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PRESIDENT'S NOTES -November 1987

1987 going! Though this is early October as I write these notes, I must be thinking of the end of the year because of the time required to produce the Bulletin for posting in early November. These notes therefore become my last words in the Bulletin for 1987. The year does seem to go quickly.

Those of us who are able to attend monthly meetings can greet and encourage each other, but those on the mailing list can only be reached through this publication. Accordingly, those "regulars", the Committee and I wish a happy 1987 Christmas and a bright New Year for all those member-readers we do not regularly see.

The year has brought no significant events, meetings and tours embracing a wide range of topics have been eagerly sought after. At the time of writing, only one excursion on the "Good Ship" "Sutherland Shire" has been had this year - - on the - occasion of the Captain Cook Landing anniversary at Kurnell, when an entirely new programme was experienced through the organisation of the Sutherland Shire Council, who now has accepted the responsibility of the event.

This Society indeed appreciates the thoughtfulness of the Department of Main Roads, who once again has invited the Society's representation at the opening of another major road-work affecting the Shire - - Tom Ugly's Bridge. The Society is providing an historical display on the day, to provide additional interest.

Harold Ivers

FIXTURES FOR MONTHLY GENERAL MEETINGS

- September 11: Mr. Kevin Little; Address on - STAINED GLASS WINDOWS
 October 9: Mrs. Daphne Salt; Address on her book - GATEWAY TO THE SOUTH
 November 13: Representative from - DEPARTMENT OF MAIN ROADS
 December 9: VIDEO FILM OF THE HOLY LAND
 January 8: MEMBERS NIGHT

HERITAGE WEEK - Sunday 17th to Sunday 24th April, 1988. Your Society will be participating again with displays of photographs and artefacts in the Sutherland Entertainment Centre. Suggestions and assistance from the Society members would be most appreciated.

--Fred Mldgley Exhibitions Convener.

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

THE "S.S. CRONULLA"

An interesting ceremony took place on Thursday, 12th May, 1959, in Sydney, on board the A.U.S.N. Co. Ltd S.S."Cronulla", when the President, Mr. H.J.C.Cartledge, and the Shire Clerk, Mr.D.R.Kirkby, of the Council of the Shire of Sutherland, were entertained following the exchange of a framed photograph of Cronulla Beach for one of S.S."Cronulla". The photograph of S.S."Cronulla" would be displayed in the Cronulla Public Library, whilst the beach scene found a favoured place in the Officers' Smoke Room of the vessel.



C.L.R. CARTLEDGE

Mr. R.J. McBurney, a Managing Partner Macdonald, Hamilton & Co., for the A.U.S.N. Co. Ltd., made the presentation on behalf of the Company, whilst Mr. Cartledge presented the Council's picture to Captain J.C. McCullum, of the "Cronulla".



H.D. KIRKBY

On 22nd July, 1948, the single-screw cargo vessel, "Admiral Frazer", was launched from the Shipbuilding Yards of William Pickersgill & Sons Ltd., of Sunderland, United Kingdom, and after outfitting and completing successful trials, was handed over by the Builders to the Owners, W.A. Phillips, Anderson & Co. Ltd., of London, in October of that year. The choice of name paid tribute to the then First Sea Lord, Admiral of the Fleet, Lord Frazer of North Cape.

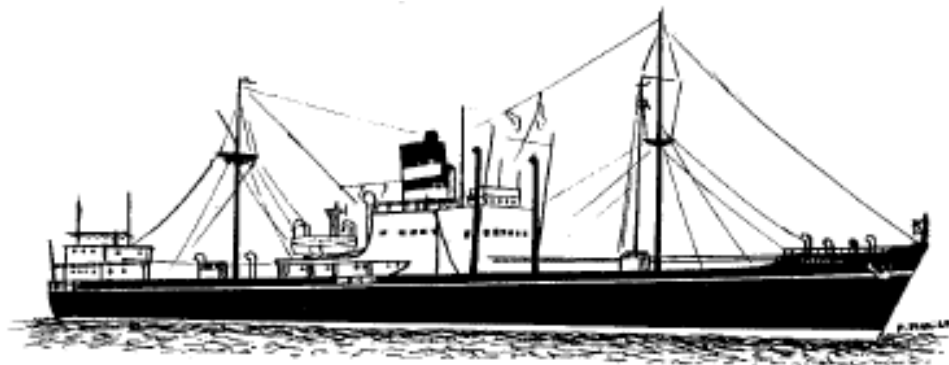
The new vessel was designed for a wide range of services, and originally had accommodation for six passengers in two. three two-berth rooms. The main propelling machinery was built and installed by the North Eastern Marine engineering Co. Ltd., and comprised standard triple-expansion engines with cam-operated poppet valves to high-pressure and intermediate-pressure cylinders.

The following represent the main particulars of-the vessel:-

Net Tonnage 1,088, Gross Tonnage 2,330, Deadweight Tonnage 3,715, Speed 10,50 knots, Oil Consumption about 8 tons per thousand miles, Length Overall 330 feet, Breadth 45 feet, Depth 29 feet.

Four hatches provided with normal cargo handling gear and one heavy lift derrick capacity 15 tons S.W.L.

Total crew, including Master , 32 persons.



Sketch of the S.S."Cronulla' from the original framed photograph in the Sutherland Shire Council Local. History Library.

The A.U.S.N. Co. Ltd., purchased "Admiral Frazer" in the United Kingdom in 1954, and after a period of fitting out to bring the accommodation to the required standard for Australian coastal trading, which included the conversion of the passenger accommodation to provide additional accommodation for crew members, the vessel proceeded from the United Kingdom to Australia and entered service on the Australian coast in October of that year, under the name "Canberra", which it retained until April, 1958, when the name was changed by the Company to enable it to be used by the P & O. S.N. Co. for their new 45,000 ton vessel then under construction in the United Kingdom, The ship was thereupon re-designated "Cronulla", taking her name from the well known and popular seaside township of that name in New South Wales.

"Cronulla's" navigational equipment was fully comprehensive and modern and, in addition to the usual wireless telegraphy apparatus, includes radar, echo sounding devices, radio direction finder and gyro compass, etc. The vessel was also provided with two fibre-glass lifeboats fitted with up-to-date Fleming propeller gear, which does away with the necessity of using oars.

The "Cronulla" listed and sank in Hong Kong harbour after typhoon Wanda had wrought destruction in 1962.

Source: The "S.C.A.M.", 22nd May, 1959.

--George Heavens

SUTHERLAND NOTES

January 23, 1909. The suggestion that came from Liverpool Council to hand over a piece of their territory to Sutherland Shire fell through, and the Council informed Liverpool of their disinclination to unite any of their portion to theirs.

March 13, 1909. Regulations covering the supervision and sale of meat have been gazetted and would immediately come into force in the Shire. (Ordinances could be inspected at the Council).

March 20, 1909. Surveyors commenced work on the Sutherland to Cronulla tram line.

April 10, 1909. In recognition of his services and the Council's satisfaction with his work and management, Overseer Sparkes had his remuneration increased to eleven shillings per day.

April 10, 1909. Mr. R. Forsters contract of three shillings and seven pence a yard, delivered, for road metal was accepted by the Sutherland Council subject to the deposit being paid.

April 10, 1909. In regard to the road from Sutherland to Loftus, Mr. Maloney, Secretary of the National Park Trust, wrote to Sutherland Council offering the services of three or four men from the Park staff as it was an urgent matter.

November 29, 1919. A meeting is to be held in Boyle's Hall on Wednesday, December 3rd, at Sutherland for ratepayers of the Shire, with representatives of Local Government authorities, through Council's proposal to alter Shire Riding boundaries. Sixty three petitioners from Cronulla urged the meeting.

Source: Various issues of the "St. George Call".

----F.M.

John Dunmore, Pacific Explorer: The Life of Jess Francois de La Perouse 1711-1718,
The Dunmore Press, Box 4993 Palmerston North, New Zealand, 1985, pp 318.

Reviewed by Edward Duyker.

It is a brave scholar who embarks upon a major enterprise in an already well-worked patch. There have been at least seven substantial biographies of La Perouse published since the beginning of this century, not to mention many other articles and scholarly papers. So what does Prof. Dunmore have to offer that his predecessors lack? Earlier biographers have tended to concentrate on the naval battles and the voyage of exploration. Prof. Dunmore cannot avoid examining these, but he has achieved a broader overview of the explorer's life. He uses the work of his precursors to excellent effect and combines them with the concerns of a social historian. Dunmore's linguistic skills and his impressive knowledge of 18th century French sources is rare in the English speaking world. (It is a sobering thought to recall that E.H. Jenkin's History of the French Navy, which only appeared in 1973, was the very first such history of be published in English!) The result of Prof. Dunmore efforts is an immensely readable book - a true adventure yarn which holds the reader's attention to the very end and still manages to break new psycho-biographical and social-historical ground.

Not much is known about the explorer's early life. Despite the paucity of sources, the author recreates the life of 18th. century Albi "a gentle town, somnolent under the warm sun of south-west France, nestling in a curve of the river Tarn" where La Perouse was born. He shows how Jean Francois' family, with their concerns for social status as marginal "nobles", chose to attach the name of one of their small farms La Perouse to their surname, Galaup, in order to make their son seem more aristocratic and thus further his naval prospects. How many place names which now honour the explorer around the world ultimately have their etymology rooted in this modest farm?

At times Dunmore's eloquent prose seems really to be speculation about La Perouse's inner thoughts or movements, but he writes with a gifted intuitive certainty. At times he should have been more cautious - especially when he lacked empirical evidence - but we should be grateful to him for opening up more of the soul of the man. From the surviving documents and the contemporary chronicles, Dunmore shows us that La Perouse's class background and his strong sense of family loyalty and honour were at odds with his individualism and honesty of heart. The facts surrounding the explorer's romance with Elenore Broudou (whom he met In Mauritius and ultimately married in Paris) might seem operatic to some. But behind the melodrama were very real personal and family tensions. The Galaups thought Elenore beneath their son, but he married her anyway!

It is the matter-of-fact, realistic and humane La Perouse who is so endearing. But this likeable gentleman was also a brilliant mariner who led one of the greatest scientific expeditions of the 18th century. Certainly there were ancillary strategic considerations behind the voyage, but in the expedition's disappearance it is the loss of gifted human life and hard-earned knowledge, which heightens our pathos. In this study Prof. Dunmore has also woven well-crafted biographical summaries of many other extraordinary men whose paths crossed with La Perouse's, or who served with him. They include Baron Benyowski (whose career Dunmore justly states in a footnote "still awaits treatment by an inspired novelist and an enterprising television series producer") and de Lesseps who was despatched by La Perouse on an epic journey across Siberia with reports for Versailles. I was also glad to learn more of the life of one of the expeditions' naturalists, Father Receveur, the first Frenchman buried on Australian soil, whose tomb I have often visited.

This excellent biography has a sweeping canvas. It includes endearing portraits of the 18th century port of Brest; the tropical warmth of Mauritius; the harsh frozen wastes of Hudson Bay; the mysteries of Alaska, Sakhalin and Kamchatka; and, of course, Botany Bay a few days after the arrival of the "First Fleet". Prof. Dunmore concludes his book with a discussion of the search for La Perouse's expedition after its disappearance. The summary of the various archaeological finds on Vanicoro, the oral historical record and the evidence of La Perouse's visit to New Caledonia, will certainly be of interest to those who ponder on the final fateful act of a drama which took place two centuries ago.

SUTHERLAND METHODIST CHURCH

The Methodist church celebrated its first Anniversary on Wednesday evening, March 2nd, 1904, in Lobbs Hall, East Parade, Sutherland. There was a large attendance of local churches, with visitors from up and down the line. A Tea followed the public meeting, and there was vocal, instrumental and musical items. The Rev. Thomas Jenkin was in the chair.

The first Methodist Sunday School Anniversary was held on October 2nd, 1904. The preacher on that occasion was Rev. Waddell.

Forty five children set off for the day to Stanwell Park with Mr. Small (Superintendent) and teachers on Saturday October 6th, 1906, to celebrate the school Anniversary picnic.

A sacred concert was held in the church on Wednesday night, October 24th, 1906. The church was filled. There was an excellent programme and a collection of £3 was considered very good.

Source: "St. George Call" Newspapers.



SHARK-BAIT.

It is difficult to say who was the first to swim across the George's River, but a strong contender for that honour would have been a Crimean War veteran, Ebenezer Addis who resided on the shores of Shipwright Bay.

He often visited Tom Ugly's Point, due no doubt to the presence of the hotel there and a tot of rum. Perhaps it was there that he accepted the challenge to swim the George's River, possibly more for bravado than the wager.

He was a giant of a man with silvery grey hair and a long white beard, and looked an impressive sight in his dungarees cut off at the knees, and a long sharp knife in his belt to combat any sharks

After crossing to Sylvania he rested there for a while and swam back to Tom Ugly's Point. He was cheered and with shouts of encouragement in both directions by spectators on the punt.

The late Mr. Harry Samways of the well known pioneer family of Sylvania, recalled how, many years ago, of another foolhardy type of character who swam from Sylvania to Tom Ugly's.

His name has vanished into oblivion, but his effort was not spurred on by a wager, but because he missed the punt, and rather than wait for the next one, placed his life in jeopardy by swimming the river.

One can only surmise the bedraggled figure making for the hotel and something to warm the innards.

A swim in 1939 made the others look insignificant. Ignoring plea not to make such an attempt by members of the Ramsgate Surf Life Saving Club on the occasion of their beach carnival, one of their members swam across Botany Bay from Kurnell to Ramsgate beach without even the protection of a shark proof net.

He was Tom Salmon, and he covered the five miles in three and three-quarter hours. Salmon dived off from Kurnell at 11.40 a.m. and staggered onto Ramsgate beach with the aid of his Club mates at 3.50 p.m. He was given a splendid ovation by nearly 5000 people who were present to watch the events at the Annual Carnival.



THE HOTEL, TOM UGLY'S POINT, 1908.

Salmon intended to make the swim in a protective net, but when it Was being brought from Sydney Harbour earlier on the Saturday morning, it broke up and sank. It was intended to draw the net along with the aid of a launch.

Tom Salmon was an A.B. serving on H.M.A.S. Sydney, and secured leave of absence to do the swim. He was 32 years of age and had a wife and six children.

Tom Salmon's courage was to be further tested when World War 11 was declared that same year.

Source: "Tansari", by M.Grieve; late Mr.H.Samways: "St. George Call".

----Fred Midgley

CRONULLA SCHOOL OF ARTS

The visit of Lord Chelmsford to Cronulla to place in position a slab in the wall of the new School of Arts building, was a notable occasion in Cronulla. in November, 1912.

The street in front of the building was well decorated with flags, and the hard work done by Mr. Vincent in this direction deserves mention.

True to time, at 3 o'clock, Lord and Lady Chelmsford arrived in a motor car and were received by the Shire Council and the School of Arts Committee. The Shire President (Clr. Hyndman) read and presented the Governor, Lord Chelmsford, with a beautiful and well worded address of welcome.



Then Clr.. Hill, for the School of Arts, after a few well chosen words, presented the visitor with a silver trowel and the tablet was "fixed " by Lord Chelmsford who subsequently addressed those present. Mr. Tonkin, Hon. Secretary to the School of Arts, had given particulars of the progress of the buildings and the institute and its financial position.

Afterwards an adjournment was made to a spacious marquee on the Park, where, amidst delightful surroundings afternoon tea was served.

Source: St.George Call, November 23, 1912.

---F.M.

Daphne Salt, *The Gateway to the South, An Intimate Insight into the Origins of the Sutherland Shire: First Slop - Sylvania*, Available from the author (13 Prospect Place, Como West, NSW, 2225), 1987, pp 160, \$19.95

Reviewed by Edward Duyker.

Australians are perhaps more familiar with shire and municipal chronicles. than intensive "suburban" histories. Micro-studies are very valuable, but economic realities make them rare. Residents of Sylvania are indeed fortunate that they now have a detailed and beautifully illustrated account of the history of their immediate surroundings. It will be a pleasant change from having to glean minor facts about Sylvania from the official Sutherland Shire chronicles!

Ms Salt has been passionate and diligent in the pursuit of her research. Clearly she has been motivated by her own family's connections with Sylvania's early days. As the great English historian Edward Gibbon observed in his *Autobiography*, "A lively desire of knowing and of recording our ancestors so generally prevails, that it must depend on the influence of some common principle in the minds of men." Ms Salt is a descendant of Honoria Rice (the first post-mistress in Sylvania land thus Sutherland Shire). In writing *Gateway to the South* she has benefited from a remarkable collection of photographs and documents handed down by her family. Most of this material has never been published before. Some of the photographs, for example. are from glass collodion plates!

By recording the stories of the Holt, Rice, Samways, (von) Weber, Lock and other early Sylvania families, Ms Salt has made an important contribution to Australian genealogical and family historical literature. As befits a niece of the distinguished Australian archaeologist F.D. McCarthy, she writes with sensitivity and understanding of the indigenous inhabitants of Sylvania. And from a broader ethnographic perspective. *Gateway to the South* includes valuable information on the presence of Romany Gypsies and German speaking people among the early European settlers in the area.

It will no doubt surprise many to learn that Thomas Holt's wife Sophie was a Berliner and that one of Honoria Rice's daughters married a young engineer-surveyor named Carl Ludwig Adalbert von Weber. Their son Guido Weber became a very prominent civic-minded Sylvania resident. His life-story is crucial to an understanding of the development of local organizations and amenities. The bigoted years of the First World War, however, must have been difficult for the Weber family. Ms Salt writes "German born people were interned for the duration of the war, unless they, or someone in their immediate family enlisted and went to fight as an Australian soldier". Unfortunately she does not elaborate on how these regulations affected local German-Australian families

Guido Weber served in the Australian army and appears to have been a staunch Empire loyalist in the post-war period. But what pressures were brought to bear on him?

Women are so often ignored in local histories; but in *Gateway to the South*, Ms Salt has done much to redress such gender bias. She writes of post and school mistresses, women shop keepers and farmers and records significant historical facts on soap-making, laundry practice and household routines. She tells us of women who laboured in the fields collecting stones to build their homesteads. And she lets many elderly women tell their own stories in extended quotations.

Gateway to the South has many other merits. It contains fascinating data on early trade, commerce, communications, cultural life and education in Sylvania and Sutherland Shire as a whole. The Georges River features prominently in the story. Australia's oyster industry, Ms Salt shows, was pioneered in Sylvania and river-borne transport, prior to the opening of the Tom Ugly bridge, set much of the rhythm of area. Indeed isolation spawned a unique and resourceful community. Although this book would have benefited from more judicious editing, it is a very readable work enhanced by excellent design. The author deserves our congratulations.

GATEWAY TO THE SOUTH is available in Angus & Robertson bookshops at Hurstville; Collins Booksellers, Miranda Pair; from selected newsencys, and Yesterdays (Antiques) Sutherland. It is also available through the Bi-Centennial Office at Sutherland Shire Council,

Members of the Sutherland Shire Historical Society may purchase their books through the Society. The author has kindly allowed a percentage of the sale of each book in support of the Society.



William and Neitie Samways on horseback 1912 (photo Albert Samways).



The Rice family on punt approach outside their home, also the first Post Office and school in the Shire, 1883.

MENAI-CRICKET CLUB, 1910-1913

With several of the young men of Menai keen on cricket and with some playing an exceptionally good game, a new source of fellowship began from the cricket pitch.

George and Bert Midgley, with Will Meeves had played with Miranda team before coming to Menai between 1896 and 1899. The Miranda ground was situated at the intersection of the Kingsway and Gynea Bay Road on its western side.

In the Sylvania team of 1909-10 it is recorded that George Midgley, Chas. Delardes and Will Meeves played, although the latter two did not play many matches. Two Miranda players, Arthur and Sam Loveday, also in the same team, subsequently played for Menai.

During the next season 1910-11, two challenge matches were played by Kenai at Sylvania, where the public school now stands near the Georges River Bridge. Menai won both games, but no records of the matches are available. Players from the Menai team left their horse drawn vehicles near Lugarno Ferry and rowed to Sylvania and back after the games.

Team spirit was evident in all aspects of the families who had settled in Menai, and this became evident as the young men cleared some level areas on which to practice. On some occasions they would have practice in front of Bentleys on the Old Illawarra Road. Here a section of the road was a smooth and hard clay like surface and made a good cricket pitch, although very slippery when wet. It was here they practiced for the Sylvania matches and it was here the idea of forming and entering a team into the competition conducted by the St. George Cricket Association the next season was realised.

Later half a concrete cricket pitch was laid at Midgleys, a short distance from the house by the local players.

Bert Midgley instigated the team. Meetings were held in the Midgley home, and Bert Midgley was elected captain and his brother George vice-captain. Dick Midgley was the club secretary. A cricket bat was purchased by means of subscriptions of ten shillings per member, while some players had their own gear. Bate, expensive ones, could be purchased for one guinea in those days and cheaper brands for six shillings and six pence, which were often as good as the dearer ones.

The team affiliated with the St, George Junior Cricket Association as there was no Sutherland Shire Association at that time. There were nineteen players who registered. H.E.(Bert) Midgley (capt), G.Midgley (v-capt), R.L.Midgley, F.Midgley, H.Midgley, W.Meeves, C.Delardes, G.Delardes, H.Buckle, T.Buckle, J.Buckle, F.Bentley, A. Bentley, W.Webb, S.Loveday, A.Loveday, K.Smith, C.Higgerson and J.Mondel. A.Midgley was the scorer, and one of six brothers.

The Lovedays lived at Miranda as did Jake Mondel - who was related to the Maymans of Menai- a noted 'stone-waller', did not participate in a match. Clem Higgerson came from Heathcote.

In this modern era of travel in comfortable motor cars where distance is no problem the enthusiasm of the Menai team will cause a time of reflection on their modes of transport.

Players left Menai late on a Saturday morning so as to reach the field of play in the early afternoon for the start of the match. Sometimes they walked from Midgleys to Price's boat shed opposite Prince Edward Park on the Woronora River, where they were rowed across. There was no bridge spanning the river until October, 1912.

The players continued their walk to Sutherland station to catch a steam train, which in those days ran hourly. The other course of travel was by horse drawn vehicles to Lugarno where boats awned by Shute who operated the ferry were used to row to Como railway, where they caught a steam train to a destination in the St. George district. Menai shared a wicket with the Mortdale club, at Mortdale, and when playing there at the conclusion of the match they would walk along the railway line and across the railway bridge to their boat transport. Having rowed back to Lugarno the players boarded their waiting horse vehicles for the remainder of the journey home.

MENAI CRICKET CLUB
St. George Cricket Assn. 1911-12

C. DELANEY **G. FERGUSON** **B. HEDDLEY** **H. BUCKLE** **A. BENTLEY**
Captain

R. HEDDLEY **H. HEDDLEY**

J. BUCKLE **W. WOOD** **C. HEDDLEY** **W. HEDDLEY** **F. BENTLEY**
Wicket Dept.

A. HEDDLEY **T. BUCKLE** **R. HEDDLEY**

MATCHES PLAYED 11
LEADING BATSMAN B. HEDDLEY 100 Runs
LEADING BOWLER C. HARRISON 25 wickets
HIGHEST TEAM SCORE 8 wickets 219
LOWEST TEAM SCORE 49

A. HEDDLEY **A. LOVEDAY** **T. BUCKLE** **R. HEDDLEY**
Scorer

Bert Midgley, the captain was a classical batsman apart from being a wicket keeper while George Midgley displayed attacking batsmanship, and bowled leg breaks, sometimes opening the bowling with Chas. Delardes,, a useful bat who bowled medium pace off breaks, and occasionally opened the bowling. Will Meeves was a steady bat and leg break bowler. George Delardes, who played only one match was a wicket keeper and a good batsman. Clem (Napper) Higgerson bowled with a good deal of pace, while Will Webb often opened the innings being a slow and stubborn bat having served his country as a soldier in the Boer War. At the time of playing for Menai he had recently moved to Hurlstone Park. The Buckle brothers, not being very proficient in the arts of the game, did not play many games. In fact Harry Buckle played only one match due possibly to an incident on the field. When playing a team named Queens Jubilee an opposing batsman, "Mop" Biddle, made a lusty hit into the out-field the ball striking Chas. Delardes on the head then ricocheting off and hitting Harry Buckle in the eye. This resulted in Buckle sporting a black eye, and Delardes a sore head, Match results were published in the "St. George Call" and the Sydney newspaper "The Sunday Times". Results published in the "St. George Call" were in full like reports on first class games to-day.

The Menai team played their first match against Hurstville-St George at Judd's paddock, Mortdale, on the 16th and 23rd September, 1911, and resulted in an easy win for Menai by an innings and 85 runs.

MENAI - 1st innings		HURSTVILLE -ST. GEORGE	
B. Midgley, b West	45	1st innings	54
W. Webb, run out	8	2nd innings	60
G. Midgley, c off West	54	MENAI bowling	
W. Meeves, b Sadler	0	G. Midgley ...4-21 & 2- 6	
C. Higgerson, b Sadler	0	A. Loveday ...0- 8 & 3- 7	
F. Midgley, b Lowe	11	C. Higgerson..5- 5 & 1-17	
C. Delardes, c off Lowe	17	C. Delardes ..	1-11
A. Bentley, b Percival	28	A. Bentley ...	0- 9
A. Loveday, b Lowe	0	W. Meeves	2- 7
H. Midgley, not out	0	Umpire:- G. Corbet	
J. Buckle, b Percival	0		
Byes 17, leg byes 2	19		

179			

The team played thirteen matches of which eight were won and five lost. Those who excelled in the team were Bert Midgley with 705 runs at an average of 54.2, and highest score of 150 not out, and George Midgley 636 runs at an average of 31.8 with two centuries, 140 and 130. As a bowler he took 17 wickets. Chas. Delardes scored 244 runs and captured 21 wickets, Higgerson took 54 wickets with an average of 8.2. Will Meeves 34 wickets, average 12.2 and Arthur Loveday with his fast medium bowling took 31 wickets for the same average as Meeves.

The commencement of the 1912-13 season saw several changes in the Menai team. The Buckles did not play and the team was weakened by the absence of Clem Higgerson in the bowling. New players were Menai residents Albert Cowling and Alf Popplewell. They were joined by Sutherland players Alf Dwyer, T. Wiggins and D. Woodward.

The season proved to be more successful than the previous one. Of the fifteen matches played, nine were won, five lost and one drawn. The team was beaten in the semi-final by Mortdale at Mortdale.

The first game of the season against St.George A.O.F. Lodge was notable for a first wicket partnership by George Midgley (174) and Will Webb (46 not out) of 224 runs, At the end of the first days play George Midgley was 146, hitting ten successive fours.

Another partnership in which George Midgley featured was with his brother Bert against Arncliffe for the second wicket after Webb:- made 7. George scored 183 and Bert 92 not out in a stand of 196.

Once again it was these two Midgley brothers who dominated the batting, George scoring 976 runs at an average of 48.8, with three centuries 183, 174 and 107 not out, the latter in the semi-final. Bert scored 547 runs at an average of 45.5, with one century, 105 not out. Alf Popplewell scored 247 runs, Will Webb 240, and Tom Wiggins 279 runs. George Midgley stood out in the bowling as well as with the bat in taking 55 wickets at 9.4 average, getting good support from Chas. Delardes with 37 wickets at 12.9. Popplewell took 15 wickets and Cowling 26 wickets sharing the honours with Meeves 25, Harold Midgley 18 and Loveday 15 wickets.

When the team ceased to function after the 1912-13 season players continued to turn out with other teams in St.George and other districts. The enthusiasm of the men who comprised the first Menai cricket teams has written a chapter in the history of the district.

Source:- Abridged from the History of Menai Cricket Club, 1910-1913, by All Midgley, who had interviews with Charles Delardes and William Meeves in May, 1967; from the memoirs of his father, Arthur Midgley. Match results and performances were taken from various issues of the St.George Call, and St.George Cricket Association.

-----Fred Midgley

THE ROAD TO ILLAWARRA

The few settlers in the early days of Illawarra found an overland route from Sydney shorter than via Appin. It crossed George's river at Lugarno where a punt was installed, followed a ridge through Menai, dropped down and crossed the Woronora River near its headwaters { salt) then on to Heathcote known then as Bottle Forest and then along a ridge to a tableland to the top of Bulli Pass.

In 1843-45 Surveyor General Sir Thomas Mitchell had a road constructed along that route and some of which is still in use to-day.

It was reported that in 1841 a party of horsemen, including a con-stable were surrounded by a bushfire in which the constable lost his life. Bushfire danger caused people to look upon the route with disfavour for 25 years. Little traffic used the road and efforts in the 1850s failed to induce people to use it.



The old track became overgrown until in about 1865 John Biggar of Wollongong drew attention to the route, induced the Government to place it on the estimates as a third class road, and the with R.T.Hayles drove the first four-horse coach through to J.P. Orvads at Georges River.

In 1870 the Legislative Assembly voted £400 for the formation of the road from Georges River to the top of Bulli Mountain where it joined the road from Appin. It was one rod wide to allow a vehicle to be driven from Sydney to Wollongong in six hours and to open a direct approach to Illawarra.

The road was in use by June, 1871, with a few boggy patches at Madden's Plains. The eighteen mile section between Bulli Pass and Bottle Forest had four trustees, John Biggar and R.T.Hayles of Wollongong and W.Campbell of Bulli. John Payne was added in 1872. In the seventies and early eighties horsemen rode from Wollongong to Tempe, left their horses at the hotel paddock and took the Arncliffe bus to Sydney. A toll was charged for crossing George's River on the punt which commenced running in 1864.

Source: From "Black Diamonds", by W.A.Bayley.

---Fred Midgley

EXTENSIONS TO COUNCIL CHAMBERS IN 1953

At the beginning of 1953 Council had to face the requirements of the enlarged Council of fifteen members to be provided for at the end of 1953, together with the additional space required to provide for the five riding administration. Suggestions were considered

that the existing Council Chamber could be enlarged, but it was seen that to provide for fifteen Councillors and the Council officers who attend the meetings so much room would be needed that there would be little space left in the Council Chamber to accommodate the press and the public.

Furthermore, as space was still needed for a Town Planning staff and other appointments still necessary to cope with the expansion of Council's activities. Council decided to abandon the idea of trying to alter the old Council rooms and instead to convert the old store in the Council yard to a new Council Chamber, where there would also be room for extra committee rooms needed for the enlarged Council; it was also found possible to include in the new accommodation a proper amenities section for the female staff who were most inadequately provided for under the old arrangements.

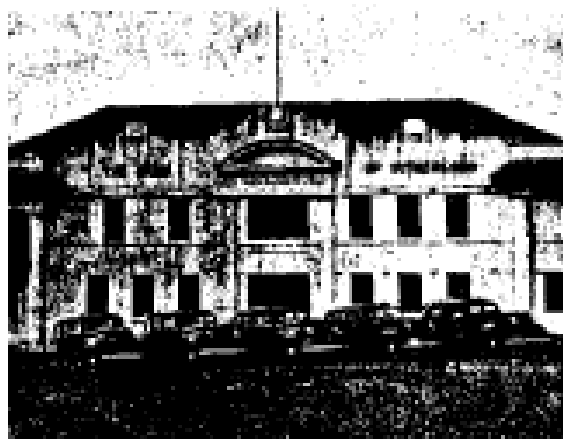
The old store room was an eyesore right on the main road side of the Council buildings and, by the conversion, was an attractive asset to the Council Chambers, as well as providing the organisation with adequate space for present and future needs, in the most economical way.

The official opening of the of the suite took place on Saturday afternoon, October 17,1953, when the public was invited. A platform was erected in front of the building for the speakers, and a large representation of Mayors, Councillors and officials from various Councils in the suburbs were present. At the close the public were invited to enter and inspect the building and have afternoon tea.

Source: "S.C.A.M." newspaper.

-----George Heavens

The Council Chambers in 1940. Reversed into the kerb are the cabs and hire cars of H.M.Olsen.



Australian Department of Immigration and Ethnic Affairs

Immigration in Focus: A Photographic Archive, AGPS, Canberra, 1986, pp 161, \$8.95

Reviewed by Edward Duyker

Discovering the Department of Immigration and Ethnic Affairs's photographic archive was for me a special experience. To tantalize the initiated, the published catalogue, IMMIGRATION IN FOCUS contains a selection of 41 impressive photographs as a preamble. I wanted to see more. Yvonne King, the Department's pictorial editor, guided me through the many remarkable photos which once appeared in the pages of the magazine THE GOOD NEIGHBOUR. Yvonne had a particular sensitivity for the task. British-born, she had lived in the Netherlands and Germany before emigrating to Australia with her husband.

The collection is an extraordinary distillation of human experience - frozen images from one of the great periods of cultural exploration in our history. The work of professional photographers, there is a cumulative power that the researcher finds hard to ignore. The student of immigration in this country can find historical photographs in thousands of private collections, but the majority have been taken without much heed of the subtle technical problems of light and the aesthetics of composition. Every now and then, among the snap shots, one encounters freak masterpieces. IMMIGRATION IN FOCUS, however, is a catalogue of many small masterpieces. While the mainstream press in the Post War period made irregular reference to immigration, the GOOD NEIGHBOUR devoted itself exclusively to the "assimilation" of newcomers within Australian society.

IMMIGRATION IN FOCUS is divided into 34 chapters in which photographs are catalogued according to an equivalent number of general categories. These include displaced persons, refugees, the "Bring Cut a Briton Scheme", religion, towns, naturalisations, employment, ethnic groups, hostels, education, ships, sport, the arts, leisure and historical milestones. Most are cross-classified by ethnic group and year. The material contained is of enormous value to social historians and the editors deserve special commendation for the manner in which they have organised and catalogued the collection. Nevertheless, I would have liked to have seen more reference to the surnames of those pictured. It is not just the photographs which are of obvious utility. The captions, filed with them, contain useful biographical and historical information.

I picked up a few spelling errors here and there, but (given the number of languages the editors had to deal with) this was only a minor flaw. My only criticism is that these photographs, when selectively published, sought to portray immigrants as overwhelmingly happy in this country. The number of smiling portraits is awesome. Few would deny, though, that THE GOOD NEIGHBOUR was a propaganda organ. This reviewer can guarantee that the collection will not precipitate depression. It may even elicit some very special personal emotions. The photograph of the JOHAN VAN OLDENBARNEVELT - mundane by the standards of the archive - was one such photograph for me. The "J.v.O." was the ship on which my grandparents followed my father to Australia. I have no doubt that future generations of Australians will pore over such photos. To be convinced of this, one has only to look at Anglo and Irish Australians who now eagerly search library files of prints of the 19th century sailing ships in the hope of finding the vessel which brought their ancestors to Australia as convicts or assisted immigrants!

EXCURSION REPORT

Since submitting the Excursion Report in the July Bulletin outings were held to Prospect District, Ku-Ring-Gai Area, and at the time of writing we are about to spend our October week-end in the Far South Coast region: a belated report Will be included next quarter.

Prospect is quite close to home, and although we have had morning tea at the Reservoir previously this was the first time we have had a conducted tour of the District. Thanks are due to Mr. Robert Brown of that Society for acting as the guide, and especially for coming all the way to Sutherland to commence the day with us.

Our guides on the Ku-Ring-Gai Tour were most informative and it was very interesting to hear all about their historic area. We have visited many parts of the Lower North Shore, also the Upper North Shore, but this middle section has been missed.

On Saturday, November 21, we will be visiting Lithgow; it is fully booked, but there is a waiting list. We leave Cronulla at 7 a.m., Sutherland at 7.30 a.m, PLEASE NOTE: -we do not expect to return before about 7.30 p.m. to 8.30 p.m.

We shall tour Lithgow with Mr. E. Arnold of that Society and on the way home visit the Zig Zag Railway which trip is being arranged by Mr. Allan Boissery. If it is a long time since you visited the Railway, you will see many changed!!

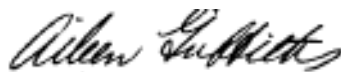
A special outing has been arranged for Saturday, January 16, 1988; we board a launch at Roseville Bridge and travel around the historic upper reaches of Middle Harbour. Being mid-summer a day on the water should be very enjoyable. Only 48 persons can be taken on the launch and as bookings opened at October Meeting, it is fully booked. Here, as always, there is a waiting list. Full inclusive cost is \$15.00 Members and \$17.00 visitors. (Take your Morning Tea and Lunch needs as usual). If possible on the way home, we will endeavour to see some of the Bi-Centenary decorations, etc.

For 1988 we have decided not to have a week-end tour in March; the suggestion was put to the General Meeting and they agreed that so much is being planned we should take this action. We are looking at the possibility of a day out instead, but if this can be arranged bookings will not open until December.

We have been experimenting with transport for our shorter trips and using a commuter bus, or similar because it allows us to take 52 /53 people; coaches only hold 48/49. Let me assure you these are not used for long trips, when the coaches are booked. Members were asked at the last outing to express an

opinion and most say to take what allows most to travel, but some feel they need the extra comfort; when put to the meeting we had similar reaction. If you wish to make a comment and ' have not already done so, we would appreciate hearing from you.

For Bookings please contact Mrs. Cutbush - 523- 8147; for an enquiries or suggestions either Mrs. Cutbush or myself 523-5861.



Convener.

THE DRESS CIRCLE OF PORT HACKING, 1910

Go where you will on Port Hacking, you cannot fail to find beauty spots unsurpassed by any in the Commonwealth. But the very pick of Port Hacking inlets is Yowie Bay. The scenery there is magnificent. Nowhere is the sea more clear - nowhere the trees more green - than in the Dress Circle of Port Hacking. There is deep water there in all parts in all tides, and the fishing is particularly good. Best of all Yowie Bay can be reached in very little, if any, more than an hour from Sydney.

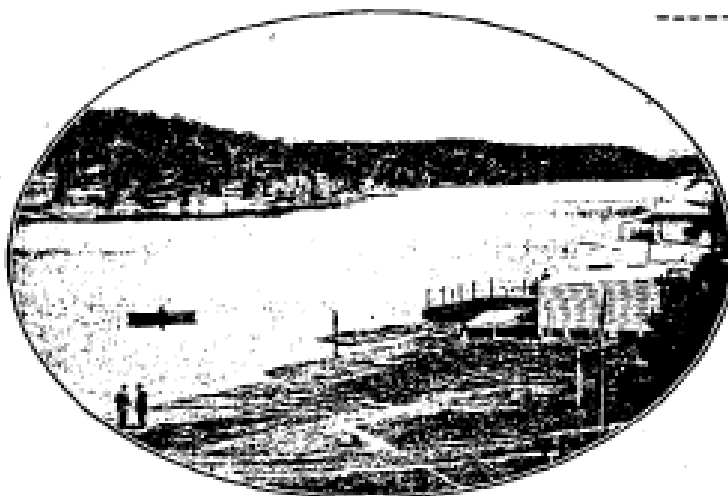
Willarong Point Estate shown in the photograph above to the right at the back, is the pick of the Yowie Bay property.

The blocks on this estate are the finest available week-end sites near Sydney. Everyone has an absolute frontage to the deep waters of Yowie Bay, of not less than 92ft. The depths average 600ft. Just think what great big roomy lots they are.

The frontages are elevated but accessible, and the landing is good on any block in any tide. The views to had from the estate are truly glorious. The great area of each block allows its lucky owner growing fruit or garden produce between intervals of bathing, boating or fishing. This gives an added pleasure to weekends as all who have tried it enthusiastically testify.

Blocks 92 x 75ft., 25s. a foot; terms, £5 deposit, £2 10, a month for five years, when the balance (if any) is due. Torrens Title.

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



Yowie Bay, Port Hacking. Willarong Point Estate is shown at the right, in the back ground.

SANDY POINT

Sandy Point Progress Association was formed on May 22nd, 1951. Agitation for a road off Heathcote road commenced in 1949. When per-mission was granted residents had to construct the road themselves. A woman was responsible for the original mail service, rowing across the Georges River to Picnic Point to collect the mail bag.

-----F.M'.

OPENING OF JANNALI RAILWAY STATION

Jannali was en fete on Saturday afternoon, February 7, 1931, the occasion being the important event of the opening of the new Rail-way Station and overhead bridge. The station had been gaily decorated with flags and streamers, and presented quite a picturesque appearance. At three o'clock there was a large company present on the platform, where the first portion of the proceedings was to take place. Mr.E.P. Kinsella, M.L.A., had been invited to perform the ceremony of opening the station, and the President of the Shire, Clr. E.S.Shaw that of the bridge.



The company having settled on the platform, Clr. E.S. Shaw (President of the Sutherland Shire), invited Mr.E.P.Kinsella, M.L.A., the Member for the district to perform the ceremony. Since being their Member, Mr. Kinsella had attended many of their meetings in the Shire, but this was the most important function of his career. It did not come everybody's way to have the privilege of opening a railway station. He then called upon Mr.Kinsella to perform the ceremony of officially opening Jannali Railway Station.



Mr. Kinsella expressed his pleasure at being there, and said, if not the most important function, it was certainly the most pleasant.. It was by the spirit and perseverance of the community that this result had been attained. He congratulated them on having secured their objective, and hoped it was forerunner of the progress of the district. He also congratulated the members of the Progress Association, whose hard work and assistance had resulted in the opening of this railway station. Credit was due to the Sutherland Shire Council for their assistance in advancing money, so that the building could be proceeded with. It was the most progressive Council in the State.

Before formally declaring the station open, little Miss Celia Tierney stepped forward, and asked him to accept a bouquet for Mrs. Kinsella on behalf of the lady members of the Jannali Progress Association. Mr. Kinsella thanked the little girl on Mrs. Kinsella's behalf for the bouquet and for the "nice things you said, and the nice way you said them."

Mr. Kinsella then unlocked the office door and formally declared the station open. Mr. Kinsella then entered the ticket box and sold the first return ticket from Jannali to St. James, to the President of the Shire. The company then proceeded to the overhead bridge, where the President of the Shire was to perform another opening ceremony.

Councillor Lawrence, before introducing the Shire President, Councillor Shaw, remarked on the happy day it was for residents of Jannali, who in some cases had waited 43 years for the fulfilment of their dream.



As a Progress worker in past years, he had helped in the agitation for the station, which then appeared a hopeless possibility, but due to the Jannali Progress Association President, Mr. Mitchell, ably supported by the Secretary, Mrs. Tanner, they that day were able to see their dreams realised. He believed their

success was very largely due to their choice of a lady secretary. In introducing the Shire President, he stressed the good work done by Councillor Shaw, and the time taken in his Presidential duties.

The President of the Shire thanked Councillor Lawrence for his remarks, and also for the great honour conferred upon him by having the privilege of declaring the bridge open. He was only following the steps of men who had done as much and more than he had done. The platform had been ably opened by Mr. Kinsella. That was an important item, but it was not complete without the bridge. In addition to the money advanced for the building of the station, the Council was responsible for £2,500 for the erection of the bridge. It was a means of linking up two parts of the district. He would suggest the Government impose a fine of £5 every time the word "depression" was mentioned. The clouds would then soon pass away.

At this point little Miss Winnie Harman asked Clr. Shaw to accept on Mrs. Shaw's behalf a bouquet from the ladies of the Progress Association. He thanked the little lady for the bouquet, and said he was very sorry Mrs. Shaw was not present, but, like Mrs. Kinsella, was away on a holiday. It showed the strain the ladies felt when their husbands were engaged in public life, The ribbon was then cut, and the obstruction to traffic removed.

Mr.K.W.Marsh, the Shire Electrical Engineer, was the first to drive a car over the bridge, and Mrs. Polldore, of Sydenham, aged 74 years, was the first pedestrian to cross the bridge after the cutting of the ribbon.

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

JUBILEE CELEBRATIONS

The concluding item of the Sutherland Shire Jubilee Celebrations took place on Sutherland Oval on Sunday afternoon, October 13th, 1956.

The programme, which was compared by Mr.N.H.Knight, commenced with a street march at one o'clock from Sutherland Station. On re-aching the Oval bands from Parramatta, Bexley, Woonona-Bulli, Kogarah Municipal, Canterbury and St George-Sutherland Shire, Burwood, Rockdale and Tuggerah took up their positions and, with teams of marching girls in various coloured uniforms from Sydney, Fairfield, Parramatta, Hurstville, Penrith, and Katoomba, paraded across the Oval. During the afternoon items were rendered by individual bands and massed bands. Displays of marching by the marching girls' teams were very interesting.

A vocal item with band accompaniment by Master Geoffrey Astee (Bless this House), and Taren Point Boys' Club also gave a display.

The St. George-Sutherland Band expressed its sincere thanks to all marching girls, brass bands, ladies' auxiliaries and helpers for their co-operation. Also the general public for their attendance in helping to make the Jubilee Day a success.

Source: The "S.C.A.M.", October 19, 1956.

----George Heavens

G.M. Hibbins, C. Fahey and M.R. Askew Local History:

A Handbook for Enthusiasts - George Allen & Unwin, Sydney, 1985

A local history society, like any group of dedicated individuals, is characterized by members with varying degrees of competence. But how does the enthusiastic amateur gain more competence in researching and writing local history? There are some excellent general introductions to historiography. E.H. Carr's *What is History?* And Elton's *The Practice of History* come immediately to mind. These books, however, do not address themselves to Australian questions, let alone the specific methodological problems associated with local history. For this reason, Hibbins', Fahey's and Askew's handbook is a particularly welcome work.

Local History is divided into four parts. The first part is an introduction to empirical research practice. The novice learns about note-taking, terminology, the various types of sources and the use of accepted conventions in historical writing, such as footnoting.

The second part of this book deals with the most basic element in local history: Land. Among the subjects discussed are Aboriginal ownership, water, squatting, parish maps, estates, the titles office, aerial photography, geomorphology, geology, gazetteers and field naturalism. A case study of Mordialloc in Victoria is provided as an illustration of such sources and disciplines used to bring the history of a particular region to life.

The third part of *Local History* deals with people. Those who have done genealogical research in Australia will be familiar with many of the sources discussed by the authors. The discussion of demographic concepts and other socio-historical issues may be less familiar. (The authors steer clear of more abstract philosophical questions which have had historians arguing for centuries.)

Aside from the appendices (which contain a list of abbreviations and a bibliography), the final part of this excellent handbook deals with buildings and the architectural environment. The authors employ a "biography" of Preston Street in Geelong West to illustrate how various sources can be used to write the history of a single street. The reader will also find much useful information on researching individual buildings and the living conditions associated with them.

To sum up, *Local History* is a must for anyone seriously interested in local historical research in Australia. It is well-illustrated, highly readable and guaranteed not to intimidate the novice. Even practiced hands, will find it a useful reference work.

Reviewed by Edward Duyker

A SUTHERLAND CONSTABLE.

Senior Constable Lewis was a tall man and well-built with a full face, and of a fair complexion. When he walked he had a slow rolling gait. Mr. Lewis, his wife, was a woman of slight build.

They had five children. Reginald who was the eldest, Walter, May, Roy and Eric. Roy died of the 1918-19 Influenza plague.



Mr. Lewis was Sutherland's first police officer being stationed there around 1893. He used a bicycle for longer trips to maintain law and order.

Mick Derrey's sister, Tina, worked in the Lewis household as a maid, minding say, the daughter cleaning the house and scrubbing

floors for 2/6 (25c) a week, Lewis had a small orchard at the rear of his residence, the police station and lock up. The eldest of the Derrey children of Gynea Bay, once climbed over the paling fence and left his sister outside.

The Constable came along and enquired what the girl was waiting for. "My brother", she said, "Where is he now", asked Lewis. Pointing, the girl in all honesty said, "He's in there!"

The police station was on the corner of Eton and Flora Streets. The school was in Flora Street and Eton Street, on the opposite corner to the police station. A teacher, Mr. McVee, was having trouble with several boys who insisted on climbing the downpipe at the school. Failing to heed their teacher the boys continued their prank until in desperation he went and brought Constable Lewis. The policeman lectured, "I'll lock you all up", whereupon the boys decided to obey their teacher.

Mr. Derrey (Snr.), had occasion to take a load of wood on his dray to Sutherland, and on his arrival at the back of the railway station off Railway Parade (now the Princes Highway), the horse dropped dead,

Thinking what was the best thing to do and how to act on his predicament he called on Lewis and explained what had happened. By this time a number of people had assembled around the unfortunate horse. Constable Lewis on his arrival ordered the people to "stand clear", and, producing his revolver, shot the already dead horse in the head.

Source: From the notes of the late Mick Derrey written in 1977.

----F.M.

Les Thacker, a son of Miranda pioneer Edward Thacker, had a barbers shop in Miranda shopping centre. It was next door to Mr. Porter who had an Estate Agent office. Porter had only one leg, being a casualty of World War 1.

Source. From the notes of the late Mick Derrey. ----F.M.

THE NEW CRONULLA DEVELOPMENT CO. LTD.

The New Cronulla Development Company Limited commenced with a Capital of £50,000, Divided into 50,000 Shares of £1 each of which 29,250 were offered to the public in May, 1926, the balance being distributed as per agreements entered into between the Company and the Vendors and with Mr. C.O.J. Monro, the Managing Director.

The Directors of the Company were;

C.O.J. Monro, Managing Director and Managing Director of C. Monro, Ltd.,
Auctioneers, 28 Martin Place, Sydney

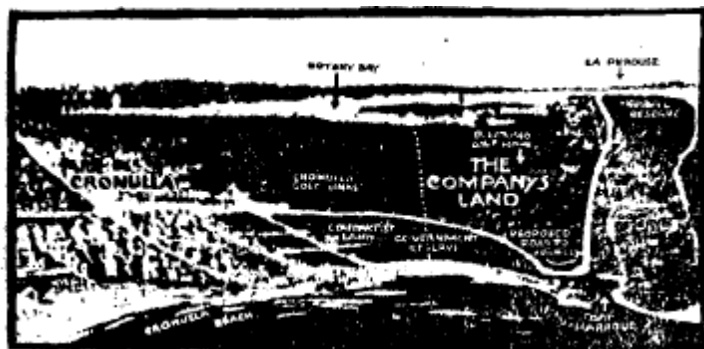
J.G. Davey, Farmer, Arianah Park.

W.E. Berry, Builder and Contractor, Arianah Park. A.G. Berry, Builder and
Contractor, Arianah Park. F. Marien, News Editor, Miranda.

T.A. Sanderson, Farmer, Arianah Park.

H.S. Stewart, Works Manager, Cronulla.

The objects of the Company were to develop the properties acquired, being an area of 908 acres of seaside land, for subdivision and sale, which necessitated the construction of a road from Kurnell to Boat Harbour, thence to Cronulla, opening up the intervening land.



The land was sub-divided into about 10,000 feet at the Ocean Beach and Boat Harbour front-ages, and approximately 126,000 ft. of new streets.

Two subdivision plans "A" and "B" were prepared for the first two sales: "A" having 18,000 feet of beautiful land

situated between Kurnell and Boat Harbour, which after an expenditure of £8,000 for road construction and Auction Sale expenses would return on a very conservative estimate a sum of £28,000 profit, and "B" situated opposite the Cronulla Golf Links, and fronting the ocean, subdivided into 9,000 feet, which after allowing £4,000

for road construction and Auction Sale expenses would return a sum of £24,000 profit.

An area of 43 acres of most suitable land was set aside for the construction of an 18 hole golf course.

The proposition meant that the Company would be in possession of approximately 118,000 feet of land estimated to return, after development works had been carried out, a sum of not less than £236,000, and from the first two sales referred to, the total capital of the Company would be returned with interest.

In arriving at the estimate of returns, the Company calculated on a £2 per foot basis, which they estimated was most conservative, as it was pointed out it was impossible to secure seaside land in such close proximity to the City at that price. Therefore, with the large Beach frontage the Company's land possessed, the opening of the Boat Harbour gem, coupled with the historic surroundings and the increase(

popularity of the area, which would be brought about with the completion of the George's River Bridge.

The area owned by the Company was considered the best holding of subdivided land on the sea front in the Metropolitan area of Sydney, having frontages to Cronulla, the finest surfing beach in Australia (4 miles long), and also to a portion of Botany Bay, with the rapidly growing and progressive district of Cronulla on the Southern boundary and Kurnell Reserve on the Northern boundary.

When the road, as previously mentioned was constructed from Cronulla to Kurnell through the Company's land, it would become one of the most popular highways in the State, by reason of the fact that it would lead to the Birth place of Australia - Kurnell. The road traversed through undulating and elevated country, magnificent views en route being obtained of the Metropolitan area, Illawarra suburbs, Botany Bay, Sydney and the Pacific Ocean.



The Company was successful in securing the services, by agreement, of one of Sydney's most progressive Auctioneers and Civic Administrators, Mr. C.O.J.Monro, who had proved himself to be a sound subdivisional expert. At that time Mr. Monro had 16 years of business associations with the Sutherland Shire, and has been President of the Shire for the past 6 years, and was responsible for the building of the George's River Bridge.

Source: The "Daily Telegraph", May 12, 1926. ----Fred Midgley

A HUNTING SONG OF 1929

There was a jolly Council .and it worked really well,
 'Till some nasty little newsboy stirred a nasty smell.
 But whether it was meant for Arthur or whether meant for Joe,
 They're all out solid to catch their foe.

Chorus

Oh, a hunting we will go, A hunting we will go,
 We'll catch a fox and put him in a box,
 And a hunting we will go.
 And if a fox is cornered, you'll surely hear the wail,
 As old John Peel puts the acid on his tail,
 Who's reaching down the grapes may be solved at any hour,
 But what will foxie think if he finds them very sour?

(Ditty is relative to Tom Ugly' bridge passes and the aftermath).

Source: "St.George Call". ----F.M.

COUNCIL ANNOYED

Because many motorists were using Taren Point punt and thus escaping the payment of tolls across the George's River bridge, the President of Sutherland Shire Council, Clr. Hand, suggested at a Council meeting that traffic across the punt be discouraged. "We should take steps to have the 25 vehicle punt removed, and a 6 car punt installed instead".

---"St. George Call"

BEFORE THE FIRST FLEET

Most history books tell us that Australia's first permanent European settlers landed at Sydney Cove in 1788 and in 1988 we have yearlong bi-centenary celebrations to mark the event.

Europeans had arrived on our west coast more than a century and a half before the First Fleet sailed through Sydney Heads.

The first recorded white men to take up permanent residence on our continent were two not very nice Dutchmen named Wouter Loos and Jan Pelgrom, who rather reluctantly set foot on Australian soil in 1629, at a spot on the Western Australian coast now known as Kalbarri.

These two rather unsavoury characters did not want to really become the first white men to live in Australia, but they had no choice in the matter.

They were marooned on the Kalbarri coast for their part in the in-famous shipwreck of the Batavia, mutiny and massacre. They must have played a very small part, for the other mutineers were tortured then executed.

In the early hours of June 4, 1629, the Batavia ran into Morning Reef in the Abrolhos Islands, broke up and sank. About 228 of her passengers and crew made it safely to nearby islands.

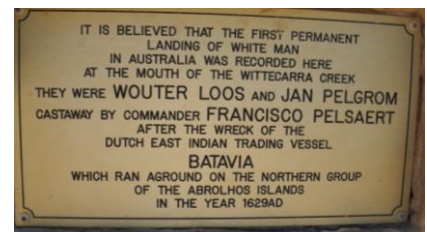
The ship's commander, Commodore Pelsart, took a small boat, and headed for Batavia to get help. When he returned he found that the mutineers began the bloodiest series of murders on Australian soil, killing 125 men, women and children. Six of the mutineers had their hands cut off with hammer and chisel before they were hanged on what is now called Long Island.

Loos and Pelgram escaped the noose, but were marooned on the near-by mainland.

Perhaps their punishment was the worst of all, for they were doomed to live the rest of their lives in a hostile environment as alien to them as the moon.

Today, a memorial cairn stands at their lonely landing place Wittecarra Gully.

Kalbarri also received Australia's second batch of early unwilling "immigrants", who were castaway there when the Dutch ship Zuytdorp was wrecked off the Kalbarri coast in 1712. Their exact fate is a mystery, but, it is thought that the survivors joined the local Aboriginal tribe, which had blue eyed members generations later.



Source: "East-West's" Australia, in flight magazine of East-West Airlines by permission of the author, Mr. Alec Hepburn of East Victoria Park, Western Australia.

---Aileen Griffiths

AUGUST, SEVENTY YEARS AGO

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

An eagle measuring 6 feet 6 inches from wing tip to wing tip was shot at Heathcote by Walter Higgerson.

---The Propeller

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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

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

SUTHERLAND SHIRE HISTORICAL SOCIETY

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If you have not already paid in advance, please fill in this form and hand it to the Hon. Treasurer, Mrs. E. Sheppard, at the monthly general meeting of the Society; or post to the Secretary, Sutherland Shire Historical Society, P.O. Box 389, Sutherland, 2232.

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The Society's Objectives

1. The study of Australian History in general and of Sutherland Shire History in particular.
2. The collection, acquisition and preservation of all material relevant to the history of the Shire.
3. To encourage and foster an interest in the development of the Shire with particular regard to its natural beauty, character and the preservation of its historic associations, buildings, Aboriginal relics and the like.
4. The dissemination of historical information to members and others by way of lectures, exhibitions, discussions, publications and excursions.
