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PRESIDENT'S NOTES (February, 1988)

1987 gone, The Christmas meeting was a great success, when as big a number as I have seen at anytime attended to see a , film presentation of time and place in the Holy Land. Member s night in January has just passed and I was impressed once again with the enthusiasm of members in coming forward with educational material.

At the time of writing for the November issue I stated that the Society had one occasion to be out on the good ship "Sutherland Shire". Our appearance was noted at the Engadine Fair in November and at very short notice at a parade in the City on January 9. This is a bi-centennial contribution as will be an historical display at Cronulla in mid March.

We now look ahead to the events of 1988. Like 1970, this year has a special significance and may stir up renewed interest among historical societies and students of history. Over the last 200 years history has risen to heights of interest, resulting in the establishment of many common interest historical groups and many large historical displays -- meetly in the country. Some of these displays have suffered due to familiarity and maybe lost for all time, however, it is hoped that many of the small societies will keep their museums, with the interest of their local councils. The bi-centenary of first settlement has had a new effect -- a rise of interest in ancestral relations. Perhaps in years to come this research will be very simple; this may make research uninteresting.

Best wishes for 1988.

HAROLD IVERS.

HISTORY OF AUCTION

One of the most efficient methods of selling property and goods has been by auction, a system which has operated from ancient times. The word "Auction" is derived from the Latin meaning "an increase" and is defined as an arrangement for increasing the price by stimulating competition among buyers.

In anent Rome, auction was a common form of selling. One of the most notable occurred in 193 AD when the Roman Praetorian Guard offered the Roman Empire to the highest bidder after assassinating the Emperor.

So efficient has been the auction method that even slave traders, pirates, adventurers, peddlers and merchants have used it to dispose of their various wares, often attracting attention to their auctions by the ringing of a bell. The bell is said to be an extension of the town cryer s bell and still used by some auctioneers to-day.

Throughout history different approaches to ending the auctions have arisen. Sometimes time limits have been imposed such as a sand glass running out or a candle melting down an inch, On other occasions, the item being offered started at a higher price than the buyer was willing to pay, then gradually lowered. This method is known as a "Dutch Auction" and is seldom used except for charity auctions. Today, the end of an auction sale is indicated by the fall of the auctioneer's hammer.

Courtesy Winton Real Estate, Caringbah.

----Aileen Griffiths

ARTHUR PHILLIP ESQ. ADMIRAL OF THE BLUE,

FIRST GOVERNOR AND FOUNDER OF THE COLONY OF NEW SOUTH WALES

Jacob Phillip, a native of Frankfurt, Germany, settled in England in the mid 1730s, becoming a teacher of languages. He was the father of Arthur Phillip who was born on the 11th of October, 1738, in London, England in the parish of All Hallows.

As Arthur's mother had previously been married to a Captain Herbert of the Royal Navy. It was her desire that her son follow the sea; so, Arthur attended school at Greenwich, where he studied for several years. His maritime career began at the age of 16 in 1755, learning the rudiments of the naval profession, and at that time he took part under Captain Everet in the seven years war between England and Germany against the French during 1756 and 1763. At the age of 23 he became a Lieutenant on the "Stirling Castle" being highly recommended by Sir George Pococke on the 7th of June, 1761, as in his-own words Phillip showed great promise as a seaman.

After the war he settled down, marrying his first wife Charlotte Dennison on the 19th of July, 1763, at Lyndhurst in the New Forrest Hampshire and for thirteen years he was farming. Tiring of this, and as Portugal was at war with Spain he returned to the sea, fighting against the Spanish, doing so until he returned to the Royal Navy where he was appointed to the post of Captain of the Frigate "Ariadne" in November, 1781, at the age of 43. In December, 1781, Phillip was transferred to the warship "Europe", 64 guns, and in November, 1783, sailed for the East Indies, but was soon recalled, so he could arrange for his historic adventure, the founding of New South Wales as a Colony.



On the 25th of October, 1788, Phillip was given command of the "Sirius", and ordered to sail to that eastern part of the coast of Australia described by Captain James Cook, and to form a settlement at a place known as Botany Bay. The reason for the choice of Phillip to be Governor of this new colony is not really known, but, when Phillip was farming in New Forrest he became very friendly with a George Rose who was at the time of the appointment, Treasurer of the Royal Navy; a man holding this position would have a considerable share in the choice of the First Governor of New South Wales. Phillip certainly recorded his friend-ship, by naming Rose Bay, and Rose Hill in his honour.



On the 13th of May, 1787, Phillip set sail with a flotilla of eleven ships made up of:-

The flag ship "Sirius", Captain Phillip (Commodore) and Captain John Hunter, followed by HMS "Supply", Lieut. H.L. Ball and six transports, all carrying convicts.

"Alexander", Capt. Duncan Sinclair, with 210 convicts.

"Scarborough", Capt. John Marshall, with 210 convicts.

"Friendship", Capt.. Frank Walton, with 104 convicts.

"Charlotte", Captain Thomas Gilbert, with 124 convicts.

"Prince of Wales", Capt. John Mason, with 100 convicts.

"Lady Penryhn", Capt. Wm. C. Sever, with 102 convicts.

Three store ships:-

"Golden Grove", Capt. R. Hobson.



CAPTAIN HUNTER

"Fishburn", Capt. R. Brown.

"Borrowdale", Capt. R. Hobson.

A total of eleven ships, 778 convicts, 250 free persons, 212 Marines and Officers.

They grouped and sailed from Spithead, England, headed for Santa Cruz, Teneriffe, in the Canary Islands, arriving on the third of January, 1787. Here they loaded fresh water, fruit and vegetables, setting sail again on the tenth of June, 1787. Since the embarking 24 convicts had died.

On the 18th of June, Cape Verde was sighted but the weather was too rough to land, so they continued on until the 5th of August, 1787, arriving at Rio de Janeiro where badly needed fresh fruit and vegetables were loaded and the fresh water was refurbished.

They had left England four months by the time they sailed again on the 4th of September, 1787, Then came the long crossing of the Atlantic, a distance of about 4000 miles; this they covered in 39 days, dropping anchor in Table Bay on the Cape of Good Hope, the most southern part of South Africa: they arrived on the 13th of October, 1787

After attending to the supplies position, they set off again on the 12th of November:, having an uneventful voyage to arrive off the coast of Botany Bay on the 18th of January, 1788. On the 25th of November whilst at sea Captain Phillip had left the "Sirius" in charge of Captain Hunter, and boarded the faster ship the "Supply" having in mind to arrive first in order to survey the position of where to anchor; where to land his thousand people; where to set up a settlement.

On his arrival Phillip first sailed into Botany Bay. The bay had been discovered and recommended as a safe harbour by Captain James Cook, in 1770.

Phillip had been directed to set up the colony there. However, finding the bay too exposed for safe anchorage as well as the surrounding country unsuitable for settlement, he decided to explore further north, sailing on the 22nd of January, 1788, and was indeed fortunate to find Port Jackson only seven miles away.

Think for a moment. Cook had named Port Jackson as he passed by three miles out to sea. He had not entered or explored it, and it was just luck that it proved a. good place for settlement. Had it not been a good harbour, or had it been too shallow and Phillip could have not used it, where would he have gone and taken his flotilla of eleven ships and over 1000 people.

What a stroke of good fortune for him.

Phillip's first impressions of Port Jackson are recorded in a famous despatch to Lord Thomas Sydney the then Home Secretary which he sent on May 15th, 1788.

"We got into Port Jackson early in the afternoon, and had the satisfaction of finding the finest harbour in the world, in which a thousand ships of the line may ride at anchor in the most perfect security.



Captain Phillip immediately decided to move the whole fleet to Port Jackson and on the 24th of January, 1788, he sailed all ships

to establish the first settlement on a cove that had a spring of fresh water (Tank stream), and in which his ships could anchor close to the shore in deep water. He named it Sydney Cove after the Home Secretary. This area was generally known as Semi Circular Quay, Later the semi was dropped and it became Circular Quay as it is now known. All ships had arrived by 26th January, 1788, and he hoisted the flag. The 7th of February, 1788, was the day that Phillip had called together and assembled, every member of the colony, where a large area had been previously been cleared of trees and scrub. The military were drawn up under arms, the convicts stationed apart; near the Governor were his principal officers. The Royal commission was then read by Mr. D. Collins the Judge advocate. By this Arthur Phillip was constituted and appointed Captain General, and Governor in Chief in and over the territory of New South Wales. A three gun salute put the seal on these proceedings. It was at this gathering that Phillip recommended marriage instead of the illegal intercourse that was now taking place between the sexes. This part of the speech had an encouraging effect as during the following week no less than fourteen marriages took place.

At first Governor Phillip struggled against rebellious convicts, disorderly troops, birds and mice that ate the sown grain, extreme heat, unpredictable rainfalls and the threat of famine by 1790; but he successfully created a permanent community.

While Governor of N.S.W. Phillip explored personally North, South, and West, making many major discoveries for the benefit of the new colony. While on such an expedition to Manly, seven miles across the harbour, after examining the carcass of a whale that had beached itself and died, he proceeded to call on Benalong the native chief of those parts. Unfortunately one of the chief's attendants mistaking the purpose of the visit threw a spear and successfully speared the Governor, lampooning him right through the chest, the spear coming out of his back under his shoulder blade and close to the spine.



Now, the spear could not be pulled out as it was fitted with a large barb at its head. This protruded, so Phillip's attendant had to break off the shaft as close to his body as possible and pull the spear on through his body, causing him much pain and suffering. This event took a heavy toll on his health in years to come. I cannot try to describe in full the events of the first few years, they must have been horrific, and yet Phillip entirely through his own efforts ruled the rebellious multitude of humanity from the day they arrived until November, 1791, when he resigned the post of Governor.

During Phillip's term as Governor he repeatedly requested that Sydney, N.S.W., be transformed into a colony of free settlers using free convict labour, but the powers in England preferred it the way it was, a penal colony; and so in his four years as Governor, Phillip created one of the best penal colonies in the world, so much on his credit side against such odds, he sailed for England aboard the "Atlantic" on 10th of December, 1792.

On returning to England in 1793, Phillip took up residence in the Royal Crescent, in Bennett Street, Bath. He was then 55 years of age. He hoped the warmth of the Spa waters of Bath would eradicate the pain of his wound to some extent. Phillip had had a most unsatisfactory wife, and the marriage was far from a happy one. Fortunately

for him she died in 1792 and he remarried a second wife, Isabella Whitehead, on the 8th of May, 1794. With his health improving he again served in the Royal Navy on H.M.S. Alexander and was promoted to Rear Admiral of the Blue in 1801, and to Rear Admiral of the White in 1804. In 1805 he retired from active service, and lived in Bath on his pension, becoming an Admiral of the Blue in 1814.

After his retirement his behaviour became odd, sufficient enough for his friends and neighbours to suggest suicide caused his death, for on 31st of August, 1814, he fell from the first floor window, head first onto the stone pavement of Bennett Street, and died almost instantly.

He was buried in the Church of England church at Bathampton, a little village about 10 miles from Bath, Phillip survived to the end, a man of Dignity, grace, industry, and great self control. He won the battle for survival against tremendous odds.

Although elevated to the high post of an Admiral, and being the first Governor of N.S.W. it seems strange that Phillip was not awarded a coat of arms.

There is a coat of arms in Government House, Sydney, but they are actually the arms of an old English family named Phillips and are in no way connected with Arthur Phillip.

Phillip's name is perpetuated by Phillip Island on the South Coast of Victoria.

Phillip's second wife outlived him, dying in Bath on March 7th, 1823.

Phillip's body lay buried, positioned under the door mat at the entrance to the church at Bathampton for many years. It was so when I visited there in 1969. However I understand a new entrance has been cut through the wall of the church. This places Phillip's last resting place in a more dignified position.

When I visited, the instruction on the wall said, "Australians, Admiral Phillip's tomb is on the floor inside the church door, Please replace the rug when finished viewing."

The wording on the tombstone reads:-

Underneath lie the remains of Arthur Phillip esqr. Admiral of the Blue.
who died 31st August, 1814 in his 76th year, Also Isabella, relict of the
above Admiral Phillip, who died on the 4th March, 1823 in her 71st year
of her age.

We celebrate the bicentennial of Phillip's landing on the 26th of January, 1988, also Phillip's 250th birthday on the 11th of October, 1988.

Sources: I have read the voyage to Botany Bay of Arthur Phillip and the official account of the expedition to N.S.W.

----George H. Heavens

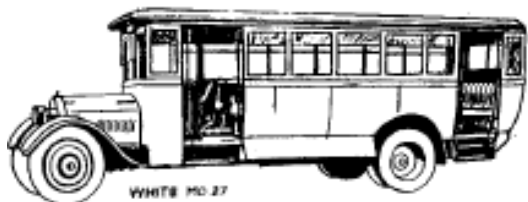
COUNCIL FIELD DAY

Sutherland Council spent Monday, August 15, 1910, making their periodical inspection around the Shire. Amongst important works noted down for consideration was construction of a wharf at Yowie Bay, a public bath at Gunnamatta and improvements to ladies dressing sheds on the beach fronting Cronulla Park. St. George Call"

BARDSLEY'S BUS SERVICES

Frank Bardsley had been a sergeant in the infantry in: World War 1 and at the beginning of the 1920s entered into the passenger transport business in the Sydney metropolitan area. Two of the services were between Cronulla and Sydney, and Cronulla to Hurstville which commenced in 1922.

American made Whites were used on these early services by Frank Bardsley. The engines of the Whites were hard to time, especially if they were fitted with American made Bosch F.R.4. magnetos. Leylands were equipped with the Simms magneto.



The first Whites used by Frank Bardsley had Californian bodies.

But the Whites were very popular with bus operators in the Sydney Metropolitan area. Stewart, one of the largest operators had 90

Whites in service. Comfort Coaches who also had Whites ran some of them on kerosene to Dover Heights. Frank Bardsley had one of his Whites converted to run on kerosene. It was known as "Kerosene Katie" in Cronulla.

Four of the mechanics who worked for Bardsley were Dick Bull, Ernie Kearns, Bolton and Elias Laycock who later joined the Department of Motor Transport and became foreman at the Pagewood bus depot.

Richard (Dick) Douglas Bull died on December 3, 1974, aged 61. A Shire pioneer, he was born at Cronulla in 1913, the son of George and Kate Bull of Burraneer.

Dick Bull remained with Bardsley's bus service until it ceased operation with the opening of the Sutherland-Cronulla railway in December, 1939. He then went to work on the Government buses.

Some of the drivers were Horrie May, George Riley, Cec. Griffiths, "Tichie" Moore, "Smacker McMillan, Alan Bunyan and Ralph Gibson. Three of the conductors were "Nookie" Potter, Joe Bishop and Arthur Bridgewater. Arthur would call out the destination of the bus (1929) enroute to Sydney and as it approached the stopping place at Bon Marche's store. Buses loading from Sydney in 1928 were crowded to the steps en-route to Cronulla.

Some of the conductors were known as "canarys" because they sold "dud" tickets. If a driver saw an inspector he would whistle, which was a warning to the conductor. Hence they were known as "canarys".

Vince Harding who later was employed for some time at Bardsley's depot, when going to work in Sydney from Cronulla was told by the driver - in the absence of a conductor - to "use the bag" and collect the fares. Vince found it extremely awkward in the swaying bus. He served his apprenticeship with Bennett and Wood, and during the Second World War was a warrant officer working on tanks, as he was over the age for active service.

Roads in the early days were rough, and those into Sydney were no exception, resulting in broken springs. It is recorded that on one occasion Ernie Kearns jacked up the bus and replaced a spring while the passengers sat inside.

In the beginning Bardsley's buses were in a depot at Arncliffe. When a petrol tanker filled the underground tank someone threw a cigarette. Mr. Harding who was nearby raced over and put the cap on the full tank. A fire did occur however, when the depot was in Monk's garage - which had been the old Cronulla picture theatre.

There was great rivalry between the drivers of different bus operators in the 1920s, Brawls broke out, and there was racing to pick up passengers over the same route. The State Government determined to end this practice, and around 1930 private bus services were excluded from the city area, the Government buying the buses from these operators to start their own services.

Bardsley's drivers all wore white coats and occasionally caps as did the drivers of the Parlour cars which Frank Bardsley ran between Sydney and Cronulla. They were Studebaker cars with ex-tended chassis, and ran an express service. They were not allowed to pick up between the starting and finishing points and had to operate from private property - Bardsley's Cronulla depot and Bar-low Street, near Central station in Sydney. George Riley and Alec-Griffiths were two of the drivers.

The Parlour cars did the journey in 45 minutes as compared with the buses which took up to one and a half hours. Fare in the Parlour cars was 2 shillings each way. The cars were painted white with black markings. The paint used was Ripplon, a popular paint for vehicles in the 1920s. It had to be heated before application by brush, but dried with a very hard surface. It was thought to be of French manufacture. When cleaned with Dutch Cleanser the surface shone like new.



The Parlour cars were equipped with whistles and had Spartan chime horns.

In 1929 Frank Bardsley imported the first of three double decker buses. They were Leyland TD1s, complete and ready for the road, but the first ones delivered were red and were repainted blue in Bardsley's workshops.

One of the buses was fitted with plush seating, but it was not successful as it held the dust. After some period of service the body panels of the double deckers began to shake loose, being more for English conditions and not for the rough conditions of operation in the Sydney area. On several of the double deckers it became a major operation to fasten them to the framework. It required a complete replacement on one bus when the driver, Ralph Gibson took the top off. Leyland Tiger single deck buses were also used with aluminium panels.

Leyland double decker, 841 had the petrol motor removed and re-placed with a diesel. Bardsley was obstinate and would not have a starter motor fitted. It was started by jumping on the crank handle. One driver wore the heel off his shoe.

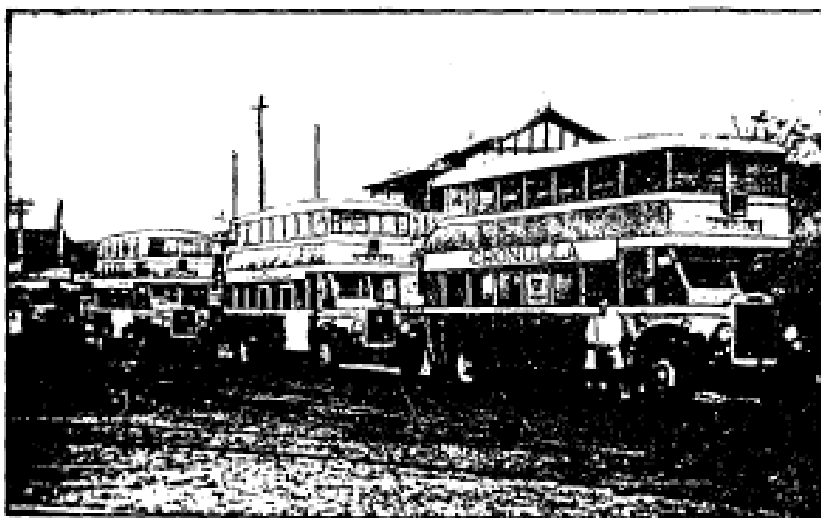
Frank Bardsley had the contract to carry the mail bags over Tom Ugly's bridge. Buses when not operating this service paid £12 a, quarter.

Mr. Harry Harding of Cronulla was the manager for Bardsley's bus services for many years. He had, before joining Bardsley's

Le Luxe Blue Line Bus Service, driven buses for other proprietors in the Shire, not without incident.

He was driving a bus along the notoriously rough Taren Point Road, when trouble developed with the brakes, so he ran the bus into a coal dump.

A far more serious accident occurred when descending the steep hill on Audley Road in the National Park when a pin in the steering was lost, and Mr. Harding turned the bus over a cliff near the Allambie Guest House.



A line up of the Leyland TDIs with the Leyland Tiger on the, left, at Cronulla. Note the tram lines.

Source: From an interview with Mr. Vince Harding in 1986
----- Fred Midgley

TRAMWAY MUSEUM

February 22nd, 1961, was the day the trams stopped running in Sydney, and it seemed the end of the line for tram lovers.

But thanks to the South Pacific Electric Railway at Loftus which has operated for many years on a track on land at the edge of the Royal National Park, the trams have even a brighter future.

The National Parks and Wildlife Service wanted the Museum re-moved, so about four years ago construction started on storage sheds across the Princes Highway, near Loftus railway station. A grant of \$150,000 was received to develop this site, and a track has been laid parallel with the Princes Highway to the fringe of Sutherland.

In 1987 the Museum was successful in obtaining a \$20,000 grant through the Minister for Arts towards Stage 2 of the Display Building. The official opening of the Tramway Museum is scheduled for Saturday, 19th March, 1988.

Source: The Railway News; the Leader.

-----F.M.

THE DUTCH IMMIGRANT EXPERIENCE:
TWO CASE STUDIES FROM THE JULIANA VILLAGE, MIRANDA

(I) Hendrik Rutgers

Hendrik Rutgers was one of six children born to a government official in Beverwijk in 1917. At an early age his family moved to the south of the Netherlands. He studied law in Utrecht, but was one subject short of completing his degree when the Germans invaded. He went underground until he was able to escape through the German lines during the Arnhem offensive. In Britain, Hendrik joined the Dutch army and was sent to Australia in late 1944 with a Lieutenant's commission. Some months later, in the Brisbane YMCA, he met a young dental assistant named Dorothy Major. They fell in love and married in mid-December 1945.

Working closely with Australian Military Intelligence, Hendrik served as a Deputy judge Advocate in New Guinea, Borneo and Balikpapan before being despatched. on the van Heutz. to Batavia. His orders, as Deputy Crown Prosecutor, were to court-martial war criminals and collaborators. One of his most celebrated cases involved the extradition of Major Morace from Tokyo to face trial in Batavia for the crimes he committed as the head of the Kempeitai (the Japanese Gestapo). Hendrik Rutgers had to oversee his execution and those of seven others. He has no regrets about personally ordering the fire squad to do their duty. All eight individuals, he says, were very cruel murderers and torturers who deserved no less. Ironically, most declared their gratitude for a fair trial seconds before their deaths.

In 1948, Hendrik was demobilized. He and his wife Dorothy decided to remain in Indonesia. Hendrik entered private practice as a Barrister in Batavia. In October 1950, however, the political situation in Indonesia had deteriorated to such an extent that the Rutgers felt it was no longer safe for them to remain. At the time, Hendrik says, he believed in the Dutch right to rule Indonesia, but he feels very differently now. With the basis of hindsight, however, he regrets the lack of preparation for self-government given by the Dutch to the Indonesians. He was sorry to leave; he loved the people, the climate and the country.

Hendrik had visited Sydney during his military service and had liked the city. Dorothy, as an Australian, certainly had no objections to starting life anew in her homeland, though she had visited the Netherlands with her husband and even learnt to speak Dutch. Hendrik studied Australian law through the Board of Admissions of the Supreme Court. The transition to case law was not easy, nor was being an articled clerk, on £2.10/- (\$5) a week, for five years. Hendrik cycled everywhere and continued to study. To help make ends meet, he made thousands of place-mats, decorated with Australian floral designs. During the Royal Tour of 1954, some of these place--mats were noticed in a shop by the royal entourage and a personal order came from Queen Elizabeth. Later,

she was to make him an M.B.E, not for his place-mats. but for his services to the community!

The Rutgers bought a house at Harbord, in Sydney. With his expertise in Dutch, Indonesian and Australian law, Hendrik was able to provide a considerable breadth of legal assistance to the Dutch Consulate and the Dutch immigrant community in general. This assistance has not been quickly forgotten. (The Queen of the Netherlands made Hendrik a member of the distinguished Order of Orange Nassau, while the Archbishop of Canterbury gave him an extremely rare appointment as a "Notary Public'.) Hendrik and his wife also found time to run a 1200 acres cattle property at Capertee in New South Wales. But Dorothy's death from cancer, in June 1981, left a gaping hole in Hendrik's life. In 1984 he sold his legal practice, but continued to work as a consultant. He moved to the Juliana Village in December 1985. Since 1972 he has also been an active parachutist with over 250 jumps to his credit. And, in 1978 he was awarded the degree of Doctor of Laws for his thesis Conventions on Penal Law Regarding Aircraft. Australia has been good to Hendrik Rutgers, but he too has been good to Australia.

(II) Jan and Truce Berends

Jan Berends was born in s'Hertogenbosch in 1901. His wife Truce was born in the same year but to Dutch parents resident in Pretoria. in South Africa. Truce's family returned to the Netherlands in 1913 and she and Jan met while studying to become physical education teachers in Amsterdam. They both graduated in 1928. For two years Jan worked as a physical education instructor on board Dutch ships travelling between the Netherlands and Indonesia. He then taught in a college in Batavia for another two years before asking Truce to marry him Their marriage, in 1933, had to take place by proxy, so Truce could secure a free passage to Indonesia. She and Jan later had a church wedding in Batavia.

In 1938, the Berends' visited the Netherlands on leave. On their return, Jan was posted to a school in Medan, in Sumatra. He also held a commission in the Army Reserve as a Captain.) When the Japanese overran the archipelago, their domestic bliss was shattered. Truce was packed off to an internment camp with their two children. Jan was sent, as a P.O.W., to work on the horrific Burma Railway. He helped to keep up the morale of his comrades by organizing a programme of exercises For three years he and Truce had no knowledge of each other's fate. When the Japanese were defeated, Truce was repatriated to the Netherlands Jan, as a serving army officer, was forced to remain in Indonesia Eventually they were reunited. Both Jan and Truce were not antagonistic to Indonesian independence. It was the right of the Indonesians to shape their own destiny. They stayed on after decolonization. Life, however, became difficult for Dutch nationals in Indonesia. Jan lost his job in 1953

After several years in the Netherlands - which they found cold and crowded - the Berends family decided to emigrate to South Africa in

1957. In Stellenbosch, Jan completed a doctoral dissertation on testing the physical fitness of boys aged 15 to 22. The degree was conferred in 1960. For sometime Jan taught in a little village in the Kalahari and then in a town close to Stellenbosch. Increasingly they were repulsed by apartheid. Despite considerable cultural affinities with the Afrikanners of Dutch descent, they grew ever more uncomfortable in authoritarian South Africa. Their daughter had married a local boy in 1961, but she and her husband emigrated to Australia in 1967. Five years later they followed. Jan and Truce now live in the Juliana Village, supported by Dutch Government pensions. They both speak in glowing terms of the egalitarian and democratic nature of Australian society, which they contrast strikingly not only with South Africa, but also with classified society of the Netherlands. Though they might hesitate to admit it, they are in many respects refugees twice over - firstly from Indonesia and secondly from South Africa. Their world now revolves around their Australian family and the closely knit community of the Juliana Village. Though comparatively recent immigrants, they are representative of Dutch settlers drawn to Australia for family reasons, supported by Dutch pensions and 'pushed' from other quarters by political strife.

Edward Duyker

TRAMWAY SURVEY

In September, 1902, the surveyors were pegging out the line for the tramway to Cronulla. The first peg was at the railway fence at the beginning of Woronora Road (now the President Avenue), nearly opposite the goods shed. It then went straight down Woronora Road to the sea. It passed within sight of Yowie Bay.

It is the line reported in the "Advocate" that had been decided by the Minister three months before. When the money is allocated by Parliament, construction could begin and was expected to be ready for the next Easter holidays. The surveyors had got a good way down the road, but it would take some time to prepare the working plans, so a comfortable cottage was rented as their home during the survey.

In January, 1903, the train survey party was working back from Smith's wine shop along Malvern Road. Malvern Road was the old name for the Kingsway. The route down Woronora Road was scrapped, and it was'nt until June 12, 1911, that the service commenced.

On a Monday afternoon in June, 1901, two young men who had been partaking too freely of the flowing bowl got a little beyond the limit when Constable Lewis appeared on the scene and escorted them to Newtown where they were fined 10/-

Vale MARJORIE HUTTON NEVE1906-1987

The Sutherland Shire has lost a local identity with the death, after a short illness, of Marjorie Hutton Neve - the historical lady", who passed away on Tuesday, 24th September in The Sutherland Hospital, Caringbah.

Marjorie Hutton Neve was not an Australian by birth; she was from New Zealand, born on 12th September, 1906 in the small railway/timber town of Dannevirke, in the King Country. A journalist by profession, she rose quickly through the ranks to become the first Sub-Editor of the New Zealand Woman's Weekly. She left in April 1936 for a visit to Sydney and decided to remain, becoming the local correspondent to six New Zealand publications.

The outbreak of the Second World War saw her become Commanding Officer, No.1 Company, North Sydney Municipal Division of the WANS (Women's Australian Naval Service).

She married early in 1941 and whilst living in King's Cross, remembers the Japanese submarine raid on Sydney Harbour - sheltering with her infant son under a table, whilst husband Arthur, an air raid warden, was called out for duty.

After a short period in Melbourne, when her husband, Arthur, taught at Mentone Grammar School, the family moved into the Shire, settling On the waterfront at Dolan's Bay at a time when fresh fruit and vegetables were sold by local identity "Tarzan", from a boat. Otherwise, it was a long walk to the shops in Caringbah proper! There were subsequent moves to Cronulla and Burraneer Bay, before finally settling down and purchasing premises in First Avenue, Loftus.

Around this time, Marjorie Hutton Neve became very supportive of local sports for women, and could be found each weekend, coaching women's cricket teams at the only Shire field allocated exclusively for women (at the cnr. of the Kingsway and Gannons Road, between Caringbah and Woollooware.)

She became a dog-breeder, her Cocker-Spaniels winning many prizes during the mid-1950s.

A work back injury meant that she had to give up these pass-times and left her with a legacy she was to carry for the rest of her life.

Always interested in history, particularly Maori and local Shire history, Marjorie Hutton Neve was a foundation member of the Sutherland Shire Historical Society. For many years, she was Editor of the Society's journal and as its Research Officer, she was contacted not only by individuals, but often by the Shire Council, local newspapers and organisations, to answer local history queries and/or give illustrated lecturettes on the subject. One popular talk of hers was "Cook was not the First", wherein she discussed the early Portuguese explorers of the Australian east coast.

Concerned at the lack of local history available to Shire residents, she arranged with the Shire Council for the production of a series of brochures under the title "Sutherland Shire Studies", covering various aspects of Shire life - and prepared the initial brochure on Shire history. These brochures are in constant demand, having been reprinted (and updated) many times since. As well as writing such of the text for the Historical Society's journal, Marjorie Hutton Neve wrote a number of small booklets on Shire history, such as: "A Short Authentic History of Cronulla, The Hon. Thomas Holt, M.L.A.", "The Early Days of Kurnell to Cronulla" and "The Story of Woronora Cemetery".

With the co-operation of the Swedish Government and Sutherland Shire Council, Marjorie Hutton Neve in 1982 organised a local exhibition which marked the 200th anniversary of the death of Dr. Daniel Carl Solander, world-renowned and brilliant scientist who accompanied Cook and Banks on the Endeavour back in 1770.

As a mark of the esteem held for Marjorie Hutton Neve, Sutherland Shire Council in 1980 included her in the select number to be presented with the Shire's inaugural award for long and valued service to the community, which touched her deeply.

Following the death of her husband in January 1971, she widened her scope into two hard-cover historical theses - one, "The Forgotten Valley", the history of the Macdonald Valley and St. Albans, is just about to be released in its third printing. The other, "This Mad Folly", published in 1980, traced the achievements of Australia's unknown and unsung pioneer women medical practitioners, at a time when it was considered that a woman's place was in the home!

In more recent years, Marjorie Hutton Nave has been living in more-or-less retirement, still answering historical questions from

all and sundry.

Regretfully, in mid-September last, she suffered a stroke her health rapidly declined and it was necessary to place her in a Nursing Home as her son was unable to give her the full time attention she needed. She suffered a further stroke on Monday evening, placing her in a coma, from which she did not recover, passing away in The Sutherland Hospital on the morning of Tuesday, 24th November 1987 ... a hospital she had worked to create so many years ago.

Marjorie Hutton Neve - Historical Lady of the Sutherland Shire ...

we will miss you ... your son, Peter will miss you. Peter Neve

GRAY'S POINT IN THE, '20s.

William (Bill) Atkinsons association with Gray's Point began as a boy in 1920 and continued until 1927. His parents lived in Surrey Hills, and they came out to Gray's Point at week-ends and holidays. Mr. Atkinson (Snr). was a barber and as he had to work on Saturday mornings, the family came out as soon as he ceased work. Hair cuts were a shilling and a shave six pence in those days.

Bill Atkinson had to go each Saturday morning to Botany to get bait to take to Gray's Point for the week-end fishing.

Congerheig was the first settler at Mansion Point, Gray's Point. He built week-enders out of bush saplings and covered the framework with hessian which was then whitewashed. Beds were army stretchers. He had a sign up for accommodation at 10 shillings a week.

The Atkinson's rented a boat off Congerheig, asking him to keep one aside for them. Sometimes they hired a boat with a Chapman Pup engine. A keen fisherman in the area was a Mr. Campbell. A popular fishing spot was at Angel's Rest; possibly named after a little hut there near Gundamaian. In 1920, when he was a boy of 8, Bill Atkinson caught a shark in the vicinity of the Point. On another occasion he was in a fishing group who caught 40 whiting in 3 hours one night at a place in Port Hacking called the ballast heap.

Mr. Aiming hired boats from his shed on Mansion Point. Congerheig's boatshed was at Mansion Point Bay.

The Atkinsons travelled to the National Park by train, and on alighting walked along Florence Drive, and thence to Mansion Point. Going home they had to be sure to give themselves plenty of time to catch the last train from the National Park which left at 6.30 p.m. They were steam trains at first, but in the latter days of their travelling to and from the Park they were electric trains.

Source: From an interview with Mr. William Atkinson of Carlton in August, 1986.

-----Fred Midgley

THE MALTESE IN AUSTRALIA

As the Bicentennial looms larger than life before us all, many teachers are researching for resources and materials that convey a wide view of the Australian identity.

In seeking contrasts to the image conveyed by the mass media and official Bicentennial industry - which tend to convey the 'blue-eyed, blonde-headed, sporting male' stentype - such teachers often turn to books about the original Australians, the Aborigines, or about the neglected groups such as women and non-Anglo-Saxon immigrants.

Thanks to AE Press Pty Ltd, of Melbourne, teachers now, at long last, have ready access to a series of books that deal with the role of various ethnic groups in Australia's history and society. A recently published volume, 'The Maltese in Australia', was written by Barry York, who was a high school teacher in Melbourne before moving to Canberra and Sydney.

'The Maltese in Australia' outlines the history in Australia of immigrants from the tiny Mediterranean island of Malta. Author Barry York, himself of Maltese descent, has achieved an impressive amount of detail in his work, and it is conveyed in a fresh and lively manner. The author's eight years as a teacher, at secondary and TAFE levels, are apparent in the conciseness of his style. This is an ideal book for classroom use.

The better known Maltese today are Jeff Fenech, the boxer, and Darren Gauci, the jockey. But York's book establishes that the first Maltese arrived over 170 years ago - as convicts. The first free independent immigrant was Tony Azzopardi, who settled at Melbourne in 1838.

'The Maltese in Australia' is part of a bold publishing venture known as the Australian Ethnic Heritage Series. The series has al-ready published volumes on the role in our history and current society of immigrants from Cornwall, Germany, Scandinavian countries, America, Poland, Afghanistan, Czechoslovakia, the Baltic countries, Hungary, Lebanon, and Spain. A volume was also published on the Jews in Australia. Future books will include the Dutch, the Italians and the English.

Barry York's book traces the key periods of Maltese immigration here. The first organised group migration took place in 1883. when more than 60 Maltese labourers were recruited by North Queensland sugar plantation owners.

York also discusses the famous incident in Sydney, during the conscription debate Of 1916, when Prime Minister Billy Hughes refused to allow a group of 214 Maltese to disembark from a French ship. As the Maltese were British subjects, Hughes could only legal exclude them by imposing the Education Test, under the Immigration Act.



test could be applied in any European language, and so the Maltese were tested in Dutch. Needless to say they all failed and, unable to disembark anywhere in Australia, the captain of the French vessel took them on to New Caledonia. The labour movement baptised the Prime Minister, William 'Maltese' Hughes thereafter!

The strengths of York's book are to be found in its combination of detailed research from various archival sources in Australia and overseas and its emphasis on the human side of the story. The personal experiences of the early Maltese migrants complement and bring to life the documentary evidence presented by York. The book is a good example of how 'oral history' and the more conventional methodologies can complement one another.

'The Maltese in Australia' is not only about success stories, it is about struggle. The Maltese, like all other non-Anglo groups, had to stand up for their rights under adverse circumstances. York is not simply out to celebrate the achievements of the 60,000 Maltese in Australia today. He seeks to pay tribute to those who came before them in the 1920s and 1930s - and even much earlier. While York is out to celebrate Australian multiculturalism, he is also out to demonstrate the case for vigilance and to stress that there is still a long way to go.

It is a powerful and moving story, brought to life by the author's competent style, his obvious attachment to his people, and some marvellous photographs.

Book review by Dr. Edward Duyker, 'THE MALTESE IN AUSTRALIA' by Barry York. AE Press Pty.Ltd. PO Box 186 Blackburn, Vic. 3130. 174 pp. 1987. \$14.95

SAILORS OF THE BRITISH FLEET VISIT THE SHIRE

On Monday, 14th of April, 1924, about 200 sailors from the fleet were taken to Rational Park. About 50 were taken to Sutherland and proceeded to Cronulla, arriving at about 11 a.m. The Citizens of the Shire rolled up and gave the visitors a good reception.

They watched a Life-saving Display and Surfing Display, followed by a dinner tendered to them by Mr.C.O J Monro at the Cecil at his own expense. After seeing Cronulla they were taken by launch to Audley to rejoin their comrades.

Extract from the S.C.A.M., April, 1924.

- George Heavens

PIONEER-BLACKSMITH

The death occurred on September 5th, 1957 of Mr. William Harrigan of President Avenue, Kirrawee, at the age of 83. "Pop", as he was affectionately known to his friends and acquaintances was cremated at the Woronora Crematorium. His funeral was attended by a large number of relatives and friends, Mr. Harrigan could be regarded as one of the pioneers of the district, as he had spent over 40 years in the Sutherland Shire.

He came from Helensburgh, (where he was a miner) and opened a black-smith's shop at Sutherland.

From the S.C.A.M.,1957. ----George Heavens

A JANNALI PIONEER

Clyda Ackerman was born near Hill End in 1892 where her father and uncles had a gold mine.

Clyda had three brothers, and when she was 17 she married Thomas George Tierney, and came to live in the Balmain area of Sydney. It was while attending the City Mission that she became a Christian.

Following the death of their first child, Florence, the Tierneys moved to Jannali in 1921. Their home was a "bag Humpy" made of corn bags sewn together over a framework of rough timber and whitewashed, and erected on land situated in Waterford Parade, now Jannali Ave. The ceiling was lined with hessian, and the roof was made from salvaged tin and iron bark.

They were unable to afford a water tank, so water was obtained in a gully by the railway tracks. Mrs. Tierney did the family washing in a creek near where the Jannali Inn stands today, until a well, sunk on the property helped to alleviate this chore.



IN 1927: MRS TIERNEY, EDITH WITH CELIA ON LAP, MRS TIERNEY, MARY, BETTY & RODGER WERE BORN LATER.

There were few settlers in Jannali in those early days. Mr. Kerr, a clever musician, erected a small weatherboard house in Buller Street, where he had selected land in 1916 for £35. Charles Parsons and W.H. and E.M. Tanner selected their land in 1922.

In the early 1920s homes were not serviced with a door to door bread delivery. A wood-box for several families was placed at the corner of the gravel tracks of Sutherland and Soldiers Roads, where he left the bread once a week.

The family later moved into a two roomed weatherboard house to which a verandah was later attached, When this dwelling was replaced by a three bedroom house, the children thought they were living in a palace. The house still stands and was named "Florenceville".

Mrs. Tierney was a foundation member of the Jannali Progress Association formed in 1924, and was well known for her work with children, the sick and elderly.

In August, 1926, Mr.W.A.Mitchell, a headmaster from Haberfield Public School donated a block of land to any Christian denomination who would erect a church in Louise Street.

The challenge was accepted by Mrs. Tierney when she met Rev. Percy Riley, the Congregational Minister at Sutherland. A subsequent meeting on the verandah of Charles Parson's home where the Sunday School was first held in 1927) decided to erect a small church.

Nine children were born to Thomas and Clyda Tierney including twins, Richard and William who did not survive.

14r. Thomas George Tierney died in 1961, and when her health began to fail Clyda entered Chesalon Nursing Home at Jannali in 1977 where for some time her daughter, Betty was matron.

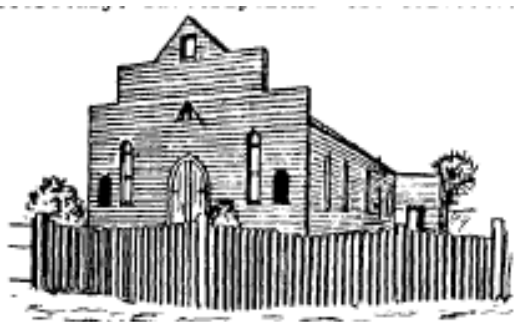
Continued on page 339

THE JUBILEE EVANGELICAL CHURCH

The. first 14 Years

Last year, 1987, marked the centenary of the first church building to be erected between Hurstville and Bulli in 1887. It was the Jubilee Evangelical Church in Robertson and Oxford Streets, Sutherland.

Constructed of timber with an iron roof, the church had been partly built by Pastor William Anderson, an itinerant preacher, a 'coloured' man born at Mauritius. Anderson preached in homes and the newly opened railway station (1885). His missionary endeavours collapsed and the building was taken over by a committee headed by Rev. Dr. Robert Day a Congregational minister, who instigated the founding of a Church Fellowship in May, 1887. They comprised Rev.E.Moore, Messrs. F.Holt, Hillier, Bramley, Macfarlane, Blunt, D.Anderson, Holloway and T.Wells. Bramley was elected treasurer and Rev. Day, secretary. Subscriptions were collected towards the £75 (\$150) owing to Mr.Powe, the builder. Mr. Holt made gifts of a harmonium and a pulpit bible.



Dr.Dey was the minister of the Marrickville Congregational Church which in--eluded Kogarah as its missionary outreach. Dr.Dey, a Scotsman was one of Sydney's leading citizens, being a newspaper editor, and amongst many charitable works he instituted the Deaf and Dumb Society. Church services had already commenced at Holt's Sutherland House, Sylvania, in 1884, by Rev. Dr.Dey.

The Jubilee Evangelical Church was named in honour of Queen Victoria's Golden Jubilee. A stone step that led into the Church bearing the words "Jubilee Evangelical Church, 1887" can be seen in a similar position in the grounds of the Uniting Church in Belmont Street, Sutherland.

In December, 1887, Rev.E.Moore of Kogarah, became the first permanent minister of the church. Services initially were conducted at 3-45 p.m. three Sundays a month. A Sunday School had commenced at the beginning of 1887, meeting at 2-30 p.m. with 40 children en-rolled. Rev.Moore commenced services at Port Hacking in 1887.

The rear rooms of the church were rented to the Fripp family for a time after Mr.Fripp was appointed Superintendent of the Woronora Cemetery when it was dedicated in April, 1895.

In June, 1901, Mrs. Retzloff was appointed caretaker of the church, In September of that year her husband wrote a letter requesting the use of another room. One month later the church. deacons decided the extra room would cost 6 pence per week extra. In the winter of 1902, the church informed the couple that the rate of oil used "return to something near the rate of oil used before they had charge of it".

Source: A segment from the History of the Sutherland Congregational Church, written in 1977 by the late Alf Midgley.

-----Fred Midgley

"AN ABLE AND DISCREET OFFICER"

The connection between Arthur Phillip's period of service in the Portuguese Royal Navy in Brazil from 1775 to 1778, during the Platine War, and his appointment in September, 1786, as Governor of New South Wales, has been the subject of a recent book by Kenneth Gordon McIntyre, 'The Rebello Transcripts' (London, Souvenir Press, 1984). The book raises the interesting question: "How may Arthur Phillip's late and rapid rise from obscurity, at the age of 48 be explained?"

The answer may be gleaned, not solely from McIntyre's welcome book, but also from information contained in two recent Works, 'Trade, Tactics and Territory', by Margaret Stevens (Melbourne University .Press, 1983) and 'Convicts and Empire', by Alan Frost (Melbourne, Ox-ford U.P., 1981).

Phillip's service with the Portuguese Royal Navy at Sacramento from October 1775 to November, 1776 enabled him to become familiar with the intricate navigation of the Plate estuary, then a jealously guarded secret of the Spanish authorities who ruled at Buenos Ayres and Monte Video.

So it was not surprising that when Phillip wrote in July, 1780 to the First Lord of the Admiralty, the Earl of Sandwich, offering his services, Sandwich should have responded positively. Phillip had just the kind of information Sandwich needed to assist in planning a proposed naval expedition to capture the Spanish treasure fleet then assembling at Buenos Ayres. There is among the Sandwich papers in the A.V.E.P. Montagu collection, a letter from Phillip to Sandwich of 17th January, 1781, which records Phillip's loan to Sandwich of valuable charts of the Platina and Brazilian coasts for use in organising the expedition. It is also clear from the letter that Phillip expected to get his share of the loot if the attack on the Plate fleet was successful: he requested that his ownership of the charts be acknowledged, "That I may reap the credit of Advantage that will naturally arise from them".



Captain Arthur Phillip's Portuguese ship "Pilaf", which he commanded in South America prior to his Governorship of New South Wales.

Unfortunately for Phillip, the expedition was a fiasco: it was diverted to essay the capture of Cape Town, but on the way thither was mauled at the Azores by a French squadron which then sailed on to reinforce the Dutch at Cape Town.

The next year, 1782, the British tried again. Thomas Townshend assumed the seals of office as Secretary of State for Home and American affairs in July, and then with responsibility for organising an expedition against Spanish America. He turned for advice to Arthur Phillip (this is revealed in a letter of 25th September, 1782 from the First Lord of the Admiralty, Viscount Keppel, to Townshend, and in a letter which Phillip wrote to Townshend from Rio de Janeiro on 25th April, 1783). The Phillip plan was for a squadron of three line-of-battle ships and a frigate to mount a raid on Buenos Ayres and Monte Video, thence to proceed to the coasts of Chile, Peru and Mexico to maraud, and ultimately to cross the Pacific to join Admiral Hughes' East Indian squadron for an attack on Manilla. The plan bore a remarkable similarity to a plan promoted by Captain William Rob-arts, who in 1777 had been, like Phillip, a British officer in the Portuguese Royal Navy in Brazil (he had commanded the Sao Jao Baptista).

The expedition, consisting of HMS Grafton, 70 guns, HMS Elizabeth, HMS Europe, 64 guns, and the Iphigenia, frigate, sailed on 16th January, 1783, under the command of Commodore Robert Kingsmill. Phillip was given command of the Europe. Shortly after sailing, peace was concluded between Great Britain and Spain. Phillip learnt of this in April when he put in for storm repairs at Rio de Janeiro. Rather than return immediately to England to be paid off, he decided to sail on to India by way of the Cape of Good Hope to join Admiral Hughes at Madras.

By mid -- 1783 Sandwich, together with Sir Joseph Banks, was advocating establishment of a British colony in New South Wales (as James Matra's letter to Banks of 28th July, 1783 reveals). A colony in that part of the world would, as Matra and his co-memorialists, Captain Sir George Young and Sir John Call pointed out, be of great assistance to the Royal Navy in facilitating attacks on the Spanish possessions in Chile and Peru.

After his return to England from India in April, 1784, Phillip remained in close contact with Townshend (now Viscount Sydney) and the Home Office Under-Secretary, Evan Nepean. From October 1784 to Sept-ember, 1786 he was employed by Nepean (who was in charge of the Secret Service relating to the Bourbon Powers, France and Spain) to spy out the French naval arsenals at Toulon and other ports.

In mid-1786, a renewal of the war with Spain, France and Holland appeared imminent, and Sydney appointed Phillip Commodore of an expedition to found a colony on the east coast of New Holland, of which he was to become Captain-General and Governor-in Chief. A subsidiary colony was to be founded on Norfolk Island, as Sir John Call had recommended, to take advantage for naval purposes of that island's native flax and timber.

It is unlikely that Phillip had had any experience of governing convicts at Colonia do Sacramento - his duties there were purely Naval - but his Brazilian service did give him the opportunity to learn something of the defences of the Spanish Empire in South America, which later proved valuable in bringing him to the attention of Sandwich and Sydney at times when they need an "able and discreet Officer" to further their designs against Imperial Spain.

Source; R.A.N.S. Newsletter, August, 1984, by permission. Article by Robert J. King.

-----George Heavens

Coralie Younger: *The Anglo-Indians: Neglected Children of the Raj*:

B.R. Publishing Corporation, Delhi, 1987, pp 196, Bibliography, Index, Rs 120 Reviewed
by Edward Duyker

European imperialism - be it French, Dutch, Belgian or British - spawned communities of mixed racial origins around the globe. The degree of cohesion, sense of identity and power of these groups varied considerably in individual colonies. Most were characterized by a strong identification with the culture of the colonizing power. But in many respects they remained in limbo - unable to belong fully to either the western or the local culture. India, one of Britain's oldest colonies, produced a remarkable mixed-race community which came to be known as "Anglo-Indian". Its ethnic origins were diverse - the product of the liaisons and marriages of Bengali, Tamil, Gujarati, Punjabi, Rajput (and other) women, with English, Welsh, Scottish, Cornish and Irish men from the 17th century onwards. Because they faced prejudice from both the Indians and the British, the Anglo-Indians turned inwards, married among themselves and fostered their own traditions.

Coralie Younger's book *The Anglo-Indians: Neglected Children of the Raj* is not the first work to deal with the community. There have been a number of studies which have dealt with various aspects of Anglo-Indian life. Anglo-Indians have also had a significant place among the fictional characters of English literature. Ms Younger has an excellent understanding of the ideological currents in the novels generated by the "Raj". What she has done is made very effective use of this literary material as both historical and sociological documents. And with the accomplished historian's sensibilities, she has complimented these sources with oral evidence recorded among Anglo-Indians in both India and Australia. The material is firmly controlled and the result is an important study of the trauma of miscegenation. At times, it is a hard-hitting book, but it is also frank and honest with many contrasting views expressed and examined. Like any group, the Anglo-Indians have their historical myths and their preferred images. In discussing (and sometimes demolishing) these myths and images, Ms Younger is never lacking in compassion.

The Sahibs found it convenient to have a loyal buffer group between them and the teeming Indian masses. Thus, although the British shunned social contact with Anglo-Indians (for many spurious reasons, including racist notions which represented them as having inherited the worst qualities of both their parent races), they discriminated in their favour when filling "upper subordinate" positions in crucial organizations such as the railways, post, telegraph and police. The Anglo-Indians had proved themselves faithful to the British during the terrible days of the "Mutiny" of 1857 and were without doubt efficient in the workplace. But the "favourable" treatment they received only lasted until 1919. In that year, the Montagu-Chelmsford Report recommended that employment in

the Government Services be "Indianized". Ironically, in the same year, the Anglo-Indians gained official recognition of their community status.

This recognition certainly affected Anglo-Indian self-perceptions, but in less than thirty years the British were gone. As India underwent decolonization, the Anglo-Indians had to come to terms with a new set of political relations and a new ruling elite. Thousands chose not to remain in independent India and emigrated to Britain, Canada and Australia. In analysing their reasons, Ms Younger has made a valuable contribution to our understanding of Australian immigration. Furthermore, her social morphology and historical account of the Anglo-Indians is destined to be an enduring reference for those interested in yet another element of our multicultural heritage.

Those Anglo-Indians who remained in India found an astute leader in the barrister Frank Anthony. Until recently he held a reserved Anglo-Indian parliamentary seat (guaranteed under the Indian Constitution). Ms Younger praises his realistic assessment that those who "stayed on" had to come to terms with being Indian, but her discussion of Anthony's career is far from sycophantic. There is no doubt that the Anglo-Indians are a community in a state of crisis. In India, poverty, exogamy and emigration have already heralded their ultimate extinction. In Australia, their identity cannot be anything but ephemeral. The historian's role is not only to pass judgement, it is also to chronicle and record. With respect to this latter role, even those Anglo-Indians who may resent Ms Younger's conclusions, owe her an enormous debt. While she has been particularly fortunate in her choice of informants - especially the articulate and sensitive Eric Stracey - she has been far less fortunate in her choice of publisher: the indifferent editing and the omission of her footnotes is reprehensible.

A JANNALI PIONEER: Continued from page 334

On November 6, 1987, Mrs. Tierney died at the age of 95. The funeral service was held in the Jannali Congregational Church on Monday, 9th of November, led by Rev. Robert Aitken.

Source: The late Mrs. Clyda Tierney; eulogy by Mrs. Celia Chambers (daughter).

----Fred Midgley

W. BURGESS
Kogarah Coach and Livery Stables

All kinds of vehicles for hire day and night. Mail coach leaves Kogarah station every morning at 8.35 for Tom Ugly's Point and Sylvania. Sundays, 9.35. Shoeing and blacksmithing done on the premises. Montgomery St. Kogarah.

--St George Call, 1904

A PIONEER OF MIRANDA

Mr. Thacker came to Miranda in 1887, then known as the "Old Farm," a patch having been cleared and cultivated where the Public School and Church of England now stand. At that time there was no road, only a rough track from the punt to Sutherland. Progress was slow but as other settlers came along improvement was soon seen. Mr. Thacker took a leading part in efforts to secure some sort of roads and also to have the main roads put in a passable condition.



On the 18th May, 1906, Mr. Thacker was informed by the Minister for Public Works that he had been appointed a member of the Temporary Council for Sutherland Shire and that the first meeting would be held in the School of Arts, Miranda, on Monday, 16th June, at 7 p.m., and that a copy Government Gazette containing his appointment was being forwarded to him.

On reaching the age of 80 years Mr. Thacker decided to retire from public activities and a function was arranged for the purpose of making presentations to both Mr. and Mrs. Thacker. We now reprint extracts of speeches made there from a report of this function published in "The S.C.A.M." dated November 16, 1929.

On Monday night, 4th November, 1929, in Miranda School of Arts, a social function of historic importance took place ----a complimentary social and testimonial --- to Mr. Edward Thacker, the district's oldest pioneer. The large attendance of his friends showed the high esteem in which he was held. To carry out the most important part of the programme the following gentlemen mounted the stage, Messrs. R. M. Russell, E.W. Phillips, J. W. Macfarlane, Clr. E. S. Shaw, W. Hayes, Davies, J. Mondel, Marsh, S. Mortlock and A. Wezzell.

Mr. Russell was chairman and expressed his pleasure at seeing such a gathering to honour the guest of the evening. He had known Mr. Thacker for the past seventeen years; and thought a lot of him because of his earnestness and unselfishness. Mr. Thacker was now in his 80th year and felt that public activities were getting too much for him. He had resigned as President of the Agricultural Bureau. He felt that a man who had done so much for the district should be honoured and he had approached the Miranda Co-operative Society and the Miranda School of Arts, who readily promised their support.

Mr. E. W. Phillips traced the genesis of the Miranda Co-operative Society (which in the early days was known as the Miranda Agricultural Bureau) and the part Mr. Thacker played in it.

In the year 1918 the producers and poultry farmers were having a bad time and Mr. Thacker was one of the first to come forward. A committee was formed under his leadership. A collective buying scheme was in operation for about a year when Mr. Thacker saw that it was not pooling orders but the pooling of funds

that was needed. Opposition came from trade interests, but Mr. Thacker persisted and the Bureau was formed. Later he advocated a discount system which worked effectively. As a result of these co-operative activities the poultry farmer in this district was in a better position than anywhere in New South Wales.

Mr. Thacker was also one of the pioneers of Miranda School of Arts and one of the first presidents. The success of this institution was largely due to the foundations laid by Mr. Thacker and other gentlemen who worked with him in the early days.

The Miranda School of Arts was formed by Miranda Progress Society, which was in existence in the year 1898, and was opened on the 7th November of that year. its first location was in a small room at the rear of the old Congregational Church. In July, 1904, Mr. Thacker was elected President, and on January the following year the School of Arts was moved to the corner of Kiora Road and The Boulevarde. Due to the energy and tenacity of Mr. Thacker and his colleagues the privileges enjoyed today were made possible.

The community at that time composed of email orchardists and poultry farmers with holdings of Holt-Sutherland Estate scattered over an area of about fifteen square miles.

Mr. Thacker fought for and was successful in getting one penny postage for Miranda, the removal of tolls on the ferry, reduction of rent on the Holt-Sutherland leaseholds and the right to convert to freehold after 25 years.

Mr. Thacker could take his piece in the pulpit, was a good platform speaker and one who could take a leading part in social functions.

During the evening Mr. Thacker was presented with a beautiful gold watch, suitably inscribed, and Mrs. Thacker with a handbag.

Mr. Edward Thacker passed away on 6th November, 1936.

Source: The "S.C.A.M.", October 18, 1956.

-----GEORGE HEAVENS

FISHERMEN

I remember two men who used cord lines bringing their catch of leatherjackets every afternoon onto South Cronulla beach, where they sold them for 3 pence each. The fish were in a large basket and the customer could have their purchase gutted or scaled as they requested. This procedure started about 1916, and continued for three years.

-----Frank Mayman

EXCURSION REPORT

The week-end tour to the Far South Coast was an outstanding one and everyone attending spoke in glowing terms for the kindness of members of Bega Historical Society, particularly President Jack Burgess the guide for the day. Appreciation was also expressed for the attention given us at Kameruka Estate.

Thanks are due to Doug Archer and Stewart Roberts for looking after the party on Friday evening and Saturday as I didn't arrive in Narooma until late Saturday evening.

The visit to the Mogo Gold Fields on Sunday was interesting and an unusual exercise, to say the least. And the arrangements regarding food for our return trip proved very successful too.

By the time you receive this Bulletin we will have been to the excursion on River Boat Cruises on Upper Middle Harbour -- we have not previously been in this area and we trust it will be up to our usual interesting outings. On the way home we hope to see some of the decorations in the City of Sydney.

On Thursday February 25, we will be repeating an earlier tour - the Hawkesbury River Boat Postman; there is a waiting list, at present, and it is possible this Bulletin will not arrive in members hands in time to let you know if seats have later become available.

However, we can let you know the next outing will be Saturday, May 21; there are two possibilities, but we cannot advise in time for the printing of this Bulletin. Tickets will be on sale at the February Meeting and full details given then.

That this situation occurs so often disturbs me, but the need to prepare the Bulletin at least one month before issue makes it very difficult to included all facts and prices when we are waiting to hear from other Societies. And even then, we are sometimes put in the position of having to make another quite different choice.

For enquiries please contact either Mrs. Cutbush on 523-8147 or myself on 523-5801.

Happy new year to all members and we look forward to your support again during 1988.

Aileen Griffiths

CONVENER

FIXTURES FOR MONTHLY GENERAL MEETINGS

January 8: MEMBERS NIGHT. Addresses by Mrs. F. Declausel and Mr. D. Archer.

February 12: Mr. Ron Rathbone; Address on HON.T.J.LEY, M.L.A., M.H.R.

March 11: ANNUAL GENERAL MEETING.

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

DR. OSWALD HOWSE

Shortly after 11 a.m. on Monday, January 9, 1899, Dr. Oswald Howse of Carrington Avenue, Hurstville and his coachman, T. Jones were driving along Forest Road near the railway station when the horse took fright at the sight of a passing train and bolted at the corner of Carrington Avenue.

The horse almost fell down and Dr. Howse was thrown out onto the hard road receiving cuts to his head, knees and hands, and several bruises. He was conveyed to his home where his wounds were attend-to by another Hurstville resident medical practioner, Dr. McLeod.

Dr. Howse sometimes found it more practical, according to the circumstances to travel on horseback, such as calling on patients like Richard Midgley of Bangor, later Menai.

Richard Midgley, with his wife and family was the second settler there, taking up a Homestead Selection of 34 acres in December, 1896.

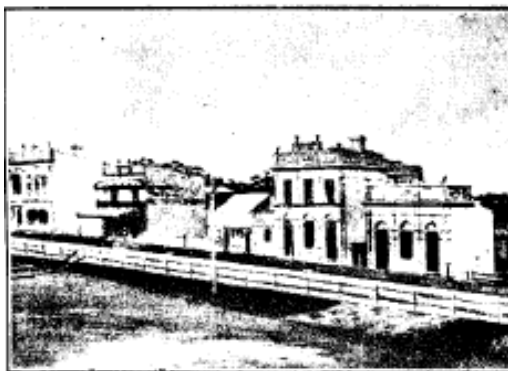
But it was a hard life for a former coach builder in St. Peters where his business had succumbed in the great Depression of the 1890s, and his health began to suffer.

It was a long journey for Dr. Howse which included crossing the George's River on the hand winched ferry at Lugarno.

But there was little the doctor could do for his patient who was con-fined to bed.

Richard Midgley succumbed to his illness after 14 days on May 25, 1899, at the age of 46, Dr. Howse declaring on the death certificate his patient had died of pneumonia.

At that time Dr. How-se and Dr. McLeod were the nearest medical practioners at Hurstville for Bangor settlers, there being no resident doctor at Sutherland until Dr. Rooke set up his practice in East Parade, in 1906.



---- Forest Road Hurstville in the 1890s

Source: St. George Advocate; writer's records.

-----Fred Midgley

OYSTER LEASES. In June 1918 there were protests at the granting of oyster leases at Peakhurst. The Fisheries Department had granted leases to two returned soldiers and Council aldermen did not favour this move. A very lengthy letter was published in the "Returned Soldier" which said that only a small portion of the foreshore had been leased, and there remained approximately 2,000 yards for the use of the general public.

-----Hurstville Propeller

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SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

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If your contribution is hand written, please print names in CAPITAL LETTERS, Contributions for the next issue must be in the hands of the Publications Convener no later than April 8, 1988.

Meetings of the Society are held monthly on the second Friday at 8p.m in the Staff Recreation Room of the Shire 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.

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