturalization records. With respect to convict and shipping records, the emphasis of our local collection is strongly New South Wales oriented. (Hopefully, just as the library has acquired microfiches of BDMs for Queensland and Victoria, it will also expand its holdings of interstate shipping and convict records.)

In other sections of this useful guide, the library's collection of general Australian biographical sources, directories, newspapers, periodicals and bibliographies are detailed. Three useful appendices list institutions mentioned in the guide and the contents of the Archives Authority of New South Wales' Genealogical Research Kit, which is owned by the Sutherland Library.

As good as "Your Family Tree" is, it does have some gaps. For those who do not have British or Irish ancestors, this guide will provide little comfort. After all, we do live in a multicultural society! Reference is made to Curren-Briggs' book "Worldwide Family History", and James McClelland's work on tracing the ancestry of German immigrants and his 1983 list of Australian and international addresses, but the library does contain more. Why haven't general reference works such as AE Press' "Ethnic Heritage Series" been mentioned? Although the 14 books so far published in the series, and held in the library, are not well indexed, they do contain much useful biographical and genealogical information on non-British immigrants to Australia. As background ethno-historical works, many are pioneering efforts. I was also personally surprised to see my modest "Guide to Mauritian Genealogical Sources in Australia" (AMRG, 1984) remain unmentioned, even though it was acquired by Sutherland Library long before revision of "Your Family Tree". Despite the fact that the Dutch are one of the most significant non-English speaking groups in the shire, the Sutherland Library has virtually nothing to offer ratepayers who may wish to research their ancestors in the Netherlands. Hopefully we will see this imbalance in our local collection addressed in the near future. Finally, it is also a great pity that more of the published family histories in our shire collection are not mentioned. Could they, dear bibliographers, become the basis for a substantial appendix in the next edition?

Edward Duyker

HEATHCOTE HALL

About 1883 Mr. Isaac Harber acquired the freehold of the 50 acres of land to be known as the Heathcote Hall Estate. On it he erected a mansion which he named "Heathcote Hall", and commenced . to lay out the property after the style of an English Manor. The south eastern boundary of the land connected with the Heathcote Railway Station.

Harber was one of Sydney's brickmasters, but unfortunately he had hardly installed himself in his Manor when financial disaster overtook him. He suffered heavy losses with the building of the Imperial Arcade in Sydney and had to abandon Heathcote Hall for the benefit of his creditors, due to the bank collapses of 1892 and a wave of depression.

Unable to sell Heathcote Hall it was decided to dispose of it by lottery with a Brisbane consultation as a first prize value of £7000. It was won by Mr. S. Gillett, a Sydney builder, who did'nt derive much pleasure from it, as he was also facing some difficulties in the building trade, sold it in 1901 to Mr. E. R. Brown who retired there to spend the last few months of his life as decreed for him by one of Sydney's leading physicians. Perhaps it was the healthy atmosphere of Heathcote that confounded Mr. Brown's medical advisers for he lived on there for a quarter of a century before his death. He had been much to the fore in trying to get the Railway Commissioners to run more convenient train services to the South Coast. In January, 1904, he had hundreds of circulars printed and sent out, and many people signed his petitions.

Heathcote railway station is 26 feet above sea level, and the locality enjoys a semi-mountain air.

This fine old building with its magnificent views from the lofty tower still stands, but it no longer stands on the original 50 acres. On Saturday April 21, 1928, the Heathcote Hall Estate having previously been subdivided into 168 suburban blocks, was put up for auction by Peach Bros., Auctioneers and Managing Agents of Pitt Street, Sydney, with offices at Kogarah, Rockdale and Bexley. Terms were £5 per lot deposit with 5% interest on quarterly balances, over a period of five years in equal monthly payments. Blocks sold for £45, or 15 shillings a foot. Average size blocks had a frontage of 60ft, with a depth of 159ft.

W.D.Cridland, Licensed Surveyor of Sydney and Cronulla surveyed the lots and named four streets in the subdivision, Bottle Forest road, Grevillia Grove, Boronia Grove and Dillwynnia Grove. The first house built in Dillwynnia Grove was called the "log cabin" due to its lower construction of logs.

Heathcote Hall then stood on a little more than four acres. At one time this old mansion had a carved cedar staircase, with a large living and dining room. It also had a large laundry with six wash tubs and a copper. Originally there were five large

bedrooms in the Hall, two of the bedrooms being off the first landing of the stairs.

Around the rooms were large cedar skirting boards. Huge paintings once hung proudly from the walls.

Outside there was a well with a pump attached, and there were buildings for the carriages and stables for the horses above which there was a hay loft.

In the 1928 this historic building became the Heathcote Hall Tea Rooms and Residential under a management. Residential accommodation was limited, but a Delco Electric Lighting system was in-stalled pending extension of the Shire Council supply.

A golf putting green was available for guests free of charge. Visitors were charged three pence per round of 36 holes including the golf balls and putters. At that time, about 1928, a tennis court was being constructed, when Miss I. Pocklington was the lessee.

Source: "St. George Call" newspaper; (late)Mrs. Stork of Heathcote, interviewed in 1984; Author's records.

-----Fred Midgley

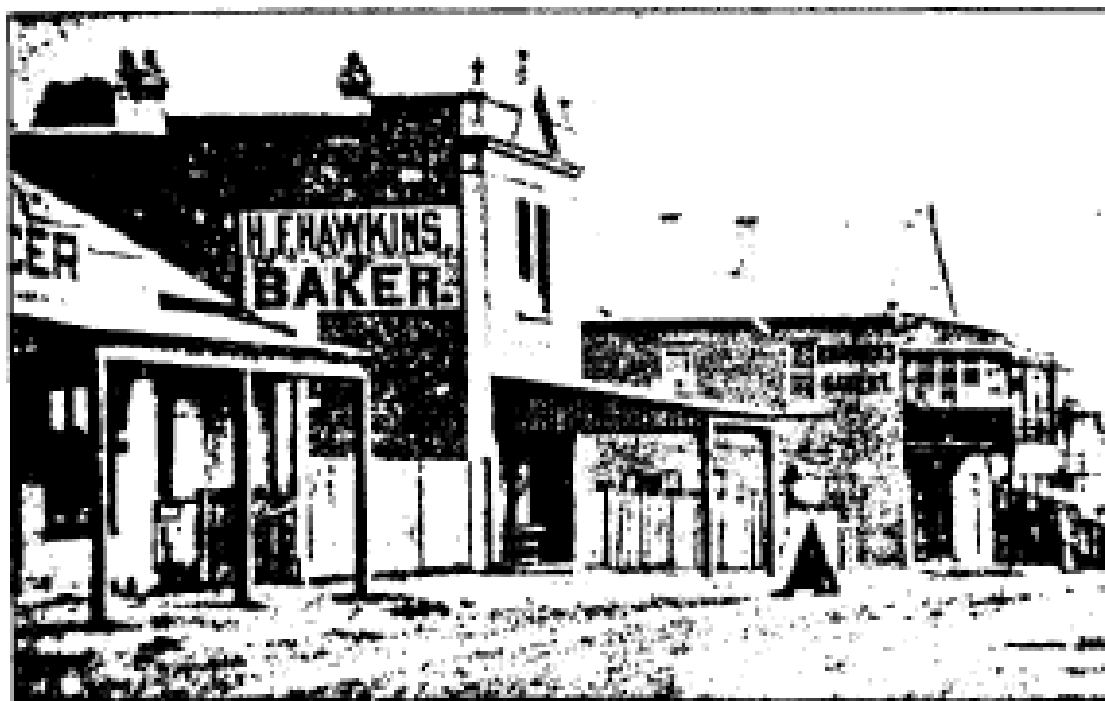
A SNIPPET EARLY SUTHERLAND

Albert and Les Muston came to Sutherland in 1914, and were to become well known bakers. They first lived in Hawkins bakers shop upstairs on the Railway Parade - now the Princes Highway. Max Muston, a son of Albert Muston was born in an upstairs room. Muston's entered Hawkin's building by a side door on the northern side.

In a strong gale the verandah of Carrick's store, near Hawkins, blew down. A white haired lady in the upstairs of the building came out to step on the verandah and was astonished to find it was gone.

Source: From an interview with Mrs.Edith Black.

-----Fred Midgley



Railway Parade, (Princes Highway), Sutherland, about 1910. The building on the right of the photograph is Carrick's store and bakery. Carrick was one of the Trustees of the early Methodist church in Sutherland. The woman crossing the street is Mrs. Henderson, a well known Shire resident from Sutherland.

ST.MERVIN'S ESTATE CRONULLA 1910.

The only way in which we can describe St. Mervyn's Estate, Cronulla, in short is to call it a "Combination Estate". St. Mervyn's is a splendid week-end property. It is well within the residential area of Greater Sydney, and its rich soil and the large size of its blocks, make it excellent for fruit growing.

The estate has a long frontage to the Sutherland to Cronulla tram line now under construction. When the tram is running (probably before the end of the year) your week-end home on the St. Mervyn's Estate will be within five minutes of the beach on the penny section. Gunnamatta and Burraneer Bays, two delightful inlets of Port Hacking are within easy walking distance of this property.

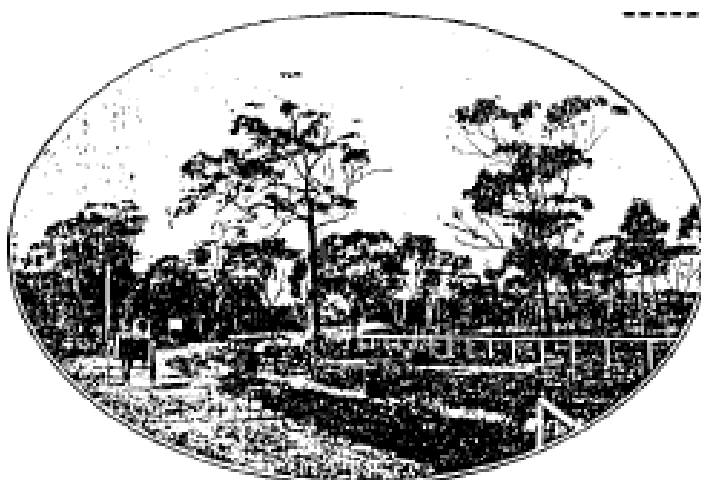
The journey from St. Mervyn's to Sydney by tram and train will be under the hour, so that your home there, will be as close as Horns-by or Wahroonga. And think of the advantages St. Mervyn's Estate offers you.

None of the blocks - not lots - on this estate is under half an acre. Think what fruit and vegetables you will be able to grow on half an acre of the rich soil of St. Mervyn's.

With the opening of the tram, the value of every lot on this estate will rise very considerably. Buy now and you will reap the full benefit of this increase.

Prices range from L25 per block. Frontages to the tram line, 106 x 417 ft. from 20s and 6d a foot; blocks 100 x 389 ft., fronting the main Port Hacking Coach Road, £70. Buyers have the option of Freehold (Torrens Title) on these terms, £1 deposit and 10s monthly for each L30 of the purchase money, or leasing the land for 97 years at a ground rent of 4 per cent on the purchase price. Lease-hold may be converted into free hold at any time without notice. Lessee must clear or fence the land the first year. Ground rent payable in advance. Managing agents; Arthur Rickard and Co., Ltd.

From a brochure of Arthur Rickard and Co., Ltd., in 1910, Auctioneers and Realty Specialists, in the collection of Mr.A.Boissery. ...F.M.



St. Mervyn.; Estate, Cronulla, on the right. Along the road shown, the Sutherland to Cronulla train line is now being constructed.

EXCURSION REPORT

May excursion we spent around the Sutherland Shire - seeing the places in Como, Bonnet Bay, Menai etc., including "around the block" to view Heathcote Hall. There are still many places in Sutherland Shire we need to visit and perhaps that could be a suggestion for 1988.

The tour of Qantas Base, arranged by Kevin Smith on our behalf, proved to be a very interesting one and enjoyed by all who attended

To make up the day, we toured Port Botany viewing area, then to Watson's Bay for a morning tea stop, before visiting the Domain to see the visiting American Navy - then to Mascot for luncheon and the inspection.

As you will understand these notes are prepared for the Bulletin at least a month before publication so -- we will be visiting Prospect on Saturday July 18. Of course, at the time of reading that excursion will be over, and report included next Bulletin.

You will surely agree the cost of our outings cannot be met by any organisation conducting them as a fund-raising venture; and we do endeavour to keep costs such that each outing only pays for itself, However, we feel that there should be a wider margin between members and visitors because when introduced membership was \$1.00 and the surcharge 50C, being half membership cost and that was where we gained a lot of members in our early days. As time went on we increased this to \$1.00 surcharge, but we think we should increase this to \$2.00, which is only one third of membership, in the hope that some of the present day visitors will save money by joining the Society too.

Future Outings -- Saturday, September 19 -- will be a visit to Ku-ring-gai area, when the members of that Society will be our guides. Tickets are \$6.00 for members and \$8.00 for visitors - leaving Cronulla 8 a.m. and Sutherland 8.30 a.m., as we have been asked to arrive at Gordon between 9.30 a.m. and 10 a.m.

Week-end Tour -Friday October 23 to Sunday October 25 - to Far South Coast area. Leaving Cronulla Friday 5 p.m., Sutherland

5.30 p.m. and returning approximately 7.30 pm to 8.30 p.m. Sunday. Cost of weekend \$105.00 - all inclusive Saturday, with breakfast Sunday. Because of the type of Sunday excursion, when the matter was discussed at the General Meeting, members preferred to "do their own thing" for food on Sunday, as we thirds you will find this much cheaper and suitable.

Saturday, November 21 to Lithgow -- leaving Cronulla 7 a.m., and Sutherland 7.30 a.m. Lithgow Historical Society will be our hosts for the day and show us around their area. On the way home we will have a trip on the new extended route of the Zig Zag Railway. Costs will be Members \$14.00 and Visitors \$16.00, including the entrance fee to Museum and travel on the Railway. We will not be returning to the Shire before about 7.30 p.m. because of the long journey and we ask that you consider this when making your booking,

Bookings Mrs. Ada Cutbush 523-8147 - enquiries either Ada or myself at 523-5801.

Alan Griffiths

Convener

HAWKESBURY AGRICULTURAL COLLEGE

A visit was made by thirty Miranda Settlers to the Government Educational Farm at Richmond in 1904. The settlers clubbed together and obtained excursion tickets for the visit. One of the party described the visit as follows: At the Redfern Station we were joined by Mr. Campbell of the Agricultural Department, who throughout our visit made us feel we should learn something to our advantage, and that it was both a duty and a pleasure to give every information that might help cultivators to get as good a return from their labour as possible.

Arriving at the Richmond Railway Terminus about 11, we found drags waiting for us, and in ten minutes we were at the farm, and introduced to Mr. Valder, the resident manager. He and the experts in the various departments were particularly assiduous in explaining everything, and answering any questions put to them. We found about 100 students, who paid 10/- (\$1) weekly for board and instruction on the farm, together with a number of day pupils, who paid a fee of 10/- a month. Three days a week are devoted to theoretical instruction in the school, and three days to work on the farm.

After being shown over the chemical laboratory, the school, and the gymnasium, we were invited to lunch, all hands meeting on true democratic equality. Nearly everything on the tables was grown on the farm, They killed their own meat, made their own butter and cheese, grew the fruit, and made the jam, etc., all of which we found to be very nice. We then visited the orchard and vineyard, where Mr. Valder caused a titter by remarking that it was the usual practice, as visitors did not sample so much after lunch. Here we got some valuable lessons in summer pruning, and how to keep vines from getting too much top. The processes of drying, canning, and bottling fruits were explained, and will also be useful to us.

The kitchen garden, beyond giving us a nice lesson in irrigation, taught us nothing. And we can give the farm points in the cultivation of tomatoes. They Keep the vine to one root, which is unable to supply the plant with enough moisture; hence arise spots and blemishes. We in Miranda allow the plant to strike roots around the main seem, and grow beauties "without blemish or without spot".

After seeing the machinery, steam laundry, and electric lighting apparatus, we came to the horse stables, where we learned a good deal in the treatment of the market gardeners' most useful assistant. They are fed entirely on the produce of the farm, and the students are taught how to shoe them. There was every kind of poultry, and two ostriches had recently been added two eggs were being carefully watched in an incubator, and we may hear the result later on. The kind most approved on the farm is the Cypher incubators.

We gained a lot of useful information whilst inspecting the dairy cattle, pigs, and bacon curing department. After this, we had a cup of tea with the manager, when Mr. E. Thacker, J.P., in a few well chosen words, proposed a vote of thanks, which we all seconded and carried with acclamation. Drags, train, and home for supper, individually and collectively pleased with our visit to the Richmond Experimental and Educational Farm.

Source: Sydney Morning Herald

----F.M

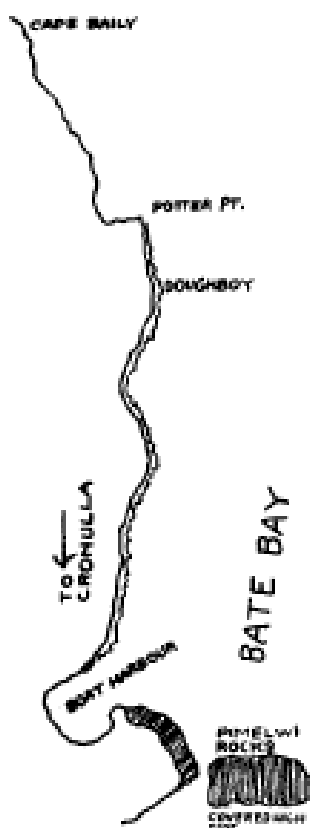
WRECK OF THE KOONYA IN 1898

There has been a number of vessels from 'ketches to large ships which have been wrecked on the reefs around Bate Bay or run aground off Cronulla Beach.

One of the wrecks was the smart little coastal steamer Koonya, which struck the Doughboy reef in the early hours of Thursday morning, January 25, 1898.

The steamer left Moruya at 10am. on the Monday for Sydney with 17 passengers, amongst whom were a number of women and children. All was right until about 3am., the weather being intensely thick and raining, when the steamer ran ashore on a fungus-growth patch at the northern-most end of Cronulla Beach. The land could not be seen, and there was no light there. The captain was on the bridge, it being his watch, having relieved the mate at midnight. The master was Captain T.Nicholson, and his chief officer Mr.F.Barclain.

Immediately the Koonya struck the Doughboy reefs all hands were at once on deck, and the stewardess roused out the ladies and children, and lifebelts were supplied. There was a heavy sea, and the belts were put around the passengers. Soon after the Captain, who had behaved coolly, told the people there was no real danger. They might take the belts off, as he could easily land them at daylight. No seas broke aboard, the steamer lying on her side in a comparatively sheltered spot.



The women and children all got on the bridge. When daylight came, a boat was launched and took a line ashore. This was made fast to a tree, the vessel lying about 50 or 60 yards from the land. By these means all the passengers were got ashore - that is the crew worked the boat between the ship and shore by the land-line previously established, the women and children being landed first, then the male passengers, and afterwards their luggage and the effects of the crew, with the exception of those of the stewardess, which were lost. Miss Rankin was so busy looking after those in her charge that her personal goods were overlooked. The passengers spoke in unmeasured terms of praise of Miss Rankin's noble efforts in helping the women and children during the trying time. They also had a good word for the master and crew.

After getting ashore an impromptu camp was set up, in which the whole party break-fasted, there being plenty of food avail-able by boat from the Koonya.

Very soon after, however, whether owing to the tide rising and the heavy easterly swell setting in (wind at the time of the reek was S.E. to E.), the vessel began to range about, and presently broke in halves, and at

high water only a little of the stern could be seen. Then the actions of the

sea soon smashed her up, and wreckage was strewn along the beach. Cheese were particularly in evidence; and some 20 pigs out of 39 that were on board were seen gambolling on the beach.

At this time no person had put in an appearance at the scene, and the Captain sent a message into Cronulla, asking for conveyances to be sent to take the people to the hotel there. In response to the message conveyances came and took the party with their effects to the hotel. The route from the wreck was a pretty rough one, so that progress was slow, and at intervals the people had to get out and walk. At the hotel all their requirements were attended to.

A message had been despatched to Sutherland, and thence to Sydney. On receipt of the news in Sydney, Captain Webber, of the Ship-wreck Society, after consulting with his committee, left for the scene to give any help. He had reached Cronulla at 3pm., the people having just arrived from the wreck. On making individual inquiries he ascertained that no one - excepting the stewardess, who was barefoot when she landed, had sustained any loss, so that, as it happened, the friendly aid of the Society was not required. Miss Rankin's needs were supplied, and the secretary went with her to Sydney and sent her to her friends.

Captain Nicholson, who was standing in the vicinity of the wreck when seen and interviewed by a "Herald" reporter on the day the Koonya had struck, stated that the ship had left Moruya at 10am. on the Monday. Dirty, thick weather from the south-east and east was had after leaving, and continued right up until about 3am. on the Thursday when the vessel struck the Doughboy Reef. The Koonya was then going about eight knots. After the vessel struck the passengers were got on the bridge, and when daylight allowed the ladies and children were taken ashore, after whom followed the rest of the passengers and crew. The passengers saved most of their luggage, but the crew were only able to save a portion of their effects. The Captain stated that the ladies behaved in a splendid manner. When the crew left the vessel the waves were breaking over her, and she broke up in a few hours. The stern portion of the ship, with the ladies' cabin intact, was washed up on the rocks to high-water mark, where it remained fast.

Mr. F.W.Foote, chief engineer of the Koonya when interviewed at the scene of the wreck issued a statement identical to that of Captain Nicholson, adding that the ladies behaved splendidly and there was no panic or commotion.

The following is a complete passenger list of the Koonya on its voyage which ended in disaster:- Mrs. Jones, Miss F. Holder, Mrs. Warren and four children, Mrs. Walters and one child, Mrs. Craig, Messrs. Cleary, Hopkins, M. Dean, Murphy, W. Smith, Master Jeffreys, Captain Holder. Mrs. Warren's husband was the light-house keeper at Narooma. One of her children, Janet, (Mrs. Allsopp) had reached 98 years of age when this issue of the Bulletin was published.

Some of the cargo of Koonya was:- 1222 cheese, 100 bags of corn, 339 bags of bark, 14 bags of potatoes, 1 case of fish, 12 hides, 3 kegs and 7 boxes of butter, 7 boxes of eggs, 6 blocks of granite, 39 pigs, and sundries.

The Koonya was a wooden screw steamer of 119 tons, built in 1888 at Hobart, and owned by the Moruya Steam Navigation Company. She was insured for #2500.

Source: Sydney Morning Herald, 26/1/1898, in archives of Sutherland Shire Council Local History Library. -----Fred Midgley

WORONORA WATER SCHEME.

In February 1930 owing to economic conditions, the water board (MWSA & D.B.) was compelled to close down the work of constructing the Woronora Dam and pipe line.

The Sutherland Shire Council was very concerned, and as a result of public meetings that were held in various parts of the Shire, a monster petition was presented to the Water Board, and after representations Council's employment agency, and the Water Board, arrangements were made for the Sutherland Council Water Scheme to be commenced as an unemployment relief work. Arrangements were also made through the State Labour Exchange for the bulk of the men required for the work to be engaged through the relief work scheme by the State Government and the Water Board, the result, 350 men were engaged from the Sutherland district for the work. (S.C.A.M. Dec. 1930.) This gave these men work on a basis of family size, a man and his wife with no children received, two weeks in every seven, at £3 -15 -2. per week, so the £7-10-4. had to see them through the seven weeks, and that man was not permitted to earn any money or goods in his period off, or you were off the work list. Some took a chance and some were caught; dobbing in was a popular pastime among the employed; a man with one child would receive two weeks in five, two children two weeks in four, and so on until if you had a lot of mouths to feed you became full time.

What I want to know is why couldn't a similar method to this be implemented now. In the 1930s, we, the unemployed, built roads we knew would never be used like President avenue and Sylvania road from the Boulevard to the Kingsway, through thick bush; we knew it was a ridiculous waste of public money, (But was it.)

Surely everyone will agree men should work to enjoy the privilege of eating, not to lay in the sun and live off the taxes of those

that do work, and don't say the work wouldn't suit everyone. We had two 4th year doctors and a registered lawyer with us in the Oak road quarry, as well as clerks, hairdressers and all sorts of tradesmen, so the work met the requirements of all types of men at that time.

Why not now, or has the race deteriorated . Personally, I think if we dropped the dole and gave work we would have a prosperous Australia once again, regardless of who was at the head of affairs.

When the Belly pinches a man will do any sort of work to earn a quid.

George Heavens.

THE LOCAL PRESS

The S.C.A.M. (Sutherland Cronulla Advertising Medium), was the first newspaper printed and issued in the Sutherland Shire, the first copy off the press was No 1, Vol. 1, 4th April, 1924. Mr. Voweles was the Editor and Proprietor. The S.C.A.M. ceased publication in April, 1960.

The ADVOCATE, (The Sutherland and Cronulla Advocate), was the second newspaper in the Shire, its first copy coming off the press on the 18th March, 1926. Mr. Russell was the Editor and Proprietor.

Both newspapers ran for many years, the S.C.A.M. holding most of the Sutherland advertising and the Advocate the Cronulla end as the papers were printed one at Sutherland and one at Cronulla. Other free papers came and went over the years, and I recall the THE DISTRICT NEWS, (Sam Frew), THE SENTINEL (Bob Mackie), and there were others that didn't last long.

However, with the advent of the Leader, and then the PICTORIAL, I am afraid the original newspapers wouldn't have stood a chance. For many years my shop was the Sutherland outlet for both the S.C.A.M. and the ADVOCATE, and often as many as 50 or 60 people would be waiting on the footpath for the arrival of the papers when they arrived at about 4 p.m. on a Friday evening for Saturday distribution. I would get a shopfull of jostling bodies, all eager to obtain a copy. There were never any papers left by mid-morning on Saturday.

George Heavens

Sutherland Shire Council resumed Dr. Sanbrook's house in Eton St., Sutherland, in order to create a library on the 18th May, 1953.

Mr. David Kirkby commenced work at Sutherland Shire Council on the 23rd. February, 1928, succeeding Mr. J.W. Macfarlane as Shire Clerk.

Mrs. Ley, wife of the controversial Thomas J.Ley, M.L.A., drove about in a horse and sulky from her home in President Avenue, Sutherland.

FLINDERS IN MAURITIUS

The name of Matthew Flinders is indelibly linked with the history of Sutherland Shire. After all, in 1796, Flinders, with the aid of George Bass and the boy Martin, in the eight foot long "Tom Thumb" explored much of the literal boundaries of our shire. They surveyed *part* of Botany Bay and the lower reaches of the Georges River. Sailing back from Wollongong, they were savaged by a storm which forced them to take shelter in Wattamolla Bay. Then, following the coast, the trio entered the tidal estuary of the Hacking River. In this article, I wish to reflect on Flinders' internment on my mother's native island of Mauritius, between 1803 and 1810. Some may find my interpretation of the events more sympathetic to the French, than to Flinders. If I have a bias, it is not entirely cultural in origin; certainly my mother is of French stock, but she also had an English grandfather and a Cornish great grandmother! Ironically, for part of the time that Flinders was a prisoner of the French, two of my ancestors (both of whom were French naval officers) were prisoners of the British. One was such a superb gunnery officer that he drew praise from Flinders himself in 1803. The other, after his release and repatriation to Mauritius, took part in the battle of Grand Port - the only naval victory commemorated by Napoleon on the Arc de Triomphe.

On September 21, 1803 news reached Mauritius of the collapse of the Peace of Amiens. Four days earlier, Matthew Flinders had left Port Jackson in blissful ignorance of the state of war which had existed between Britain and France since May 18, 1803. After abandoning the rotting *Investigator* in Port Jackson, and then being wrecked on *HMS Porpoise*, Flinders set out in a tiny schooner called the *Cumberland*, which must have been very similar to Freycinet's *Casuarina*. She was a mere 29 tons and, like Freycinet, Flinders had to pump all the way. Because of her unseaworthiness, he was also forced to put into Mauritius and seek assistance.

Flinders arrived at Baie du Cap in Mauritius. It was here that he learned of the renewed conflict between Britain and France. With doubts about his passport, he thought first of escaping to the Cape, but on learning that it was in Dutch and French hands, he resigned himself to trying to convince the island's Governor of his credentials as a *bons fide* scientist.

Flinders sailed along the coast of the island and into the harbour of Port Louis; ironically, the day before, the *Geographe* had departed for France with men he had met earlier off the Australian coast. The Governor of Mauritius, General Decaen, was a man of difficult and arrogant temperament. Despite Flinders' frank responses, the arrival of one of Britain's finest navigators in a tiny schooner at Baie du Cap was particularly suspicious to Decaen. At their first encounter, Decaen exploded: It is not

probable that the governor of New South Wales should send away the commander of an expedition of discovery in so small a vessel." He then demanded Flinders' charts, journals and letters, and had the young navigator placed under close arrest. The next day he faced a whole new series of questions. But then Decaen's tone changed suddenly and he invited Flinders to join him at dinner. Flinders, however, still smarting from Decaen's insult, behaved with stupid haughtiness. Instead of availing himself of the opportunity to discuss matters with Decaen in the convivial atmosphere of a dinner, he declined curtly: "under my present situation and treatment it was impossible; when they should be changed, - when I should be set at liberty, if His Excellency thought proper to invite me, I should be flattered by it, and accept his invitation with pleasure." Decaen fumed; when Flinders *was* indeed free he *would* be asked again!

Decaen's case against Flinders was further strengthened when he found mention in his journal of the "subordinate" reasons for this visit to Mauritius:

"Acquiring a knowledge of the periodical winds and weather there; - of the part and the present state of the French colony and how far it or its dependencies in Madagascar may be useful to Port Jackson..."

As Governor of Mauritius, Decaen was probably reluctant to take the risk of releasing Flinders. News of the release of a suspected spy might embarrass him politically and dash his ambitions. Furthermore, had not Francois Peron's *memoire politique* alleged that Port Jackson would be a base for British attacks on Spanish colonies in South America and was not Mauritius also high on Britain's list of French bases to be neutralized?

Thus, because he was an intelligence risk and a potential source of political embarrassment, Flinders was kept in close confinement. Had there not been such a personality clash between the two men, Flinders' initial period of captivity on the island may have been less restrictive. Eventually, he was quartered with other British officers who were prisoners of war. But in August 1805, he was given permission to reside, on parole, at the estate of Madame d'Arifat, near Henrietta, at Plaines Wilhelms. In contrast with his dealings with Decaen, Flinders received great kindness from the island's population. He became close friends with numerous Mauritians, among whom were members of the Airoilles, de Chazal, Huet de Froberville, Pitot and Plumet families. The Australian novelist Ernestine Hill, in her famous novel, *My Love Must Wait*, has probably best conveyed the warmth of Flinders' relationships with the Mauritians he lived among.

Flinders' closest friend on the island was Thomi Pitot (1779-1821). Pitot was one of the most important Mauritian-born writers and cultural figures of his generation. He and his brother were privately educated by

their cousin, the father of the French philosopher Lamennais. Copies of Flinders' letters to Pitot, written in beautiful French, can be read at the Mitchell Library. Ironically, Pitot, who got on so well with Hinders, clashed violently with Ralph Darling when he was acting Governor of the island in the early years of British rule. Brian Fletcher, in his biography of Darling (who it will be remembered was Governor of New South Wales between 1825-1831), does Pitot the injustice of describing him as a mere "chief clerk" and "Buonapartist".

While in Mauritius, Flinders wrote of those parts of the island he visited and also an affectionate account of the life of his cat - *Trim* - who disappeared there. But most importantly, he worked on the account of his voyage. Flinders also persuaded his friend Monsieur Airolles, the owner of the estate once owned by La Perouse, to erect a cairn in memory of the great French explorer. The present La Perouse monument, in Mauritius, was constructed in 1877, and bears Flinders' words:

“On This Spot He Once Dwelt, Perhaps Little Known to the World, But Happy”

Flinders' period of captivity ended on June 13, 1810, a little over six and a half years after he arrived in Mauritius. Before Decaen would release him, however, he had to give his word that he would not fight against the French. Mauritius fell to the British in December of the same year. Hinders' major work, *A Voyage to Terra Australis* (which contains expression of deep gratitude to those Mauritians who befriended him in the anguished years of his captivity), was published the day before he died on July 19, 1814.

Edward Duyker

PROGRESS OF THE SHIRE

Sutherland Baby Health Centre was officially opened on September 15, 1951.

The first sod of the road to Kurnell was turned officially on the 28th February, 1953, by the State Premier, the Hon. J.J.Cahill M.L.A.

The Court House at Sutherland was officially opened on October,29, 1953.

Caringbah Baby Health Centre was officially opened on 25th August, 1956.

Source: S.C.A.M. Newspaper. --George Heavens

A SCHOOL CONCERT

Typical of a school concert at Bangor was that of 1908. Miss Henrietta MacAnene was the school mistress, when the concerts were held at "break-up" time for Christmas.

For several weeks the children had attended to practice items at the home of Mr. and Mrs. Jones, not a great distance from the school where Mrs. Jones trained them. Mrs. Jones, with her husband, were the first settlers there in May, 1895.

On the morning of the concert things began to get under way when Mr. Webb, a crippled man with a walking stick would arrive at the school with his horse and cart loaded up with Christmas Bush and Christmas Bells as well as cycad palms. He would then take all the morning to decorate the side of the school wall - the verandah was used as a stage - and spell out the words "Happy Christmas" using only Christmas Bush and Bells with the aid of Cycad Palms.



During the afternoon a large marquee arrived and was erected facing the school verandah. Seats came from the school and the Congregational Church, and various homes to provide for the audience. Bentley's new piano was placed on a spring cart and brought round by Arthur and Fred Bentley. All was then in readiness for the exciting time when the concert began that evening.

All children took part, the youngest performing first. One item required all the children to be dressed as birds in cardboard costumes. Reg. Bentley for example was Jim Crow, Nell Bentley as a Silver Eye, and Mick Bray a Lyre Bird. Mick was believed to tell untruths and Miss MacAnene used the Lyre Bird role as a means of teaching him a lesson.

Nancy Jones and Nell Bentley always sang duets. Some of them were, "I don't want to play in your yard", "Lord Fontleroy", "Won't you buy my pretty flowers", They always dressed to suit the item.



THE SCHOOL IN 1908

Eileen Jones who was learning the piano, gave items. Daisy and Louise Barnsley and Florence Bray formed a trio on a number of occasions being well received for their efforts in singing. Florrie as she was known, had a particularly good voice.

Another colourful item when all the girls took part was the colourful "The Gypsies". Louise Barnsley, dressed appropriately as the Gypsy Queen, stood in the centre of the stage as the others skipped around her, singing.

Florrie Bray sang "Babes in the woods" and with the Barnsley sisters sang, "Goodnight". Florrie also recited. Winnie Smith recited "Masks and faces".

When the children had completed their programme the adults presented a number of items. Mrs Elizabeth Mayman sang "Other hearts and places". Mr. And Mrs. Owen Jones rendered a duet, "Larboard Watch".

Mr. John Dawson sang with part monologue, "Pretty Polly Perkins". Mr. Bob Smith who always entertain-with comic songs, on this occasion sang a few numbers.



Mr. Webb was also a comic singer, and his items always had the children in fits of laughter as he pulled funny faces to suit the part. He recited a lengthy poem made up as a satire on local residents such as George Midgley with his "blind old nag".



Mr. George Midgley, who could also sing, having a very strong voice, recited "Straight line of the Equator" while having in his hands a long crooked bush stick. His daughter Eliza was a very good pianist, and also had a good singing voice.



Mr. Billy Webb, who had been to the Boer War added a different attraction to the programme in playing the zither harp.

These concerts always concluded with a bountiful supper provided from hampers and the popular cups of tea.

Source: Interview with Miss N. Bentley in 1976 by the late Alf Midgley.

-----Fred Midgley

SUTHERLAND IN 1901

The St. George Advocate reported on February 9, that the grape season was in full swing and fresh fruit gathered from older vine-yards was most enjoyable. Stapletons grapes reached maturity with fine flavour and Mondel's maintain prestige. Blackberries are prevalent and settlers are making wine of them.

In April one of the settlers on the Holt-Sutherland Estate sent a quince measuring 15 inches round to the Sutherland correspondent of the "Advocate".

SUTHERLAND PRESBYTERIAN CHURCH

Approximately two hundred persons attended the foundation stone laying ceremony of the Sutherland Presbyterian Church, on Saturday afternoon, June 13, 1939, by Rev. G.M.Scott, metropolitan superintendent of Home Missions. The church, a weatherboard and fibro structure, was erected on the corner of Flora and Glencoe Streets, Sutherland, on land purchased by the Home Missions. The interim moderator, Rev. G.I.Sneddon, of Cronulla, presided. In laying the stone the Rev. Scott said the Presbyterian Church authorities in New South Wales had adopted a forward policy, and as a result in the last three years ten new churches had been built; seven in the metropolitan area and three in the country. He considered Sutherland had a great future, and it would not be long before the new building would be set aside for a hall and a new brick church built in its stead.

The Shire President, Councillor C.J.Monro, MLA, extended greetings from the Council, and stated that the erection of the church was another bulwark in the building up of the community's moral character. He had great faith in the possibilities of the Shire, and the erection of new churches was necessary and vital part of the district's growth. Scripture was read by Rev.G. Wood of Petersham, and prayer was offered by Rev.J.S.Scott (father of Rev.G.M.Scott), one of the first Presbyterian ministers to work in the Cronulla district twenty years before. Greetings were extended by Rev.R.G.Cruickshank (country Home Mission superintendent), and Rev.W.G.Forsyth (Home Mission Convenor). Vocal solos were sung by Mr.B.Cruickshank, and the singing of the hymns was led by the Sutherland Shire Band.

The church was being constructed by Mr.A.L.Hogg, of Rockdale, under the direction of MR.G.B.Gray, architect. The church building was similar to one erected at Mortdale, including a tiled roof, a vestry and guild room, and seating accommodation for one hundred persons. It was anticipated that the new building would be ready for use by the beginning of September. For the previous two years services were held in Lobb's Hall. After the ceremony afternoon tea was served.

Sources St.George Call, June 20,1939.

-----F.M .

* *****

A YOUNG POSTMAN

Robert Michael (Mick) Derrey when 11 years of age carried the mailbag from Warman's boatshed at Gynea Bay to the Sutherland Post Office and back again of a Saturday morning for 2/6 (25c).

He considered it rather a strenuous effort and declined to carry it after five weeks. This was about 1915. Sometimes there were only two or three letters.

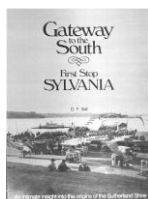
Congerhigg, who was the second settler at Gray's Point was an accomplished pianist. Congerhigg settled out on the Point in a small hut and later built the first boatshed there. Then a man about 45 to 50 years of age, he thought nothing of carrying his supplies from Sutherland. This was about 1916.

Source: From the notes of the late Mr.Derrey.

F.M.

NEW BOOKS ON SUTHERLAND SHIRE

A book, SUTHERLAND SCHOOL CENTENARY, 1887 - 1987, by Pam Thomas will be available in August. Containing 88 pages, the book is well illustrated with photographs, and may be ordered now from the Sutherland Public School at \$7.50 plus \$1.50 postage.



SYLVANIA GATEWAY TO THE SUTHERLAND SHIRE by Daphne Salt is a larger book containing about 150 pages. It is well researched by the author, and contains lots of old photographs of Sylvania many of which have not been published before. The book may be ordered through the Bi-Centennial office at Sutherland Shire Council for \$16.95.

The book, INK FROM THE BOTTLEBRUSH is a 160 page paperback designed to carry a flavour of the Shire's development and its people, There are 30 writers involved in this book, which contains 44 maps and illustrations. It is a Bi-Centennial grant endorsed anthology published by the Sutherland Shire Council, and will retail at \$9.50 at its release in August.

As a contribution to Australia's Bi-Centenary in 1988, the National Parks Association (Sutherland Shire) will publishing a guide book about the early days of the Royal National Park featuring some of the old trails, the old logging road and much more. The book will be published about October.

A book on the history of the Catholic Church in Sutherland has been written by Sister Cassimer who has had over 30 years of service in the Sutherland Parish of St. Patrick. The work covers the early days from when the Catholic church bought land in Sutherland in 1888, and also contains a number of photographs.

-----Fred Midgley

BOOK BY SUTHERLAND SHIRE WRITER



A great deal has been written on the Naxalite movement, but very little is known about the nature of Santal participation in it. Edward Dukyer makes an original contribution in this area and looks at the interactions between the Santals and the Naxalites from many aspects. He delves into the historical roots of the involvement; discusses the implications of the Naxalite use of traditional weapons and forms of tribal warfare; describes the use of oral tradition to whip revolutionary fervor; and the analysis of the role of clan and kinship in determining Santal participation in the movement. The author then subtly unfolds the changes which took place in this relationship as the movement progressed.

The book explores one of the most politically turbulent periods of recent Indian history from a new perspective. It is authenticated by valuable field-data.

Edward Dukyer was attached to the Griffith University at Brisbane. He is now a full time writer.

Oxford University Press. Pages 216. -----F. M.

WATERFALL BRIDGE

The Department of Main Roads plans to build a \$300,000 bridge at Waterfall in the Royal National Park to provide a flood free crossing of the Hacking River.

The bridge will overcome the problem of access for residents of Bundeena and Maianbar when the present causeways at Audley and Waterfall are cut by flooding.

When the causeways are flooded, access is only available via Helensburgh, a detour of 43 kms which will be reduced to 12 kms when the bridge is built.

A number of alternatives were considered in order to provide the flood free access. These were:

- (a) Raising the level of the causeway at Audley;
- (b) Raising the level of the causeway at Waterfall;
- (c) Building a high level bridge at Audley.

However, the construction of a bridge at Waterfall is clearly the most suitable on environmental and safety grounds.

The bridge will be built immediately downstream of the existing causeway and will be of three span construction on single column piers. The piers and abutment walls will have a rope textured finish to blend with the surroundings.

On completion of the bridge, the approaches to the causeway will be landscaped and incorporated into the existing picnic area.

Any comments on the project should be forwarded to :

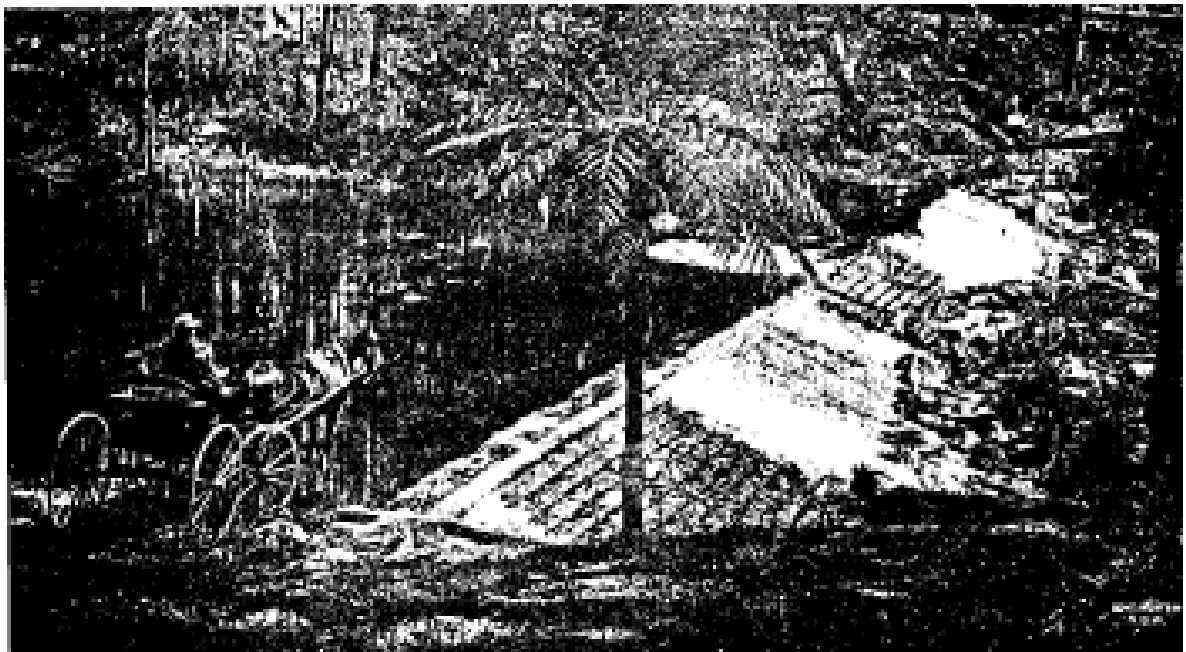
The Divisional Engineer
Department of Main Roads
P.O. Box 51
Milsons Point. 2061.





In 1895 workmen were constructing a dam and ford on the Hacking River. It was known as the Upper Causeway. This was to eventually back the water for a mile towards the river's source, leaving close to the causeway a lake like reach, bounded by green and wooded slopes.

The picture below depicts a tranquil scene at the Causeway about 1900. The man in the buggy is Mr. Duffy, a ranger whose other duties included looking after the horses and deer.



Source; Department of Main Roads; Guide to the National Park, 1902.

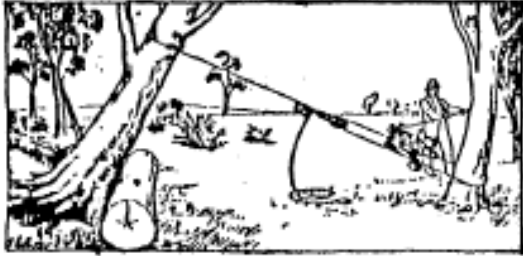
-----Fred Midgley

RAISING A PONTOON

About 1935-36 the pontoon wharf on the salt water side of the Hacking River near the weir at Audley sank,

Mr. Springer, the Park superintendent came to Vallance's Garage at Sutherland and discussed the problem how the pontoon could be raised.

Jack Midgley who was a motor mechanic at the garage said he would help Springer to raise the pontoon. Jack knew a man at Engadine who had a Forest Devil, a unit of enormous strength for removing trees. It had a cable about an inch thick and it took three men to move it about.



A FOREST DEVIL AT WORK

In operation one end of the cable was put around a tree close to the ground and on a tree marked for removal; the cable was placed anything from 12 ft. upwards on the trunk. By working a lever sometimes with two men opposite each other, trees were uprooted.

Jack contacted the man who had the Forest Devil and at an appointed time they met at Audley. The name of the man who dived and passed the cables under the sunken pontoon has been forgotten. While the cables were being passed under the pontoon a tripod of poles were set up on the bank with a pulley wheel through which the cable of the Forest Devil was put to the cables on the pontoon.

Some distance away, attached to the base of a tree the Forest Devil commenced operations and effortlessly pulled the sunken pontoon out.

The Forest Devil had previously been used to bring up a smashed Chrysler from over the cliff face of Artillery Hill in the National Park in which two people were killed. The accident occurred when the back axle of the car snapped. The car ran backwards, and when the driver lost control the car plunged over the hillside.

Source: From an interview with Mr.J.Midgley in 1985. ---- Fred Midgley

TAREN POINT. In February, 1899, an amount of £80 (\$160) was granted by the Government in response to a petition from the Holt-Sutherland Progress Society for the erection of a wharf at Taren Point. This would enable excursion steamers to embark passengers for Port Hacking and Sans Souci.

---The St. George Advocate.

NATIONAL PARK. On Sunday, June 7, 1903, a special train conveyed to the National Park a number of officers of the Japanese naval squadron visiting Port Jackson.

COUNCIL OF THE SUTHERLAND SHIRE HISTORICAL SOCIETY

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SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

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Contributions: members are invited to submit material for the Bulletin; this need not necessarily be confined to local history, but this is especially welcome. If material. is extracted or re-written, please state the source; care should be taken with material still in copyright, and written permission obtained from the author or publisher. The date on the article or publication will tell you This.

If your contribution to the Bulletin is hand written, please print names in CAPITAL LETTERS, Contributions for the next issue must be in the hands of the Convener no later than October 90987.

Meetings of the Society are held monthly on the second Friday at 8.0 p.m. in the Recreation Staff Room of the Council's Administration Centre, Eton Street, Sutherland, on the 2nd floor. Visitors are welcome.

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

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