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PRESIDENT'S NOTES August, 1988

I sincerely hope all members are successfully battling their way through this winter, which is making itself unwelcome in several ways. An over-supply of rain has made its mark in the history of the weather, which will be remembered for a long time as will its association with a new, equally unpleasant 'flu'.

Although many local residents, when spoken to at the Heritage Week display, have been known to say they never knew an Historical Society and a museum existed in the Shire, it is surprising to note the offers of items of earlier days which come our way from time to time. During recent weeks, three exhibits have been donated: an office staff register clock; a wooden ice chest, and a 1920 electric refrigerator. An appropriate amount of pushing and rearranging of display cabinets has provided space in the Society's exhibition rooms. The Society thanks the donors who are, respectively, Gordon and Gotch Ltd., through Mr Bryan Paterson; Mrs Shirley Horswill of Peshurst, and Mrs Wendy Black of Dolans Bay.

Very recently I had the pleasure of attending a seminar at Mascot conducted by the Botany and District Historical Society, at which I listened to a number of instructive lectures which would be of interest to members of this Society. Arrangements are being made to hear these lectures ourselves at future meetings.

Finally, a sad note, as we record the passing of another of our valued members, Vic. Thorson, whose cheery presence always contributed so much to any gathering of members. I, and the Society, share the sorrow with Lyn and her family.

Harold Ivers.

FIXTURES FOR MONTHLY GENERAL MEETINGS

- | | |
|---------------|---|
| May 14 : | Mr R. Cutmore. Address on : HISTORY OF WESTPAC BANK |
| June 10 : | Mr A. Platfoot. Address on :-A VISIT TO NEPAL. Illustrated with slides. |
| July 8 : | Mr W. Campbell. Address on :-ROYAL VOLUNTEER COASTAL PATROL. |
| August 12 : | Mr F. Midgley. Address on:-SOUTHERLAND-SUTHERLAND. Illustrated with slides. |
| September 9 : | Mr S. Dent. Address on :-ROYAL AUSTRALIAN NAVY. |

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The financial year of the Society is from January 1st to December 31st.

A POPULAR PRESIDENT

It came as a shock to members of the Shire Council on Monday evening, December 16, 1907, when at the conclusion of business, Pres. Judd made the statement that he did not intend to seek re-election. He thanked his fellow Councillors for their attention to Shire affairs in the past, which had caused many residents to wonder at the good work done. He wished them every future success.

Clr. Hyndman urged the President to reconsider his decision. They could ill afford to lose him, and he was sure the Council were all of the same opinion. Cr. Cook referred to the proposed action as the greatest loss the Council could sustain. Cr. McAlister attributed their success to the President, particularly in the matters of finance, and whenever a public function required his presence he was there. Cr. Hill referred to the President as the only guide and general, and his loss would be a severe blow to the Shire. Mr. W.H. Carrick, storekeeper, referred to the consternation which would be occasioned among the ratepayers on hearing of the proposed step. He knew the President's public record, and would consider his resignation a great loss. He spoke with the utmost sincerity, and urged him as a public duty to stand by his guns. Mr. H.H. Small the Sutherland school headmaster echoed these sentiments and hoped the Council would make the duties lighter by appointing a deputy.

In response :Mr. Judd thanked them all for their gratitude. He eulogised Cr, Cook's loyalty to himself as a co-representative for the Riding. and to the Shire generally. He (the Pres.) had had a busy time during the past six months and had promised himself a holiday. He



had been asked to stand for Arncliffe but had placed Sutherland first. They were in the unique position of having a credit of £1300 - a good position no Municipality was ever in. The whole Council had been imbued with the one idea of doing their best for Sutherland, and if the President changed his mind he would give Sutherland Shire the first chance. (These remarks were greeted with applause). Councillor and former President W.G. Judd was a son of the soil - one of New South

Wales' sons who, by dint of perseverance and the determination to leave behind a name worthy of respect, - succeeded in establishing himself in the hearts of all with whom he came into personal contact as an honourable business man and true friend.

Cr. Judd claimed Sydney as his birthplace (July 30, 1847), the site in 1912 of the Queen's Hall, Pitt street, being the locality. Schooldays over, the question of employment was solved by "W.G." commencing brickmaking among the old "sandstock" men of St. Peters. Having mastered this trade he took up the business of store-keeper at St. Peters, in which locality he first entered Municipal life, eventually becoming Mayor of the Borough.

In 1885 in company with Messrs. Doust, Godfrey, Edwards, Gardiner, Binstead, and others, the brickmaking works at Mortdale was established by "W.G." When living at Arncliffe, he again entered the Municipal field, this time for the West Botany (now Rockdale) Municipality. In due course he found his way to the Mayoral chair, and, as at St. Peters, the town hall carried his name as Mayor.

Continued page 373.

SUTHERLAND-CRONULIA RAILWAY OPENED

History was made on Saturday, December 16, 1939, when thousands of people came to the Shire to see the new railway between Sutherland and Cronulla officially opened by the Governor, Lord Wakehurst. The new line is the first to be opened in the State for eight years, and has been built as a direct result of the work put in by the Shire President, Clr. Monro, M.L.A., in having the Bill put through Parliament.

Saturday's function saw the most distinguished array of important personages to be gathered at any function in the suburbs. Such a gathering, together with the vast crowds of general public, was a great tribute to Clr. Monro and the Shire.

The new line is a single track electric railway, beginning at Sutherland Station at a point 15 miles 37 chains from Sydney, and thence extending a distance of 6 miles 23 chains to Cronulla; 107 lb rails were used, the ruling grade is 1 in 40, and subways and overbridges have been constructed where necessary to avoid level crossings.

There are six stations on the line, Kirrawee, Gymea, Miranda, Caringbah, Woolooware and Cronulla. The station buildings have been built with ornamental bricks, no two designs being the same. In addition to the track for electric rolling stock (which includes two crossing loops, one at Gymea and the other at Caringbah), goods sidings have been provided at Miranda and Cronulla, and each station has island platforms with the exception of Cronulla Station, which has a single face. The Cronulla platform is parallel with Curranulla Street and, to cope with expected heavy holiday traffic, it has several exits; it is 1,276 feet long, being the second longest platform in the State, and is capable of dealing



CLR. MONRO

with two 8-car trains at one time. Other tracks at Cronulla are capable of providing accommodation for a further five trains. At Sutherland the station arrangements have been remodelled; there are now three platform faces instead of two as formerly; new station buildings (including an overhead booking office), and a new overhead road bridge and approaches providing for vehicular and pedestrian access from one side of the line to the other.

One engineering feature worthy of special mention is the steel span bridge which carries the line shortly after it leaves Sutherland Station, over the Princes Highway. The distance between the bearings is 113 ft. 11 in., and each girder of the span is 131 ft. 11 in., the bridge being sharply skewed to the roadway. The total weight of steel in the complete super structure is 100 tons, and the plate girders, which have a depth of 11 ft. 8 ½ in. at the centre, are the deepest of this type yet constructed in the State for railway purposes.

Automatically signalling equipment has been installed throughout the line. At Sutherland a new power signalling installation was brought into use on October 30; the electric interlocking machine, from which the whole of the points and signals are operated, having been designed by Departmental Officers and manufactured in the Signalling Workshops. The main feature of interest is the absence of mechanical locking, the whole of the equipment being controlled electrically. These electrical safeguards, in the absence of mechanical locking, prevent unsafe operation of switches and signals, in addition to providing the utmost facility of traffic movement. The levers in this interlocking machine are of the miniature type usually associated with telephone apparatus, and the whole of the

60-lever machine which controls the interlocking, working 16 pairs of points and 55 signals, is so compact that it, together with the telephone system, occupies a small space on a table. The signalman; whilst seated at the table, can control all signalling and telephone operations with the utmost ease and rapidity. In front of the signalman is a track diagram showing the layout of the yards and the location of the points and signals, together with lights showing the position of trains on the tracks. In addition, the positions of points and signals are shown by lights on the diagram, to indicate to the signalman that the 'equipment has responded properly to the movements of the levers in the electric interlocking machine.

An outstanding feature of the official opening was the amazing success of the programme in being carried out to schedule, in which a great number of important happenings went through and finishing up only about 10 minutes out of schedule. Such a feat reflects great credit on the organisers.

The whole programme went off without a hitch with the smoothest of running.

The official train, suitably decorated with the Royal Coat of Arms, arrived from Sydney on the scheduled time and two minutes later the Governor arrived in his car with a police escort. The N.S.W. Police Band played the National Anthem and the His Excellency, accompanied by Lady Wakehurst, inspected the guard of honour presented by the Ex-Servicemen of the Shire. Special provision was made for parking space at Sutherland for official guests who arrived by car, while loud speakers were installed for the opening ceremony.

In extending an official welcome to Lord Wakehurst, Councillor Monro said he was proud His Excellency had agreed to associate himself with the completion of this major work. In the space of a few short years both His Excellency and Lady Wakehurst had endeared themselves to the hearts of the people, and he trusted that they both would long spared to carry on their good work for years to come.

SPEECH BY THE GOVERNOR. "I extend my sincere thanks to Mr. Monro for his welcome to me, but it is a great pleasure for me to be among the citizens of Sutherland Shire on this great occasion for them. I deeply appreciate the action of the returned soldiers in providing a guard of Honour for me, and I thank them for it. I see that many of them have joined the Garrison Battalion so as to carry on the spirit of the old A.I.F."

"We are assembled here to link your delightful Cronulla with the city railway, but when it was commenced a few years ago we little thought that it would be completed during a time of war, a time when so much of our energy and resources have to be diverted for the great National effort being made, as Australia has to play its part in bringing about that essential victory which we all know will come back". (Applause).

"Trains will serve the community faithfully, and we have to remember that the railway is still the most effective conveyor of goods and people".

"When your Shire was inaugurated in 1906 there were only 1,500 people, but now you have 18,000. A fast electric train service

through the area was much needed, and the Shire is to be congratulated in securing the most modern line in the State. It has all sorts of special features in the signalling system, design of stations, and, above all, the absence of level crossings. All this will contribute

to the safety and comfort of passengers, and eventually prove a very substantial asset to the District. The line will be the means of bringing the beauties of Port Hacking and district within reach everybody.



Lord Wakehurst then cut the ribbon across the line, after which he boarded the train with other guests to proceed on the first official run to Cronulla. During the run Lord Wakehurst went into the driver's cabin and was given de-tails of how to drive the train by Driver Ben Randall, who once drove the old steam trams between Sutherland and Cronulla. Several other trains followed immediately behind the official train.

From the "S.C.A.M." newspaper.

---George Heavens

The Governor of N.S.W., Lord Wakehurst and Lady Wakehurst at the controls of the first train on the Sutherland -Cronulla railway.

A POPULAR PRESIDENT continued from page 370.

till continuing his journey south "W . G ." (having acquired property in the Sutherland Shire) was next found associated with the Shire Council at the incoming of the Local Government Act.- its President, "- for the first two years -- and then having retired at the last general election yielded to strong representations to fill an extraordinary vacancy caused by the resignation of Cr. Cook, (August 1911).

It may be safely said that Cr. Judd was looked upon as a Municipal authority, a fact borne out by his election to the position of President of the local Government Association, and Chairman of the Committee of that body appointed to suggest an amendment of the building regulations for Councils.

Clr. Judd sought Parliamentary honours and gained them in the late eighties, sat through one Parliament as a representative for Canterbury, but with failing health he gave up Parliamentary work. Parliamentary work.

Few men knew more of the Illawarra District, and with the rapid development south of the Georges River, Sutherland Shire ratepayers had one of the right men in the right place in having Cr.Judd as a representative.

-Source: St.George Call, 1907 and 1912, ----- F.M.

THE STREET WHERE YOU LIVE

PRICE'S CIRCUIT, WORONORA. Named after Thomas Price and family, the first settlers at Woronora in 1899, When Thomas price died the land Was subdivided into 353 lots including 85 waterfront sites, and wag put up for auction by C. Monro on Easter Monday!, April 17, 1922, on the ground. Originally named Price's Avenue surveyed during the subdivisions, it was renamed Price's Circuit with a new housing development in the 1970s.

THORP ROAD, WORONORA. After Joshua Thorp a land speculator of the last century. Ho held large tracts of land in other areas, but had 70 acres at Menai and 67 acres at Woronora adjoining Forbes Creek.

PRINCE EDWARD PARK ROAD, WORONORA. Named after H.R.H. Prince Edward Who visited Australia in 1920. Boyle Park at Woronora was renamed at that time to Prince Edward Park.

LOFTUS AVENUE, Loftus. Lord Augustus Loftus took up residence as N.S.W. State Governor on August 4, 1899, returning to England on November 10, 1885:. He belonged to England's upper class his family holding Castles in Ireland, Scotland, Loftus Hall (in Wexford) and several places in London.

STAPLETON AVENUE, SUTHERLAND. After the Stapleton Family who were amongst the earliest residents. Charles Harvey Stapleton supplied meat to the railway construction workers on the Illawarra Railway from 1884 to 1886. Land for a butcher's shop was granted on October 9, 1891, at the northern end of Sutherland's shopping centre. Stapletons resided on land between Merton, Belmont and Flora Streets. After sub-divisions Stapleton Avenue was named.



BOYLE STREET AND BOYLE LANE, SUTHERLAND. Originally it was named Station Street in the early subdivisions of the township in 1886. It was re-named Boyle Street in the early 1940s after Edward W. Boyle who served as a Shire Councillor for 9 years between January 1911 and December, 1934. Edward Boyle had a large entertainment hail in the street and a hotel on the corner. Boyle Lane at the next intersection south off the Princes Highway was also named after him. This lane s not previously officially named but was known as Blacksmith's Lane because of the early tradesmen there.



GILMORE AVENUE, KIRRAWEE. The Gilmore family were early residents of the area and they were well known for their agricultural pursuits, having a large orchard which was bounded by Acacia Road, Waratah Street and Gilmore Avenue. It was subdivided into 81 allotments in 1955. A member of the Gilmore family was the contractor for the lay-of the Sutherland - Cronulla tramway.

McALISTER AVENUE, ENGADINE. After Charles and Christina McAlister who were the first settlers there which they named the "Engadine Estate" after The Engadine District in Switzerland. When the new railway station was opened n Saturday November 20, 1920, it was named Engadine by Christina McAlister, Who was given the choice of naming it. Charles McAlister was a member of the first Sutherland and Shire Council in 1906, continuing in this office until 1914. His death occured in 1915.



HIGGERSON AVENUE, ENGADINE. Named after John Higgerson and his family. John Higgerson originally lived at Heathcote but about 1910 -1911 moved to Engadine. He was a well known jockey in his younger, days, and had a reputation of being a very honest man.

PRESTON AVENUE, ENGADINE. The Preston family were in residence around, 1912 . Mr. and Mrs. Preston. opened a general store in Engadine in 1921 on Princes Highway (now Old Princes Highway) opposite Station Street. This was the second store in Engadine and it was also the location of the Post Office.

BUCKLE AVENUE, ENGADINE. Douglas Buckle took up land at Engadine in 1919. following Was Service. He selected one of three blocks thrown open for returned soldiers at Engadine. He came to live at Engadine with his family in 1927 after farming at Uranna.

NOLAN AVENUE, ENGADINE. an early resident of Engadine, Sergeant Nolan was injured in the course of duty in the police force from which he retired while still a young man. He employed a full time gardener on his farm where he specialised in growing strawberries. His home "The Curragh", maned after a private estate in Ireland. Mr. Nolan travelled each Sunday to the Catholic Church inRobertson Street. Street Sutherland to attend Mass in his early brass radiator 'T' Ford.

HILL STREET, CRONULLA. John Hill was elected to the first Sutherland Shire Council on November 24, 1906. He was very active in community affairs; President of the Sailing and Rowing Club; President of Cronulla School of Arts; President of Cronulla Parents and Citizens Association. John Hill served 16 years on the Shire Council including one year as President. He came to the Shire in 1892 and in 1906 commenced a boat building business in Gunnamatta Bay.



WINDSOR ROAD, CRONULLA . Mrs Ada Windsor (nee Wilshire), had a life-time hobby of collecting shells. The collection of over 6,000,000 shells of various varieties were mostly obtained from the beaches around Cronulla. The collection was displayed in a museum near Shelly Beach, and was believed to be the greatest in the world.

WILSHIRE AVENUE, CRONULLA The Wilshire and the Winsor families were related and were early land holders after the sale of Government land in the mid 1890s. A daughter, probably Rosa, was a very talented painter and artist. Mr. Wilshire dressed in the style of a Dickens's character.

EWOS PARADE, CRONULLA,, The Parade was named after E.W. O'Sullivan who was minister for Public Works at the turn of the century, and amongst other things was responsible for the banding of Central Railway station, In an election promise he pledged to build a bridge over Georges River to replace the punt at Tom Uglys. When the promise was not kept angry citizens gave their version of Ewos Parade - EWAS Avenue -- as in E was 'avin you. It was named Ewos Avenue until the Shire Council changed it to Ewos Parade.

HYNDMAN PARADE, CRONULLA. Sutherland Shire President E.W. Hyndman was born et Brighton, New Zealand in 1871. When he came to Australia he secured large interests in gold mining dredges in New Zealand and Victoria. In 1903 he took up residence at Miranda. He was active in community affairs such as Chairman of the Poultry Farmers Co-Operative Society,, President of the Miranda School of Arts and a member of the Miranda Progress Association.



Source: Writers records. ----Fred Midgley

ENGADINE 1924

Less than 20 miles from Sydney
On the Illawarra line
Is a place where nature's beauty
And attractiveness combine.
'There's a little platform,
little cared for, little seen,
And the sign. it bears upon it
Shows the title -- Engadine.

Take your car across Tom Uglys
Pass through Sutherland en-route,
You'll find a first class motor road,
And good scenery to boot.
On the east the famous National Park
With miles of evergreen.
A permanent advantage,
To the town of Engadine.

You'll marvel when you see the falls
That they're so little known,
From human spoilation
Nature kept them quite her own.
There is a wilderness and a grandeur,
And a majesty serene,
Surely one of Nature's wonders
Are the falls of Engadine.

The "Black Rock" Woronora
With its scenery sublime,
Through hills of rugged grandeur
As through centuries of time
Has flowed along from Age to Age,
To beautify the scene,
That awaits appreciation
On the road to Engadine.

For fishing or for shooting,
Or an ideal week-end rest,
For home or speculation,
It offers you the best.
The proverb of the early bird
Applies right here as I have seen,
The present day advancement,
Has awakened Engadine

From the "Hurstville Propeller". May 16,
1924.

CHURCH BURNED AT SUTHERLAND

On Saturday morning, November 2nd, 1935, a building which had cherished memories for many Sutherland and district residents was burned to the ground.

Shortly after ten o'clock smoke was seen coming from the roof of the Sutherland Methodist Church in Flora Street, Sutherland, and the alarm was given to the police and the Cronulla Fire Brigade, who were quickly on the scene, but notwithstanding all efforts the building was doomed, and in a very short time was reduced to ashes, together with all the furnishings, piano, organ, choir music which was valued at over £25, the crockery and other utensils of the Ladies Church Aid and Brotherhood, also the regalia, ping-pong table, library and other articles belonging to the O.K' s. All the hymn books and a much valued Bible which had been presented to the Church only a few months before by Mr.J.H. Hardwicke, were also destroyed.



Scores of willing helpers rushed to the scene, only to find they could do nothing but stand by and watch the building burn. During the day the ministers and officials received many phone calls expressing sympathy and making offers for temporary assistance.

On the Sunday services were conducted in Memorial School of Arts and arrangement were made since then to hold the services there until a new church could be erected
From the S.C.A.M. newspaper Nov. 9, 1935. F.M.

THE CHILDREN OF BAIAMI

NOTES ON ART, RELIGION AND TERRITORY IN CENTRAL NEW SOUTH WALES

by Edward Duyker

In recent years much attention has been given to the definition of tribal territories and aboriginal sacred sites in the context of the struggle for land rights. This short article provides basic notes on the territories and significant sites of the, indigenous inhabitants of Central New South Wales (between the Darling and Lachlan rivers, from Bourke in the north-east to Lake Cargelligo in the south-east and as far west as Ivanhoe). It is hoped that in a small way it will help reinforce the growing awareness of the other "cathedrals" and "sees" of Australia.

Tribal Boundaries:

Probably the first serious attempt to map tribal boundaries in the area under consideration was undertaken by Norman Tindale as part of his larger study of tribal distribution throughout the continent. Tindale's map (published in 1940 and revised in 1974) plots four tribes within the region; these were the Ne:mba (Ngemba), Naualko, Wiradjuri and Wongaibon.

While Tindale's maps of 1940¹ and 1974² may provide us with a general portrait based on late 19th century and early 20th century sources, any attempt to define tribal territorial affinity between the Darling and Lachlan rivers must be amended with respect to specialised sub-regional studies. For example, although Tindale makes mention of the Ba:kendji (Bagundji) he does not group them with the Naualko as Harry Allen³ does in his definite study of the same tribe.

Significantly, Tindale, in his revised map, placed the boundary between the Wongaibon and the Wiradjuri lands much more to the south than he did in 1940. This delimitation shows considerable consistency with Tasin Donaldson's recent location of the "Ngurarmbo" or homeland of the "Bila:rgiyalu" or Bull-oak clan of the Wangaaybuwan (Wongaibon). Tindale's southern boundary of the Wangaaybuwan territory, however, can be modified with respect to the place names gleaned from Donaldson's record of the oral traditions of this clan.

Dispersion:

European encroachment into the lands between the Darling and the Lachlan resulted in profound changes in the ecology and economy of both the riverine and arid land tribes of central N. S. W. In particular, disease, cultural contact and outright land dispossession ultimately produced serious repercussions in social cohesion, language and traditional subsistence patterns.

By 1914, for example, the last recorded initiation ceremony took place among the Bila:rgiyalu clan of the Wangaaybuwan. We also know that by this time there were no younger Bila:rgiyalu of wholly Aboriginal descent. Although initially divided into two main groups living at Keewong (yagararay) and Trida (gunambid ja: l), worsening conditions led both groups congregating in the vicinity of Carowra Tank. In 1926, Carowra Tank was formerly established as a white-run Aboriginal station for the Bila:rgiyalu and Nhi:lyigiyalu clans together with some scattered Wiradjuri. Carowra, however, was only to remain an Aboriginal station for another eight years; in 1934 (as a result of inadequate water supplies) the entire community was summarily transported to Menindee with the remnants of the Bagundji.

In 1949, those who had not already moved from Menindee (on their own accord) were moved again to a new station at Murrin Bridge, approximately 7 miles from Lake Cargelligo, Eubalong and Murrin Bridge area, there are also families scattered throughout towns such as Wilcannia, Menindee, Ivanhoe, West Wyalong, Wagga Wagga, Robinvale, Dareton and Wentworth. According to Max Kamien there were remnants of the Peak Hill Wangaaybuwan and Wiradjuri currently living in Bourke - but none of the "original" Ngjamba". Kamien also notes that the "remnants of the Ba:gundji" have moved to Bourke from Wilcannia. ⁶

Art And Religion

Among the tangible sources of evidence of Aboriginal territorial affinity in central N.S.W. are a number of distinctive rock paintings which are among the finest in south-eastern Australia. The sites at Iona, Meadow Glen, MT. Doris, Mulgowan and Wiltagoonah are all registered as part of the national estate by the Heritage Commission. Although there are postures and patterns of animation in the art of the Cobar pediplain, which are consistent with the indigenous art of other parts of Australia, there also major local differences. Perhaps the most striking aspects of these paintings is their intensely naturalistic style, which reflects the detailed observations of the local artists. There is, however a complete lack of life-size (or larger) representations of the human form. Despite its distinctive character, the art of the Cobar Padiplain has also been markedly influenced by dendroglyphic designs generally associated with the initiation and mourning ceremonies in south-eastern Australia. This also tends to affirm the religious of these art sites.

F.D.McCarthy, for example, has speculated. that some of the "linear designs, ritual objects and compositions" suggest important sacral functions for these paintings (particularly in association with "Bora" or initiation ceremonies). McCarthy also argues that representations of the great sky hero "Baiami", the rainbow serpent and large numbers of magicians are an indication of an important symbolization of central characters in Wangaaybuwan religious life. McCarthy, in fact, ventures to assert that the free depiction of magicians in the pediplain galleries is unique in the Aboriginal art of the continent?

In summary, these cave friezes and rock galleries provide a remarkable view of a number of aspects of the traditional life and beliefs of the Wangaaybuwan. In addition, recent archaeological surveys have provided a further reminder of the links the descendants of the Wangaaybuwan have with the land. The diagonal course of the natural gas pipeline has, in particular, yielded considerable information on the location of numerous midden sites, surface campsites and ceremonial grounds. The sites uncovered during the construction of the pipeline can only be regarded as a mere sample of the pre-historic, heritage of the lands between the Lachlan and Darling rivers. Further tangible evidence of the Wangaaybuwan's association with the land is readily obvious in surviving oral traditions and songs which provide linguistic co-ordinates for their traditional homeland.⁸

While corruptions of indigenous names, together with, European and town names may mark established maps, the names passed down by word of mouth over the centuries still survive and cannot be ignored.

Sites of Significance

Coombie: rock shelter near a spring containing faded and bright stencils, imprints and a set of lively medium to broad-bodied dancers.

- Iona: a small cave on Iona station which contains an astonishingly large number of brightly coloured paintings of dancing and hunting scenes, animals and significant tally marks.
- Keswong: Keewong st): a water source and a place of particular significance for one group of the Bila:rgiyalu clan by whom it was known as "Yagararay". Mentioned in Wangaaybuwan songs and oral tradition, it has also had an important role in the more recent history of the clan.
- Marma: six sandstone rock shelters in the Neckarboo Range which contain hand stencils, kangaroo feet and other animal prints representative of the naturalistic art of the Cobar Pediplain.
- Meadow Glenn (Beaumont hill): three rock shelters on Meadow Glenn station which contain rock paintings in an animated, colourful, miniature style together with stencils trasks and dendroglyphs.
- Mt. Doris: a rock shelter art site in the Barnato area. In general terms it is a small, well preserved example of the Cobar naturalistic art style. It contains paintings of human and animal figures, weapons, linear designs, and hand stencils and prints.
- Mt.Grenfell: contains a number of sites with large painting friezes of hunting scenes, animals, magicians, and linear designs.
- Gunderbooka (Mulgowan) : a series of rock shelters containing a large number of stencils impressive dendroglyphs, linear designs, and human figures which are among the finest naturalistic Aboriginal paintings in S.E. Australia. Of special interest is an outstanding painting of a Koala climbing a tree.
- Trida: a place of significance to the Bila:rgiyalu clan of the Wangaaybuwan, by whom it is known as "Gunambidja:l". Mentioned in Wangaaybuwan songs and oral tradition, it is an intregal part of their "Nguramba" or homeland.
- Wiltagoonah (Wattagoona): rock shelters containing paintings (at the headwaters of the Kerrigundie Creek) of fish, snakes, kangaroos, lizards, opossums, dancing and fighting men, stencils and geometric symbols.
- Wing Ding: Carowra tank): a water source and place of significance to the Bila:rgiyalu and Nhi:lyigiyalu clans of the Wangaayhuwan, by whom it is known as "Gira:wara". Although mentioned in old songs and traditions it was an official white-run Aboriginal station between 1926 and 1934; it therefore has a powerful place in the memory of the older Wangaaybuwan generation.
- Yathong: a place of significance to the Bila:rgiyalu clan of the Wangaaybuwan, by whom it is known as "Ya:rali". Mentioned in Wangaaybuwan songs and oral tradition it is an intregal part of their "Ngurarmba" or homeland. Ya:rali" is also part of the Yathong Nature Reserve - the largest reserve in N.S.W. N.P.W.S. estate. It remains an area with viable fauna populations and valuable, diverse and overlapping ecotones.

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OPENING OF THE NORTH CRONULLA CLUB HOUSE

In beautiful sunshine on Saturday afternoon, November 18, 1950, the magnificent Club building was opened, and it was referred to as the best of its kind in Australia.

Plenty of flags and pennants decorated the building and Dunningham, park. There was reserved area for the official guests, and the St. George Band rendered a musical programme. About 100 St. John Ambulance Cadets were in attendance, and three Surf Club march past teams from the three Clubs added great interest to the programme.

Prior to His Excellency the Governor arriving, Councillor C. O. J. Monro, M.L.A. , met the Hon. J. J. Cahill, M.L.A. , Deputy Premier and Minister for local Government, and took him on a tour of inspection of the damaged sea walls, and the Cronulla Club House.

His Excellency arrived about 3 p.m., accompanied by his private secretary, Capt. Martin, and expressed his congratulations to the Council in erecting such a palatial surf club building.

As the Governor took up his position on the dais the band played the National Anthem.

Councillor Monro extended a Welcome to His Excellency the Governor of N.S.W., Lieut.-General Sir John Northcott, C.B. M.V.O. He said that the district was honoured by His Excellency consenting to open the magnificent club house, and it was a great tribute to the surf boys who were rendering such a national service to the come unity.

Mr. Monro took the opportunity of making a suitable presentation .to His Excellency of a bronze statuette of a surf life saver with belt and reel counted on a polished block, suitably inscribed, as a memento of the occasion.

The Club building was a credit to the district and a tribute to the surf boys who protect our beaches.

After the function a plaque was unveiled by the President of the Club in honour of Clr. Monro. The new tuck stern surf boat, which cost £250 was then launched.

Councillor Monro paid a tribute to the previous Council for having paved the way for the new club house to be erected. It cost £18,000, and the Club itself was spending over £2,000 on improvements and amenities.

From the "S.C.A.M." newspaper. -----George Heavens.

Book review. "BEYOND THE DUNES" a Dutch - Australia story.

This interesting book, published in 1987 is about chain migration from the Netherlands. But it is more than that, The book takes the reader back to the ancestral home on the Frisian island of W.teririger of the Duykers from 1751. The name of Duyker appears to have derived from a corruption os Duinker/Duijker, a "dune dweller", which immediately brings a picture of the original habitation of these people. Here there was not only a constant battle for survival against the destructive elements of the North Sea, but the harshness of life and poverty, and the courage and determination to rise above it.

The book, woven around the genealogy of a family is pleasantly written, for it shows how through the generations, the family life, their country, the German occupation in World War 11 to the continued migration to Australia, when after World War 11 Herman Duyker arrived with only one suitcase.



Some family historys are dull, but not this one. It is written by Edward and Maryse Duyker, and must have involved countless hours of research. Edward is a member of the Historical Society and contributes regularly to the Society Bulletin. The book which is illustrated, contains 40 printed pages and a fold out genealogy sheet is available from Dr. Edward Duyker, "Glen Robin", 167 Princes

Highway, Sylvania, 2224. Cost is \$9.95, plus \$1.50 for postage.

-----Fred Midgley

Progress is seldom without its casualties. As the steam trams began to smoke their way down to Cronulla from Sutherland Mr. S. Giddings of Cronulla, Mr.R. Cook of Sutherland and Mr.A. Simpson of Caringbah began to dispose of their faithful horses and other equipment that had drawn passenger coaches from Sutherland station to destinations in the Shire.

EXCURSION REPORT

The outing to Old Sydneytown was enjoyed by those who attended --it is the first time I recall this Society not having a full bus for an outing

As I write this to-night, we are one week away from visiting St. Marys, but of course it will be over before the Bulletin is in your hands. The Hon. Secretary of that Society has been very helpful in making arrangements on our behalf and it should be a most interesting day.

For the September outing on Saturday 17, we shall be having a trip on George's River -- the upper reaches, which will then have given us a full tour from Milperra to Botany Bay. The launch leaves the wharf in John Davy Avenue, Milperra at 11 a.m., luncheon is served whilst cruising, and we return to the wharf about 3 p.m. or a little later.

Inclusive cost of Coach, Launch and Luncheon is \$21.00 members and £23.00 Visitors, which is a very competitive rate. We can take 49 in the coach but are not limited on the launch -- if any member living nearer to Milperra wished to go by car that would be all right, provided you advise of this when booking.

Coach leaves Cronulla at 9.30 a.m., Sutherland 10 a.m.

All details of the Cowra week-end have been finalised -- leaving Cronulla 5 p.m. on Friday November 4, and Sutherland 5.30 p.m. PLEASE NOTE the change in date to the week-end following that previously announced. Because of other functions in Cowra and difficulties in motel bookings, we have transferred our tour to the first weekend in November, namely Friday 4 to Sunday 6. Cost of week-end including Bed and Breakfast Friday/Saturday and Saturday/Sunday, also luncheon and dinner Saturday \$110.00 each. You will recall it was agreed, following the success of the last week-end tour, that we make our own arrangements for payment of food on Sunday as we make our journey home. (Inspections included).

This Sunday arrangement will again be reviewed after our trip to Cowra to see if we will continue or discontinue the plan.

Our long day outing in November will be Saturday November 26; we will travel to Newcastle by train leaving Central (in this timetable) at 8.25 a.m. It arrives in Newcastle at 11.15 a.m. and gives us time to have a picnic lunch on the waterfront before boarding the Coach at 12 Noon for our tour of the District, with a member of Newcastle Society as our guide. Further details will be given later on, but the cost is to be \$10.00 for members and \$12.00 for visitors, PLUS your rail ticket which-you will purchase as you board the train at your home station, on the day of travel. (Since the increase in fares, the retired and pension price if you have identification of same is \$3.00 -- I don't yet have the new rate of full adult fare but will obtain it shortly).

For bookings please contact Mrs. Cutbush 523-8147 -- for details either Mrs. Cutbush or the writer on 523-5801.

William Griffiths
CONVENOR

LAND SALE AT JANNALI

There had been land subdivisions in Jannali on both sides of the railway as early as 1901 by the Intercolonial Investment and Land Company.

First land sales in the area had taken place in 1901, when on December 27, W.H. Gray purchased two blocks facing Alberta Street and on February 7, 1902, F.W. Robey obtained two blocks on Sutherland Road, near Alberta Street.

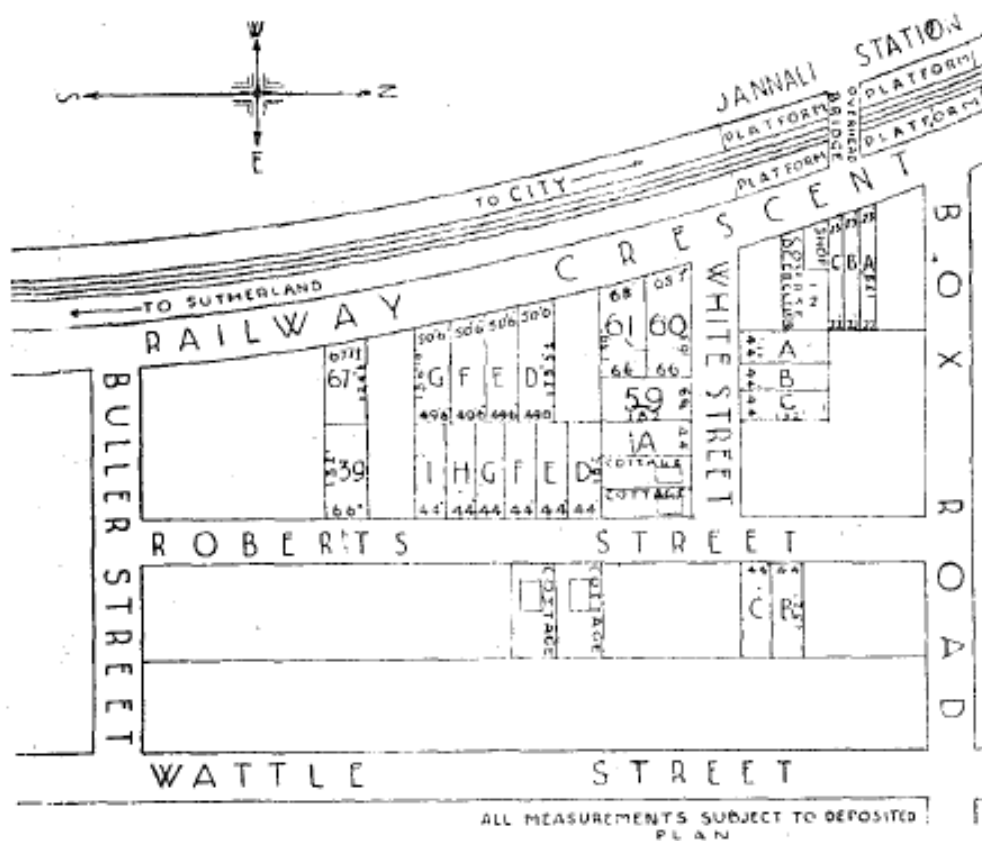
The area between Box Road, Buller and Robertson Streets and the railway was sparsely populated in 1937. There was just one shop facing Railway Crescent and four cottages nestling in the bush in White and Roberts Streets.

It was in this area that 24 lots were offered for Auction on the site, on Saturday afternoon October 23rd, 1937, at 3 o'clock, by Monro and Buist, Auctioneers of Cronulla. All lots were Torrens Title. The Sale was called the "Heart of Jannali Estate", and was billed as the rising new suburb.

Easy terms were offered the prospective buyer who paid £5 per lot deposit with the balance in 12 quarterly payments, with an interest rate of 5%.

Added attraction to the subdivision sale was the availability of city water and electricity. W. Cridland of Pitt Street, Sydney, had surveyed the lots, while legal matters were attended to by Beehag and Simpson of Elizabeth Street, Sydney.

--_Fred Midgley



OFFICIAL OF WORONORA CREMATORIUM- SUTHERLAND



The crematorium in the Woronora Cemetery, which has been built for the Woronora General Cemetery Trust was officially opened by the Chief Secretary Hon. F. A. Chaffey) on Saturday afternoon, April 21, 1934. The building is a very imposing structure, an area of some four acres of land has been set apart, and is being laid out with trees and shrubs. The ceremony was to have taken place in the open air from the steps leading to the eastern chapel, but owing to the weather being extremely cold it was decided that it should take place in the chapel. After the chairman had extended a welcome to the large company present, the key was handed to Mr. Chaffey, who unlocked and opened the doors, and as many as could entered, but a large number were unable to gain admission.

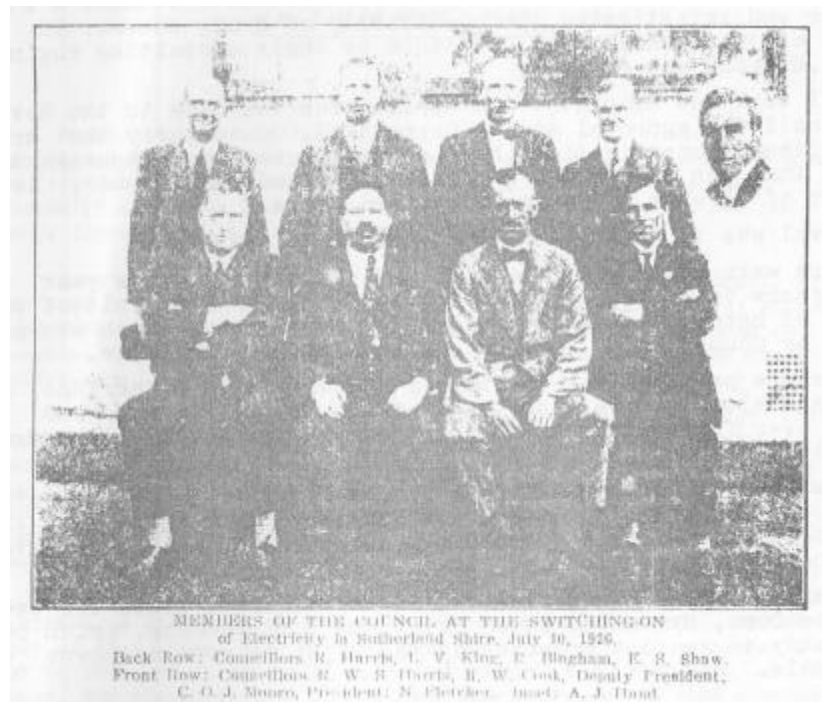
In the absence of Mr. R.W. Cook , chairman of the Trust, who was unable to attend owing to ill-health, the chair was taken by Mr.J.H. Tredinnick, and he was supported by members of th& Woronora Cemetery Trust. Before introducing err. Chaffey, the chairman said that the crematorium and environment had been developed in a spirit of brightness and sunshine, eliminating as far as possible all tendency to gloom and despondency. At the same time the structure was most dignified and imposing. He also gave a brief description of the building and on behalf of the Trustees thanked the architect, builder, Mr. Farrer (secretary), Mr. Smith (superintendent), workmen and all who had thrown their energies into the undertaking.

Mr.Chaffey commended the Trustees on their progressive step in providing a crematorium in the Woronora Cemetery. It was not only progressive, but desirable for health reasons. Some people were prejudiced on religious grounds, but it was difficult to find any tangible reason for such prejudice. Cremation was making great progress, particularly in Australia. In the next ten to fifteen years it would become as general as earth burial is today. Cremation is not a new process of disposing of the remains of the departed, but was an ancient method revived and was advocated by the leaders in all walks of life. Cremation is no more disrespectful than burial. To each and every one of us the call of the Creator will eventually come. It is one thing we are sure of. The Trustees have provided a means of preventing the Woronora Cemetery from falling into the neglected state that so many cemeteries have. When the cemetery was full and not producing further revenue, funds from the crematorium would enable it to be kept in order.

A suggestion came from one of the Trustees that the Chief Secretary might keep in mind the idea of bringing in legislation making it compulsory for the cremation of anyone dying from a contagious disease, to which Mr. Chaffey replied that he considered the suggestion worthy of consideration.

Continued on page 366.

THE ADVENT OF ELECTRICITY IN THE SUTHERLAND SHIRE



The authorities who mapped out the boundaries of the Shire in 1905-6 held this district in very light esteem, and decided that it must form the fringe of an adjoining area. The oldest inhabitant was informed that that they would not be able to pay an office boy, let alone carry out public works. After some persuasion the authorities consented to lop off 144 square miles and give it a trial, promising, however, that only a few hundred pounds would be available for improvements.

The problem of lighting the Shire of Sutherland presented many difficulties to the civic fathers, but the greatest was the enormous expanse of land included in the Shire area which extends from the sun kissed shores of Cronulla on the east to the deep ravines of the Woronora River in the West, and from the bright and breezy heights of Waterfall in the south to the bonny banks of George's River on the north. Thinking of this vast area of 144 square miles makes one shudder at the enormity of its dimensions as a residential area, which is second to none in our sunny New South Wales, and more so when the question of providing it with electricity for street and house lighting is considered.

However, as the area developed and the houses were beginning to appear in large numbers, especially in the urban area, the problems had to be met, and in the year 1917 applications were invited from, contractors willing to undertake the private supply of current to the streets and residents of Cronulla. As the war clouds loomed blacker than ever at this time, plant and materials were hard to obtain and, consequently, only one tender was received, that being the offer of Mr. A.T. Robinson for a direct current supply. This was the first step towards meeting electrical needs of the residents, and later formed the nucleus. of the larger undertaking.

Towards the close of 1923 the Council decided to advance a step further and investigated the possibility of a big scheme. In the winter of 1924 the proposal outlined by their consulting engineer, Mr. H.J. Hoggan, was adopted.

Detail work was completed and application was made to the Governor in Council for approval and to borrow £42,000 to carry the scheme into effect. Investigations by the Local Government Department proved that the scheme was not only sound and practicable, but a deriver of revenue and an asset to the Shire.

Approval was finally given in the winter of 1925.

Tenders were called for the work and at the end of the year the contractors began construction in earnest, and the result of seven months of hard work was the switching on ceremony, which was performed by Councillor C.O.J. Monro, President of the Shire.

The scheme provided for the supply of current to Sutherland, Cronulla, and also for the absorption of the Cronulla plant and its change over from direct to alternating current, the most modern and efficient system of supply.

The current was obtained from the N.S.W. Railway Commissioners at 11,000 volts 3 phase 50 cycles and delivered by high tension lines throughout the Shire to transformer substations ideally situated to meet the demands imposed upon them.

The original scheme was laid out on the broadest lines for extensions to Como, Sylvania, Taren Point and Port Hacking, which parts were ready to avail themselves of the light as soon as power was obtainable.

From the "S.C.A.M. newspaper. ----George Heavens.

WORONORA CREMATORIUM continued from page 386.

Prior to the unveiling of a tablet bearing the names of the Trust-tees, Secretary, Superintendent, Architect and Builder, at the invitation of the chairman, the company inspected the building.

On the Sunday afternoon a Dedicatory Service was conducted by the N.S.W. Council of Churches, and representatives of the Church of England, Presbyterian, Methodist, Baptist, Congregational, Churches of Christ and Salvation Army were present and took part in the service. The chair was taken by Mr. Rofe, chairman of the Council of Churches. The service was arranged to take place in the Eastern Chapel, but the attendance was so large that both chapels were filled to overflowing, and the service was amplified from the Eastern Chapel. The address was given by the Rev. C.A. White, B.A. (Presbyterian).

From the S.C.A.M. newspaper, September 28, 1956.

----George Heavens

The population of the Sutherland Shire was 3,438 when the third Council election took place in 1911. This was the year that the Sutherland Cronulla tramway opened. The President, Cr. Judd did not seek re-election and his place was taken by Cr. E.W. Boyle. Cl. E. Hyndman was elected President with an allowance of £40. Council presented an illuminated address to ex-Cr. Judd. Cr. Cook resigned in August 1911, and Cr. Judd was re-elected to fill the vacancy.

From "Sails to Atoms` by D.R.Kirkby, 1956.

A MAN OF STATURE

ALAN TAYLOR BENN. 1912 - 1988.

J.E.Thompson.

Physically, he was just of average height, but to many, Alan Taylor Benn was twelve feet high. As a lad, a soldier, and a man, his life was geared. to service to his fellow man. "The Mayor of Waterfall" as he was known affectionately to many, is gone, but the memory lingers on.

Born the eighth of ten children in Waterloo, on 10th August, 1912, Alan lost his mother whilst in his early teens. His father, a stonemason, moved with Alan and the two youngest children to a sister's home in Rockdale. Here Alan completed his education, then took up the trade of hairdressing.

He practised that trade at Hurlstone Park and Forest Lodge then, having acquired some savings, went looking for his own business. A golden opportunity presented itself in the mining town of Helensburgh. There were only about four shops at the time, but the miners and their families needed their hair cut, so Alan installed two chairs, and commenced what promised to be a successful venture into private enterprise. He was 27 years of age at the time.

Within one month of him opening his doors, the coal miners were out on strike, a strike which dragged out for three long months. And for the whole of that time, Alan carried them not only for haircuts, but for what to them was an essential ration: tobacco! But they were men of honour, and though it took them a long time, every one of them eventually honoured his debt to his barber - Alan.

Dulcie Davis and Alan Benn met when they were both fifteen years of age, and remained sweethearts for the rest of their lives. With seven children in the Davis family, and having come from a large family himself, Alan fitted into the Davis clan just like one of them.

The business had been going for two years when, in 1942, Alan was called up. Exemption was available to him because of his trade, but he chose not to claim it. Instead he put his two barber chairs into storage, closed the shop, proposed to Dulcie, and headed for the A.I.F.

Alan and Dulcie were married in St. Stephens Church of England, Hurlstone Park, in October, 1942.

With his basic training taking place at Dubbo, Alan excelled at marksmanship. He spent three years from 1942 to 1945 in the jungles of New Guinea; as a gunner in the 475th Anti-aircraft Unit; in various theatres of the campaign, mainly though in Milne Bay, Lae, and on the Island of Emuroo.

By 1945, he was home again, ready to pick up his life with Dulcie. In the following year, they bought the General Store and Post Office at Waterfall, on the Shire's southern boundary. Waterfall in 1946 had a total population of about 150, made up mainly of railway workers, living in the few scattered cottages on the western side, or under canvas in an encampment on the National Park side...and of course, there was the T.B. home at Garrawarra.

What Alan and Dulcie had taken on with their general store, cum telephone exchange, cum post office was a seven days per week responsibility, and it was to last from 1946 until 1972 in that same building.

Each morning a steam train from Sydney would drop off anything from four to eighteen bags of mail (the heaviest times were Christmas and holidays, with the bulk being for Garrawarra). Those mail bags had to have their contents sorted promptly, so that the sorted mail was ready to go out to Garrawarra on the train which arrived from the South Coast with the fresh milk supplies.

At the end of World War II, private motor cars were scarce, and what few there were could do little distance travelling because of petrol rationing. This resulted in big crowds travelling by train to Waterfall at weekends, for hiking in the National Park. Large groups of scouts arrived regularly...making for busy weekends in the store. That store was often a welcome sight to hikers who had left the train further down the line and hiked back through rough terrain, not infrequently losing their way and taking hours longer than planned.

Alan and Dulcie's son Russell Alan William Benn was born in 1948, and their daughter Helen Dulcie Cecily Benn in 1953. The children's primary schooling was at the 25-student, one-teacher Waterfall school; this was followed by their years at Heathcote High School and then tertiary education.

Being a man of the people, from the earliest days Alan involved himself in the community. Despite his devotion to his family and his business responsibilities, by the time of his death, Alan had been a member of Helensburgh Workingmen's Club for 48 years (having joined in 1940); a member of the local branch of the A.L.P. for 37 years; a Justice of the Peace for 40 years; Helensburgh Lodge for 35 years; Sutherland Captain Cook Lodge for 26 years; Trade Union Club, Gynea for 27 years; Waterfall Bush Fire Brigade for 27 years; Heathcote Services Club for 27 years, including 7 years as a Director, and being awarded a Life Membership early this year (1988); Engadine R.S.L. Sub-branch for 28 years, and Engadine R.S.L. Club for 25 years. He was an active member of the Waterfall Sports and Recreation Committee, which did a great job of raising funds and making improvements to their local sports field. (Essential for isolated Waterfall!)

Alan, because of a close working relationship with the Minister for Lands, Mr Crabtree, was instrumental in preventing the Waterfall Oval being absorbed into the National Park on one occasion. And, too, the tennis courts at Waterfall are only there because of Alan's personal representations.

Where they are located was once Railways land, and - being elevated - was the site of a dam from which the steam trains used to draw their water. The small dam fell into disuse when water was able to be pumped up from the Woronora Dam. (Apart from the steam trains, the township which had till then been dependent on tanks for household water, also benefited.)

The Department of Main Roads, in the early 1970s, filled in the dam and used the site to store all its heavy earth moving equipment associated with building the expressway. As Leon as that need passed, Alan, then a Councillor, successfully moved to have Council acquire the area, for provision of tennis courts. The constant use of those courts bears out his foresight in this regard, too.

Alan Benn (far right) then a Councillor, pictured in 1974, standing on form work for the Engadine Swimming Pool which was under construction after a lengthy campaign by Alan for It to be built. Facing him were -then Shire Clerk Mr Athol Hill and Sire President Clr Kevin Skinner.



During the years 1953-1956 and then 1959-1974, Alan gave eighteen years of sterling service as a Councillor of the Shire of Sutherland. During the course of that time, he served on every committee of Council, as well as twice being Deputy President.

For six years he was the Area Council's representative on the Cumberland County Council, where he served three times as Deputy Chairman. He represented the residents of the Shire for different periods on the Royal National Park Trust, the Georges River National Park Trust (of which he was Chairman for some six years) and the Garrawarra National Park Trust.

Over all his years of public life, Alan Benn was always keenly interested in town planning. He had a vision of what the needs of the Shire would be in the years to come. This led to his election to the Cumberland County Council, representing the local government areas of Rockdale, Hurstville and Sutherland for six years until the Council was replaced by the State Planning Authority.

"Councillor Alan Benn" according to a report in the St. George and Sutherland Shire Leader in January 1972 "received the greatest support in the ballot of councils ... beating the sitting Member, who was appointed by the Minister seven years ago".

Despite this, the then Minister for Local Government recoil-mended to the Governor, the appointment of the Association's third choice. When called upon for an explanation, the Minister said that It "was in no way a reflection on his (Alan Benn's) capabilities".

It was a measure of his standing amongst his peers that a subsequent report on the item read "Councillor Benn was later appointed...to the Authority, after several objections from councils about his non-appointment". He went on to serve three years as a member of the Statutory Planning Committee of the State Planning Authority of New South Wales.

When Alan and Dulcie's small daughter Helen was just a couple of weeks Short of two years of age, she contracted polio.

Alan's single minded devotion in taking Helen two days per week, week in and week out for over four years to Camperdown Children's Hospital (quite a trek from Waterfall) for the specialist treatment she needed, brought results. Alan's dedication and Helen's courage were rewarded when she was able to lead a normal life, further her education, marry and have two healthy children.

A side-light to Alan's awareness of people in trouble was that he never failed to regularly buy "House With No Steps" Art Union tickets, without ever thought of winning. Then came the day in 1971 when, to his surprised delight, he won a Mercedes Benz car, which swiftly became known amongst his many friends as Benn's Mercedes. Seventeen years later, it is still in perfect condition.

In 1972, the Department of Main Roads made massive changes to Waterfall, with the expressway's construction and toll-gates involving demolition of the old store. They moved into a new home in Waterfall and had a new Post Office built. For the next ten years, life was a little easier for Dulcie and Alan who no longer had the 7-days per week and long hours of the general store - though Alan continued as Post Master with Dulcie's unflinching help.

Over all the years, Dulcie, with casual help, made it possible for Alan to fulfil his civic and community duties by keeping things running in the business and the home. Dulcie never begrudged him an hour of the time he spent doing those things he so loved.

In the same way, she saw him off happily on regular driving holidays to every part of Australia. It was not until 1977 that Alan and Dulcie finally shared a holiday together, and that was when they travelled overseas for three months, visiting Europe and Great Britain. Then in 1983 they motored through three states, N.S.W., Victoria, and South Australia, loving every minute of it as Alan showed Dulcie the sights with which he had become familiar.

When, after thirty-seven years as Post Master, Alan called it a day, in 1982, he handed over the reins to his son Russell, who still fills the role.

In recognition of his long and good years of service, the Post Master General's Department organised a dinner on his retirement, and presented him with a handsome, heavily decorated silver champagne bucket.

Then, in 1987, Alan received a Premier's Senior Citizen's Award, for outstanding service to the community. Life continued busy for Alan right till the end, with an added bonus in the joy he and Dulcie derived from Russell and his wife Jenny and their three children, and his daughter Helen and her husband Paul and their two children.

A long-time, and very good friend of Alan's was Barry McManus, former-President of Engadine R.S.L.

Speaking of his friend, Barry said

"Most of us will have memories of Alan for a variety of reasons.

I will always remember him as a kindly man, with an infectious grin, and maybe a wee touch of leprechaun in him."

(NOTE: Alan Taylor Benn died after a short illness on 9th March, 1988).

EARLY DAYS AT PORT HACKING

Mr.T.Rolfe, an uncle of Fred Hilder of Cronulla bought Gogerly's cottage and Hilltop nearby in 1906. When a telephone was connected the number was 24Y.

In those early days there were plenty of koalas around Gogerlys, and there were emus in the rational Park.

There were eight children in the Hilder family, and Fred slept on the verandah of Gogerly's cottage.

All travel was by boat, Mr. Hilder rowing to Lilli Pilli. The Hilder children often hoped for a strong southerly wind so that they would'nt have to go to school. Southerlys were not all that prevalent however, and the children alighted from the row boat at Lilli Pilli where they caught Simpsons special horse drawn school bus to Miranda.



MIRANDA CENTRAL SCHOOL

Some of the boys had a bad habit of jumping on and off the school bus. On one occasion while travelling along the Kingsway -opposite today's Sutherland District Hospital - one boy while doing this dangerous practice, was run over by the coach. Fred Hilder was in the coach at the time.

The children were taken by the coach to the Miranda Central School. One of the teachers was Jessie Brownhill. She was an "old maid", and all the children were scared of her. She ground ginger in water and made a child drink it in front of the class. Fred Hilder suffered the treatment many times.. Miss Brownhill considered it a remedy for all children's complaints.



Miranda Central School Badge

However there was much nicer things while attending the school for at the newsagents opposite the school a mug of any size filled with soup could be bought for a penny. One can imagine there would not be too many small mugs.

Back at Port Hacking Topsy the horse was hooked onto the wheel-barrow, the handles of which were held by Mr. Hilder (Snr.) when hauling house bricks up the slope of the river bank for the building of a room at Hilltop for the cook. It was soon called 'Annie's Room'.

The bricks had been loaded onto a boat and rowed from Lilli Before Topsy played her part in hauling the bricks, the children threw them to each other from the boat, quite a tiresome task. At the age of 34 Topsy died.

Early letters to the Hilders were addressed c/o T.Rolfe, Port Hacking. Mr. Rolfe lived at Hilltop.

Water for drinking and other household purposes was caught in tanks. Kerosene lamps and candles were used at night in Gogerly's, while the "big house", Hilltop had a form of gas light.

Whilst movement from Gogerly's cottage was by row boat to Lilli Pilli, there were times when Fred Hilder's eldest sister walked from Sutherland to the cottage through the National Park - quite a distance

An ugly incident occurred on Port Hacking in those distant days when a man with a row boat was proceeding across the waterway from Lilli Pilli to the National Park with several horses swimming along behind, attached to the boat by ropes. Suddenly they were attacked by several sharks, the man frantically letting the ropes of the screaming horses go, and picking up the oars, rowed for his life. All the horses were killed.



In those early days Mrs. King and her son, Jim, ran the boarding house at Warrambul. Jim was a good shot with a revolver, and would throw a bottle out from the wharf and shoot it. Jim King was also a good shot with a rifle. Birds for the table were shot at Gundamaian. Cigarettes on the premises were kept only for guests. Fred Hilder when a boy was paid in lemonade bottles for cutting fire wood for the Kings.

When the steam trams came into operation, the fare was two pence from Shelly beach Cronulla, to Miranda for school children. Some school children sacrificed their pennies by placing them on the tram line, Steam trams replaced the horse buses between Sutherland and Cronulla, but several of the feeder horse bus routes continued until the motor bus began to replace them.

Fred Hilder rode in the first motor bus from Lilli Pilli to Caringbah, the bus giving its passengers a good shake up as it ran on solid rubber tyres over the rough road. At that time there were only two shops in Caringbah, and five houses between there and Lilli Pilli. Len Roberts owned the boatshed at Lilli Pilli, and Vic. Roberts drove buses between Lilli Pilli and Caringbah.

Arch. Tickner had a petrol pump in the front yard of his house in Caringbah. He later had the first motor garage in Caringbah.

It was no wonder that having to use Port Hacking as an access, and with the involvement of so much rowing that Mr. A.H. Hilder formed the Port Hacking motor and rowing boat club. All the family were good rowers, Gladys Hilder and a friend won the double skulls at an event on Sydney Harbour.

Sir Charles Rosenthal lived at Port Hacking, and was the instigator to establish a Naval College there around 1913.

Source: From an interview with Mr .F. Hilder of Cronulla in 1986.

----Fred Midgley

CRICKET NOTICE. Wanted umpires. No previous experience required. Need know no rules. Ex-bullock drivers or pugilists preferred, Apply stating terms to the Association.

-----St. George Call, 10th September, 1904.

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Monthly Meetings of the Society are held on the second Friday at 8-p;m. In-Recreation Staff Room, 2nd floor of the Council's Administrative Centre, Eton Street, Sutherland (2nd floor). Visitors are welcome.

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

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