

SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



No. 66

November 1988

Price: 20 cents

CONTENTS

PRESIDENT'S NOTES	Ivers
WATER SUPPLY, SUTHERLAND, CRONULLA, MIRANDA	G. Heavens
WORKERS ON THE WORONORA DAM	F. Midgley
FIRST ANNUAL REPORT, SUTHERLAND HOSPITAL	A. Griffiths
COINCIDENCE	A. Miller
WHAT A DAISY	F. Midgley
THE DUTCH IN AUSTRALIA	E. Duyker
ADVERTISING IN RHYME	F. M.
THE CROSSING OF GEORGES RIVER	F. M.
THE STREET WHERE YOU LIVE	F. Midgley
EXCURSION REPORT	A. Griffiths
EARLY RESIDENTS IN SUTHERLAND	F. Midgley
WILLIAM HENRY PALING & AUSTRALIAN MUSIC	E. Duyker
EARLY SETTLERS AT CARAVAN HEAD	F. Midgley
A GEOGRAPHY LESSON - NOT HISTORY	G. Heavens
ILLUSTRATIONS	F. Midgley

NATIONAL LIBRARY OF AUSTRALIA CARD No ISSN 0586 - 0261
REGISTERED AT THE G.P.O. FOR TRANSMISSION THROUGH THE POST
AS A PERIODICAL (CATEGORY B) NBH 2071

PRESIDENT'S NOTES

November 1988

After 1988, then what? I have seen or heard this brief remark somewhere in the media, and I too, think about what follows. Are there some hitherto neglected events which can be brought into the light to fill the gap until 2070? The last 20 years have been full of interest for historical societies, helped along by the 200 year anniversaries.

Membership of this Society has changed dramatically over the 18 years I have been a member, having attended most meetings since 1970, and it is indeed noteworthy that interest has spread sufficiently to keep the membership number so high. Attendance at the monthly meetings is suffering from the effects of age creeping up on the faithful, aggravated by the difficulties created by the lack of parking. The problem of parking arises from the night activities at the Entertainment Centre, which are irregular in nature, such that choice of another Friday night in the month would not improve the situation, even if it was acceptable to members. Then there is the growing hazard of being out at night; walking from the train or a distantly parked car is not a pleasant experience. Some members, having found no parking within reasonable distance of the meeting place, have driven home instead. So we must continue as is, until we come up with something better.

This issue of the Bulletin is the last one before the end of the year (once again). Accordingly I take the opportunity to wish a happy Christmas and New Year to all members and readers.

Harold Ivers

FIXTURES FOR MONTHLY GENERAL MEETINGS

- September 9 : Chief Petty Officer S. Dent, R.A.N. Address on:-ROYAL AUSTRALIAN NAVY
- October 14: FILMS FROM DEPARTMENT OF MAIN ROADS
- November 11: Captain Costello, Harbour Master, Port Botany. Address on :- PORT BOTANY,
- December 9: Christmas Meeting.
- January 13: MEMBERS NIGHT. Participation by three or four Society members with short address or slide presentation.

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

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

WATER SUPPLY FOR SUTHERLAND, CRONULLA AND MIRANDA

Various proposals were submitted by the Sutherland Shire Council to the authorities commencing in 1908, with an application to the Board of Water Supply.

The scheme was a supply from the Penshurst tank, crossing the river with by a submarine main. The Board required a guarantee of £1,000 per year to finance the scheme. This proposal could not be entertained by the Council.

In 1910 the Council requested the Board to investigate a supply from a small dam on the east branch of Forbes Creek. This scheme was payable, but was not recommended by the Board, as the supply was considered inadequate.

To meet tramway requirements the Board laid a 6 inch main on the bed of Georges river, the Council requesting that this water might be made available for local requirements.

The Board refused the request on the ground that there was not a sufficient supply available.

The Council again approached the authorities and secured a stand pipe at Miranda, thus securing the Miranda district against a water famine.

From 1910 onwards the Council maintained a correspondence with the Board on the question. The Board's several replies were to the effect that sufficient water was not available. The Council, accompanied by Captain Toombs and the Board's engineer, visited the upper reaches of the Woronora River on "March 2nd, 1914. All parties were favourably impressed with the possibilities of obtaining an abundant supply from this source; Council instructed the engineer to make the necessary surveys and prepare a report. This was done entirely at Council's cost, and a very complete set of plans were prepared, together with specifications and schedule of costs. The scheme provided for a supply of 350,000 gallons per day, and the estimated cost was £60,000.

These particulars were forwarded to the Minister for Works with a request that he would receive a deputation on the subject.

Captain Toombs who was the member for Hurstville in the Legislative Assembly encouraged the Council to expect that the Minister would accept the plans and specifications as a basis for the Departmental scheme, and recoup the Council for its outlay in preparing the information.

The deputation, consisting of 25 gentlemen representing all parts of the Shire, waited on the Minister by appointment on 9th February, 1915.

The Minister would not accept the plans for his Department, but directed his officers to make an independent survey and report.

A second deputation, consisting of 28 gentlemen, waited on the Minister on 17th February, 1916, for the purpose of pressing on his attention the urgency of the matter.

The scheme prepared by the Department was as follows:-

Catchment area reserved was 38 square miles in extent. Dam on the river to store 130,000 gallons of water, pumped to the main surface tank at the Bottle Trig. Station; this tank would have a capacity of 1,000,000 gallons; thence to Loftus, Sutherland, Miranda and Cronulla, by gravitation, providing a daily supply of 700,000 gallons. This in-

included 180,000 gallons per day for gardens and industrial purposes.

The estimated cost was £100,000 and the annual charge £10,000; the cost for water supplies would be 1/7 per thousand dollars.

On 23rd August an officer from the Accounts branch of the Works Department spent the whole day with the Shire Clerk and received particulars of the valuations along the route of the pipe line for the purposes of ascertaining the revenue which would be derived.

From 1916 onwards the Council agitated for a water supply.

On March 12, 1923, public meetings were held at Cronulla (Cr. Hand, chairman), Miranda, (Cr. Shaw, chairman), and Sutherland (Cr. Cook, chairman).

On the 8th May, 1924, the Shire President Cr. Monro convened a large gathering in order to get the Government into some kind of action, and to provide water for the Shire.

A deputation from the Sutherland Shire on May 6th, 1925, waited on the President of the Water Board in regard to the question of affording a water supply to the Shire at the earliest possible moment. The deputation stressed the need of making the Woronora scheme a national work.

Eventually the Board realised the Woronora Scheme should be a national work, so decided to construct the impounding wall to a height of 200 feet.

The Board by resolution on the 18th November, 1925, adopted the Upper Woronora Scheme a total estimated cost of £500,000 for the supply to Sutherland and Cronulla. Provision was made for a dam 60 feet in height, but with additional foundation area to allow for a later increase in height to 120 feet, a 15 inch trunk gravitation main, pumping station and service reservoirs for Cronulla and Sutherland, together with all necessary reticulation.

Details of the estimated cost for the principal section of this scheme are as follows: -

Dam	£144,000
Trunk gravitation main	£195,000
Pumping station reservoirs, and reticulation	<u>£169,000</u>
	£308,000

It was found that the cost of the dam approved by the Board would be £402,426, as compared with £144,000 originally estimated. It was also found that by the construction of a dam 200 feet high and with a capacity of 15,000 million gallons approximately, a daily draft of 20 million gallons could be obtained, as compared with 3 million gallons a day on the approved scheme. This important fact immediately drew attention to the question of the full utilisation of this area as an integral portion of the Sydney Water Supply Catchment.

As a result of this review, on 27th November, 1978, a report recommending the Board to approve the immediate construction of the Woronora dam to a height of 200 feet (full supply level 552), together with trunk gravitation main to Penshurst reservoir, at a total cost of £2,398,156. This recommendation was accepted at a meeting of the Board held on 23rd January

Design. - The following are the leading particulars of the dam:-

Length at crest, 1,280 feet; width at crest, 20 feet; radius of curvature of upstream face at crest level, 1,200; maximum height above foundation bed level, 216 feet; maximum depth of stored water above river bed, 200 feet; maximum depth of cut off trench below foundations, 33 feet; full supply level, R.L. 552; crest level, R.L. 560; safe draft, 20 million day gallons; storage capacity, 15,100 million gallons; surface area 937 acres; catchment area, 29 square miles; quantity of masonry, 373,240 cubic yards; estimated cost, £16,687,923.

The pipeline was designed for the purpose of conveying by gravitation, a supply of water from the Woronora Dam to the Peshurst Reservoir with an off-let connection en route for the supply to the Sutherland and Cronulla district, the total length being 15½ miles.

One special feature in connection with the construction of this work is the necessity to give effect to the Board's decision to supply the Sutherland-Cronulla districts with water by December, 1930.

The concreting of the Woronora Dam was commenced on the 1st of November, 1929.

The estimated cost of the Woronora Dam was £1,687,923, of which amount £227,841 had been expended up to the 1st of December 1929.

The ceremony of officially turning on the water was held at Engadine before a representative gathering of residents of the Shire and Suburbs on Saturday, 14th November, 1931. The Shire President (Cr. E.S. Shaw) presided.

The chairman, in introducing Mr. G. Haskins, M. Inst. C.E., Chief Engineer to the Water Board, stated that he was the man the people had to thank for the schema, and with him some of his subordinate officers, particularly Mr. Farnsworth, the Water Engineer, and Mr. S. Watt, the resident Engineer.

The water scheme which had been constructed was a magnificent one, served by a catchment area of some 39 square miles, the whole area which had been carefully watched.

The Woronora Dam was not only designed to serve the Shire requirements, but also to augment the Sydney supply. Owing to the lack of money the wall of the dam had been built only high enough for the local supply and was 45 feet high. It impounded 180,000,000 gallons of water for the needs of 15,000 persons. The supply scheme would allow a very liberal allowance of water - 100 gallons per person a day. The water ran from the main dam down the river for a distance of about seven miles to a point immediately above the service reservoir at Engadine, where a diversion weir was constructed which had a storage capacity of 1,800,000 gallons. From the weir the water was pumped to the service reservoir, a height of some 600 feet by means of two pumping stations.

Mr. Haskins then turned on the main outlet valve, and a small fountain indicated that water was available for use.

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

-----George Heavens

On Sunday, October 26, 1902., at Sutherland, Father Grace of Kogarah conducted the monthly service and christened the younger (of M Mayman's sons, William, formerly of Miranda, now of Bangor. ----- St George Call

WORKERS ON THE WORONORA DAM

The following is a list of the men who worked on the early construction of the Woronora. Dan and the road leading to it in 1927-1928, from Mr. Darcy Webb who commenced work at the Dam in March, 1927.

BOSSSES..

James Ferguson, 1st Engineer

Mr. Keele, 2nd Engineer.

Eric Gluyas, "Top Brass".

Fred Trevovrow, Riding ganger.

Ike Taylor.

Aub Nightingale, jumper man,

Sam Pepper, diamond drill foreman.

Fick Derrey, fireman and drillers assistant .

"Yank" Wilson, one of the original 6 men on the Dam site in 1926. Jack Collins.

Bill Elliot.

Wally Higgerson, trailblazer for the surveyors from Heathcote.

Ted Mansfield, tool sharpener, sometimes farrier.

Roy Brew, blacksmith's striker.

Matty Conners.. another blacksmith.

Faddy Nolan, striker.

George Booker, blacksmith and tool sharpener.

Mick Purdy.

Charlie Willoughby.

Joe Duggan. Matty Ryan. Bill Wroes.

Charlie Wroes, brothers.

Darcy Webb, nipper on road, also Dam. (A nipper boiled the billy). William Goode.

Stanley Goode, son of William.

"Skinny" Rowe.

Parry Selway. "Frisco" McGoon.

Bob Booker, brother of George the blacksmith

Lance Gough.

Wylie Cullen, time-keeper an old Newtown R.L. forward, stood 6ft 4. "Jumbo" Watson.

"Jumbo" Watson, son.

"Big" Hughie McDonald, Water Board Un on delegate and organiser. "Little" Hughie Smith, nipper.

Bill "Parson" Webb.

Geordie Webb, brother of Bill, and both from Helensburgh.

"Snuffing" Tom, surname forgotten.

Arthur Taylor, navvy.

Bill Smith, navvy.

Frank Gillham, yum-yum

"Old" Jim Keogh.

Freddy Keogh, son of Jim, nipper.

Siddy Edmonds, old camp nipper.

"Doc" Seigal, camp superintendent and First Aid man.

George Seigal, son of "Doc".

Jack Collins, later a ganger.

Jan the Dutchman, Surname .forgotten.

Frank Black, mate of Jan. Frank also Dutch.

Joe Berry, a Canadian and rigger boss.

GANGERS IN AREA KNOWN AS "S" BEND.

Bob Stewart, Road.

Dick Burns, Gravel.

Bill Anderson, Clearing

"S" bend was on road to the Dam.

"Snowy" Whitehouse.
 Wally Yardley
 Wally Surrey, roller driver. Wally Tate.
 Jack Hanover, Wally Tate' s offsider. ----Eastwood.
 Wally Edwards, a "Choom".
 ---- Leichhardt.
 Paddy Gibbons.
 "Big" Peter Valli, later a ganger. Jack Cushman, concert organiser. Freddy Blake, old pommy pianist.
 Ray Edmonds, powder monkey. (Man who lays the explosives for blasting. Jack Surrey, powder monkey offsider. Billy Wenben, powder monkey.
 Milton Cooper, water joey
 HORSE PUGS (dray drivers).
 Fred Catt.
 Tom Mylchreest Gordon Jowett. "Dollar" Peters.
 Claude Woods. Jack Doherty.
 Vic Frost, billiard room keeper; George Arnett, Paddy Webb, "Dollar" Peters, Jack O'Brien, Paddy, were all good billiard players.

----Fred Midgley

HORSE AND DRAY AT WORONORA DAM

Mr. Gordon Jowett had a large number of horses -about 100 - when he lived at Waterfall. He used them for snigging timber and pulling drays on the construction of the road to the Woronora Dam. Fred Catts of Sutherland and Tom Mylchreest also of Sutherland worked on the road construction. When the road was completed the Water Board bought the horses and drays, and Gordon Jowett and others worked for them.

Gordon Jowett had the job of carrying the explosives out to the Dam site from the Waterfall railway siding. The boxes marked EXPLOSIVES were painted white and Jowett sat on the top of them in the horse and cart - with a lead horse.

Later Gordon Jowett got a job working in the railway yard supervising the arrival and loading of blue metal and other goods for use on the Dam. Jowett had served in the Australian Light Horse.

Source: Interview with Mr. Jim Jowett (son) in May, 1986.

-----Fred Midgley

IN MIRANDA 86 YEARS AGO

Considerable damage was done to the gardens by the phenomenally heavy late frost on Saturday morning September 13, 1902, Mrs Mondel's vineyard had a narrow escape.

The fourth anniversary of the Miranda School of Arts was held on Saturday, November 15 and took the form of a concert produced by and under the sole direction of Mr. Matson of Yowie Bay.

SUTHERLAND HOSPITAL FIRST ANNUAL REPORT

Ladies and Gentlemen,

I have pleasure in presenting to you the following report of the Hospital's activities for the past twelve months and although the Board has been in existence from 1944, this is the first annual re-port since the Hospital opened on 29th March, 1958.

In October, 1957, Mr. R.J.K Tuck was appointed Secretary and Chief Executive Officer and Miss B.B. Bonfield as Matron, and in March, 1958, Dr. H. Kee was appointed Medical (Clinical) Superintendent. These three officers have carried out their duties in a most capable way, evidence of this is from the verbal comments and many letters that have been received.

On 29th March, 1958, the Minister for Health, The Honourable W.F. Shean Q.C., M.L.A., accompanied by Br. A.B. Tilley, N.B., Ch.M., F.A.C.H.A., F.H.A., Chairman, Mr. A.P. Stinson, and Mr.E. McIntyre, members of the Hospitals Commission of N.S.W., officially opened Our Hospital. On 22nd April, 1958, patients were admitted and approximately 70 beds being put into operation. In opening the 70 beds it was intended that the hospital should have a "settling down" period and although restriction has been placed on the number of admissions, it is felt that it has been for the better management of the hospital. Approval has been given to open additional beds and shortly it will be able to accommodate 130 persons.

The Board is, I feel sure, pleased with the staff that have been selected and I would like to take the opportunity of conveying my thanks to all members of the staff who have carried out their duties to our satisfaction. It must be remembered that the most junior employee is an integral part of the machinery of the hospital and without his services the hospital would not operate.

On this occasion I think it appropriate to record our appreciation of the help and assistance rendered to the Board by various organisations and individuals over the past 15 years; to mention all would require a volume, but I feel that there are some donors that we must record in this report, namely the Australian Oil Refinery, Kurnell, for their most generous and necessary gift of X-Ray equipment, The Royal Yacht Club, Golf Club, Rotary, Lions, Apex, Lodges, St. Johns Ambulance. R.S.L., Shell Oil Dealers, Churches of all denominations, Business Houses, and last but no means least, the Ladies of our 16 Auxiliaries who have worked so strenuously over the years and who have been instrumental in handing over to the Board some £40,000. I also tender my thanks to the President of the Sutherland Shire Council for the use of a room at the Council Chambers for Board meetings. Appreciation is also tendered to the Federal and State Members who have been most helpful at all times and to our past Honorary Secretaries.

It is not possible to name all those who have assisted the hospital and its patients directly or indirectly throughout the year and. it would be unwise for me to do so for fear of omitting many of those who quietly and unobtrusively render valuable, service to the staff, but to everyone who has contributed in any to the smooth running of the Hospital and the comfort of its inmates I express our sincere gratitude and hope that in the future they are able to continue their good work.

The Board, acting on the recommendation of the Medical Advisory Council have nearly completed the appointments of the Honorary Medical staff. Further appointments are yet to be received and this should give the residents in the Shire an excellent medical service. Dr.A.M.MacIntosh has been selected as the Chairman of the Honorary Medical Board and Dr.J.Boxall as the Honorary Secretary.

After many years of hard work as an Honorary Organiser for our Hospital the Board saw fit to appoint Mrs. E. Edwards to the position of Organiser. With this appointment, I do feel that the Board has displayed great wisdom as her efforts over the years have proved how capable she is in this sphere.

Finally I would like to thank my fellow Directors for their support during the past 12 months.

For and on behalf of the Directors,
Chairman,
12th August, 1958
Submitted by Mrs. Aileen Griffiths.

COINCIDENCE

1. Both President Kennedy and President Lincoln were concerned with Civil Rights.
2. Lincoln was elected in 1860 - Kennedy in 1960.
3. Both their wives lost children through death whilst at the White House.
4. Both were killed on a Friday in the presence of their wives.
5. Both were shot in the head and from behind.
6. Their successors in each instance were named Johnson who were each Southern Democrats and who served in the Senate.
7. Andrew Johnson, Lincoln's successor, was born in 1808, Lyndon Johnson, Kennedy's successor, was born in 1908.
8. John Wilkes Booth, the slayer of Lincoln, was born in 1839. 9. Lee Harvey Oswald, the slayer of Kennedy, was born in 1939.
10. Both assassins were Southerners, favouring unpopular ideas, and both were, in turn, murdered before their impending trials.
11. Lincoln's Secretary was named Kennedy who strenuously advised him not to go to the theatre the night of the assassination.
12. Kennedy's Secretary was named Lincoln who strenuously advised him not to go to Dallas the day of his assassination.
13. John Wilkes Booth shot Lincoln in a theatre and ran to a ware-house. Oswald shot Kennedy from a warehouse and ran into a theatre.

Submitted by Mrs. Alice Miller.

WHAT A DAISY

In the early days of Menai nearly all the residents owned at least one cow.

I do not know if it was the first cow my father, Arthur Midgley owned, but back in the mid-1920s he bought a cow off Fred Valiance of Sutherland. Fred, whom dad knew quite well, said she was a good milker. Dad could'nt doubt the recommendation of Fred Valiance. He'd been in the cattle business for years, and at times drove herds of cattle from Liverpool to Sutherland before a bridge was built over the Woronora River. The cattle waded over a sand bar to what is now the northern end of the Jannali Reserve.

Dad bought the cow of course for the requirements of the household. Earlier he had bought a goat named Pilgrim who supplied milk for his infant sons, Alf and Fred.

The cow duly arrived on her own four feet. She was called Daisy. I don't know if Fred Valiance brought her while riding horseback or by dad walking the distance with a rope and halter.

Dad put her in the half acre paddock which had been cleared by his brother in law, Harry Bray of Menai- The paddock was on the southern side of the house.

Then came milking time. She seemed such a placid animal. Dad led her into the milking shed, but Daisy refused to go into the bail, Dad tried all sorts of persuasion, but Daisy was more like a mule than a cow. She was Daisy alright.



Dad's patience was running out as he heaved on the rope attached to Daisy, but she would n't budge an inch. That bail must have looked like a form of guillotine to her. Suddenly Daisy decided she had had enough. She bolted out of the shed and roared up the paddock, tossing her head and kicking up her hind legs - with dad doing his best to keep up.

Daisy headed for a patch of trees and scrub at the top of the paddock. There was'nt much of it, but it was thick and formed a sort of V shape, being one corner of the property.

Into this refuge Daisy bolted and glared through the bushes as dad approached. When Daisy decided dad was close enough she broke cover. And did she go. Dad quickly decided on self preservation and dashed out of the way as she thundered past and down the paddock. There was no way dad could milk this cow.

What dad said when this battle of wits was taking place I don't know. I never heard dad swear. But he said a lot to Fred Valiance, and Daisy soon departed.

Dad had several cows after that, all Jerseys, but they were'nt so strong willed as Daisy.

Source: From the late Jack Midgley as told to the writer.

-----Fred Midgley

In 1840 the name of Kurunulla (Cronulla) was first put on a map. The name appears to have originated from Kurunulla the local Aboriginal's language which meant "place of pink shells".

In 1839 the last survivor of the crew of the Endeavour of 92, William Griffin, died at Islington, England, aged 85.

The Dutch in Australia: An Historical Overview

-by-

EDWARD DUYKER

Australians were without doubt mainly of British and Irish stock prior to the Second World War, but it is easy to be swayed by the myth of homogeneity. We tend to forget that there were a dozen ethnic groups represented in the First Fleet (including a number of West Indians) and that even Governor Arthur Philip was half-German. Many also forget that there were some 500 different aboriginal tribes in 1788. In 1901, Australia had a population of just over 4 million. Of the immigrants among them, 174,000 did not come from the British Isles. Many were from China, Germany and Scandinavia. At the time, the Dutch were a small group of 596, but still significant.

The Dutch, in fact, can probably claim the longest European association with our continent compared to any other non-indigenous ethnic group. Any cartographic or archaeological evidence to suggest that the Portuguese were here first is slender. Willem Jansz commanded the *Duijken* 1606 and undertook the first known voyage of exploration in Australian waters. Although many Australians still cling to the absurd statement that "Captain Cook discovered Australia", the Dutch had explored most of Australia's northern, western and southern coast, together with Tasmania, by the middle of the 17th century.

Although the Dutch did not colonize Australia, there was a Dutch "presence" throughout the 19th century in the form of immigrants. I believe that Cornelius du Heg, a seaman on the *Friendship*, in the First Fleet, was a Dutchman. Dutch names appear in the Second and Third Fleets. Between 1814 and 1833, six Dutch Jews arrived in Australia as convicts. Several others of Dutch descent also arrived.

The first significant wave of Dutch immigrants to this country was during the Gold Rush. Most were sailors who jumped ship. Although they only numbered several hundred, some were to make a significant impact on their new country. Jan Vennik, born in Koedijk near Alkmaar in April 1823, was brought to trial after the heroic Eureka Stockade Rebellion. William Henry Paling, a Rotterdammer who arrived in 1855, established a highly successful music business which is still in existence today. Jan Zevenboom established a famous brushmaking firm in Melbourne. .

After the Gold Rush there were immigrants who came to take up land grants in various Australian colonies. Others found jobs in the cities. Jacob Jansen (grandfather and great-grandfather of two Australian

Olympic cyclists Tasman and Gordon Johnson) ran a cafe in West Melbourne. Guillaume Daniel Delprat, the Dutch-born General Manager of BHP between 1899 and 1921, laid the foundations of Australia's steel industry in Newcastle. In the 19th century and early this century, painters like Jan Hendrik Scheltema, Henricus den Hartog and Benedictus van Raalte, and writers such as Jessie Couvreur and Willem Sibenaar stimulated Australia's artistic and cultural development.

During the Second World War, Dutch servicemen evacuated from Indonesia and based in Australia, played an important part in the defence of this country. They provided the aircrews for No. 18 (Mitchell Bomber) Squadron and for No. 120 (fighter) squadron. Dutch ships undertook important convoy operations. Two thirds of Vice-Admiral Lockwood's cruisers and destroyers based in Western Australia were Dutch. A number of Dutch submarines based in Australia had successful cruises against Japanese (and even German) shipping in waters to Australia's north. Furthermore, units of the Dutch army fought alongside Australians in Timor.

It was after the Second World War that the Dutch made their most significant impact on Australia. After five years of German occupation, the economy of the overcrowded Netherlands was in a shambles. 160,000 Dutch decided to emigrate to Australia. Many came under the Netherlands-Australia Migration Agreement on proud old vessels such as the *Johan van Oldenbarneveldt* and the *Volendam*. Despite their reputation for "assimilation" and for supposedly being among the "best" immigrants to Australia, about 60,000 Dutch decided they did not want to remain in this country. Homesickness and far superior Dutch social services are usually cited as the main reasons for this.

The Dutch have mainly settled in the outer suburbs of Australian cities. Sutherland Shire is perhaps a good example. In the 1950s, land in this area was relatively cheap and offered a refreshing change from life in crowded Dutch towns. In Melbourne, the Dutch chose to settle in similar areas as well as the foothills of the Dandenongs where they pioneered flower growing. In Gippsland, many Dutch farmers made an important contribution to dairying and fruit growing. They have also been prominent in the building industry. It may surprise many Australians to learn that Civil and Civic and eventually Lend Lease had their genesis in a group of handpicked Dutch tradesmen who came to work in the Snowy Mountains in May 1951.

In the arts, Dutch-Australians are well represented among our best painters, sculptors and stained-glass workers. Director Paul Cox has secured an international reputation with films such as *Lonely Hearts*, *Man of Flowers* and *Cactus*. Conductor Willem van Otterloo helped the Melbourne and Sydney Symphony orchestras attain an extraordinary level of polish and musicianship. Even the great comic "Mo" (alias Roy Rene alias Harry van der Sluys) was the son of a Dutch immigrant cigar maker.

Among the Dutch in Australian politics and local government, Peter Spyker is a minister in the Victorian Labor Government and Henk Petrusma is an independent in the Tasmanian Legislative Council.

Today, nearly a quarter of a million Australians are either Dutch born or of Dutch descent; clearly they have made a profound contribution to the economic and cultural development of this continent

Dr Duyker is the author of the Dutch in Australia, AE Press, Melb. 1987 (\$15.95 plus \$2.55 postage and packing) Cheques for copies ordered from the author should be made out to Edward Duyker, P.O. Box 20, Sylvania, 2224.

PREVENTIVE CONSERVATION

A very informative 48 page book has been published by the Library Association of Australia, New South Wales Branch, and written by Helen Price as an Australian Bicentennial Activity.

The book has an unusual title, STOPPING THE ROT. And that is what the contents will tell the reader - a handbook of preventative conservation for local studies and collections.

A most informative book, it shows you how to preserve all types of photographic material; how to store old papers diaries, paintings, leather bound books, etc., plus the don'ts in preservation. The book also has a useful chapter titled , "A basic glossary of conservation terminology."

If you are interested in the preservation of your treasures you can obtain a copy free of charge of "Stopping the Rot" from the Sutherland Shire Council Central Library. Ask at the Information Desk.

F.A.M

MIRANDA'S FIRST POST OFFICE

The first Post Office at Miranda was at the rear of Piper's store - later Penprase's - in a cottage well back from Kiora Road. The house was built high on one side owing to the sloping ground and here the Post Office functioned on a closed verandah. Later a small out-house was built for the Post Office. Mrs. Hall operated the Post Office as it was in her home. She was a short stout woman.

Mr. Macfarlane, who later became the Shire Clerk, delivered stock feed for N r. Hall whose business was in front of the Post Office. Macfarlane married Hall's daughter.

From an interview with the late Mr.J.Nelson

-----Fred Midgley

ADVERTISING IN RHYME

J.T.Nelson and Sons commenced their first store at Miranda on the northern side of Port Hacking Road about half way up from to-days roundabout at the five ways to the junction with Kareena Road and the Kingsway. It was a small wooden building which opened for business in 1904. In 1918 a larger store was opened in Caringbah. This method of advertising was issued after that year.

-----F.M

J. T. NELSON & SONS,

WHAT LORD NELSON SAID :-

" ENGLAND EXPECTS THAT EVERY MAN THIS DAY WILL DO HIS DUTY "

" AND THEY DID "

And we bear the name of " Nelson "
 And proud are we to bear
 A name the world has honored,
 And quoted everywhere

And as Nelson won his contests,
 We hope the same to do
 In all the lines we proffer
 Kind patrons unto you.

We have groceries and crockery,
 Tinware, glassware, ironware,
 And brushware and provisions,
 And other lines most rare.

We are noted for our bacon,
 Housewives praise us for our hams,
 And always recommend us
 For our well-selected jams.

" Nelson Brothers " ask a trial,
 When they will their duty do,
 And without the least denial,
 Do the best they can for you.

Continued.

And civility be certain,
 Will ever be their aim
 That they around the district
 Your patronage may claim.

TO THE HOUSEWIVES OF MIRANDA.

J. T. Nelson & Sons have the honor to state
 That their Stores at Miranda are quite up-to-date;
 The provisions and groceries therein displayed,
 Are selected from all the best brands of the trade

The housewives around the whole district will soon
 Find these stores now supply a long-coveted boon.
 No trips into Town when 'tis raining or hot,
 For from Nelson & Sons, all they need can be got.

As Nelson of old, of whom we are proud,
 Did his duty so well, then it must be allowed
 That Nelson & Sons of Miranda will do
 Their utmost Kind Housewives to cater for you.

J. T. Nelson & Sons,

General Grocers and Provision Merchants.

(Opp. Burn's Timber Yard.) PORT HACKING ROAD, MIRANDA-East.

In conjunction with NELSON BROTHERS, 112-114 Wells Street, REDFERN.

THE CROSSING OF THE GEORGES RIVER AT TOM UGLYS POINT

Early Development

In the early days of New South Wales the route from Sydney to the Illawarra district ran via Liverpool, Campbelltown and Appin. As early as 1831 the Surveyor-General, Sir Thomas Mitchell, proposed a more direct route which he said "...would cross the lowest ford at Cooks River and Georges River by ferry and follow a ridge down the coast mountain". Subsequently, a regular ferry service began at Lugarno in 1843. (This service was discontinued 130 years later, after the opening of a new bridge at Alfords Point on 7 September 1973).

Following the extension of settlement at Kogarah and Rockdale, the need arose for a crossing of the river to be provided in this locality. A hand-operated ferry service was established between Tom Uglys Point on the northern side and Horse Rock Point on the southern side on 7 November 1864. This was superseded by a steam-operated punt just prior to 1900.

The unusual name, "Tom Uglys" is said to be an aboriginal corruption of Tom Huxley, the name of an early settler, who once lived on this point.

In 1916, a further crossing of the Georges River by ferry was established further east between Rocky Point and Taren Point and this operated until the opening of Captain Cook Bridge on 29 May 1965. The service at Tom Uglys Point was administered by the Department of Public Works up to the 30 June 1928 and from that date until the opening of a bridge in 1929 by the Department of Main Roads.

Bridge Proposals

A proposal for a bridge over the Georges River in the vicinity of Tom Uglys Point was considered as far back as 1891, but no definite action was taken at the time. Apart from occasional interference caused by weather conditions, the ferry service met the needs of horse-drawn vehicles. However, with the introduction of the motor vehicle, the volume of traffic increased to such an extent that serious congestion occurred at the ferry.

Agitation for a bridge began in earnest in 1922 and, by the time the bridge was completed, delays of up to five hours in peak periods were not uncommon. In 1923 Sutherland Shire Council sought an enabling Act to give them authority to borrow money to build a bridge using the toll as security for a loan. The Act was passed in December 1923 and loans were raised in England and from the State Government.

Investigations to determine the most suitable location for the bridge were carried out between

- Tom Uglys and Horse Rock Points
- Rocky and Taren Points
- Bald Face Quarry and Kangaroo Points

The former site was selected and it was expected that both of the ferry services operating between Tom Uglys and Horse Rock Points and between Rocky and Taren Points would cease to operate when the bridge was opened. However, it was decided later to continue the Rocky Point -- Taren Point service.

Building the Bridge

The foundation stone of the nine-span 500 in. long steel bridge was laid on 7 June 1924 by the Minister for Public Works, the Hon. R.T. BALL, M.L.A.

The bridge design and the preparation of plans and specifications were undertaken by the Department of Public Works under the direction of Mr. Percy Allan, Chief Engineer for National and Local Government Works. The construction was supervised by Mr. Percy Allan until March 1926 and from then until completion by Mr. Spenser Dennis, who had assisted Mr. Allan on the earlier work and who later became Bridge Engineer, Department of Main Roads.

A contract for the supply of the bridge steelwork was let to the Armstrong Construction Company Ltd., of Glasgow, Scotland. The contract for the construction of the piers, abutments, approaches and erection of the steelwork was let to the State Monier Pipe and Reinforced Concrete Works Industrial Undertaking.

The bridge has six 68.6 m. truss spans and three plate girder spans each of 27.2 m. long. The piers each comprise two cylinders, founded on rock. The abutments are of mass concrete faced with sandstone masonry. As difficulties occurred with the foundations, the original cost was considerably increased and eventually totalled approximately \$620,000.

The Governor of New South Wales, Sir Dudley de Chair, K.C.B., opened the bridge formally on 11 May 1929 although traffic had been using it since 26 April. On the night before the ceremony the bridge was closed between 8.00 p.m. and midnight for a dance both to celebrate and to raise funds for a local hospital. Another celebration was held 23 years later when all the loans were paid off and the collection of tolls was abolished on 31 May 1952.

From the date of its opening until November 1947, the bridge was maintained by the Sutherland Shire Council. On 6 November 1947, the care and control of the bridge (other than lighting and collection of tolls) passed to the Department of Main Roads.

Some Traffic Statistics

The number of toll tickets sold during 1930, the first full year of operation of the bridge, was 819,418. Each ticket represented one vehicle, although the number of crossings by season ticket holders is unrecorded. There was a substantial drop in traffic during the war years for, whereas 1,554,320 tickets were sold in 1939, only 554,769 were sold in 1943. During 1951, just prior to the abolition of the tolls, the tickets sold totalled 3,235,535.

The present annual average daily traffic (AADT) volume, including both northbound and southbound movements across the bridge, is over 56,000 compared with just under 48,500 fifteen years ago in 1968. With annual crossings now totalling almost 20.5 million vehicles, the building of an additional bridge is "good news" indeed.

Department of Main Roads N.S.W. SPR.170:7/83 . -. F.M.

THE STREET WHERE YOU LIVE

MACKAY STREET, CARINGBAH. This small street is named in honour of Donald MacKay, a Shire resident, recognised as the last of the Australian explorers. Owner of a country property he preferred at his own expense to carry out explorations of Australia's inland involving the use of the aeroplane between 1930 and 1937. His first venture was to Sturt's Stony Desert in 1898 and in 1908. He explored part of the interior of Papua



MANSFIELD AVENUE CARINGBAH. A after S E Mansfield, who built a store on the corner of Port Hacking Road and what is now the Kingsway. It was then known as Highfield. He applied to have a Postal Receiving Office in the store, for which permission was granted and the Post Office was opened about 1912.

PENPRASE LANE MIRANDA. Penprase operated a large General and Hardware store on the corner of Kiora Road and the Kingsway the lane running parallel behind the building facing the Kingsway. The store changed hands several times before being taken over by Penprase Pipers had the store long before the First World War 1914-1918.



GRAYS POINT ROAD, GRAYS POINT. After Samuel William Gray, landholder, speculator and politician from Kiama who took up land in the pre-Shire in 1864. In all he had 542 acres including 50 acres overlooking the Hacking River named Grays Point.

DENT'S PLACE, GRAYS POINT. Named after Fred Dent who contracted to drill for coal for a keen mining speculator James Murphy, in 1884, manager for the Holt Sutherland Estate Co. One of the bores of 4 inch diameter was sunk adjacent to the North West Arm Road. A seam 11 foot thick was discovered at 2,200 feet, but was too deep for a commercial proposition. The creek The creek is also named after him.

MATSON CRESCENT, YOWIE BAY. Fred Matson erected a large boat shed at the Bay in the late 1880s. A large hall was erected for dances and entertainment to coincide with the extensive Matson's Pleasure Grounds. Fred Matson was a champion roller skater.

HOLT ROAD, SYLVANIA. After Thomas Holt, early land holder in the Sutherland Shire who at one time had 12,000 acres. He erected a mansion which he named Sutherland House at Sylvania around 1880. His attempts at oyster culture and the running of sheep were a failure. In many ways a generous man. He was in the first Ministry for Responsible Government in New South Wales in 1856.



BULL'S ROAD, BURRANEER. Named after Nathaniel Bull who had land there in the early settlement. The Bulls are

related to the Gogerley' s of Port Hacking who took up land there in 1854. Nathaniel Bull first took land at Gunnamatta , then later at Burraneer Point. He gave a portion of land to the Church of England for the erection of a church, but the will was broken as it was considered the site was considered too far from Cronulla and it was sold and property purchased facing the Kingsway. Nathaniel Bull was the first person to own a motor car in that area.

GIDDINGS AVENUE, CRONULLA. Albert Giddings had land extending from Waratah Street to Gerrale Street He opened a store not long after 1900, where the Post Office continued after commencing in the hotel where the postmistress was Miss Clara Springall. Mr. Giddings also ran horse drawn coaches between Sutherland and Cronulla delivering the mail bag.

LAYCOCK AVENUE, CRONULLA The name of Laycock has very early links in the pioneer days of the Colony and also what is now the Sutherland Shire. Elias Laycock had a large estate in what is to-day the centre of Cronulla and its business area. Subdivisions were put up for auction on New Year's Day

TONKIN STREET, CRONULLA. After Henry Tonkin headmaster of Cronulla Public School from 1910 to 1923 a very popular person who worked untiringly for his pupils and the community, the nearby park is also named after him.



WARBURTON STREET, GYMEA. Mr. Warburton was the station master at Sutherland in the early days. He had land in the locality from which the street takes its name.

MARION STREET, GYMEA. Named after Robert Marien who had a farm between Manchester and Sylvania Roads and the Kingsway. Note the difference in the spelling the street to the correct spelling of the name. A son, Frank, built a large house about 1913 where today's Trade Union Club now stands.

MITCHELL AVENUE, JANNALI. After W.A.P Mitchell an early land holder who purchased 12 blocks from the Intercolonial Investment and Land Company. He was a headmaster of the Haberfield Public School. In 1926 donated a block of land to any Christian denomination who would erect a church. In 1928 the Congregational Church was erected on it in Louise Street.

AVERY AVENUE, KIRRAWEE. After the pioneer family who settled in the locality around the turn of the century. Avery Avenue is on part of the land originally owned through which the railway was surveyed to Cronulla. Henry Avery had a greengrocer's shop about 1910 near to-days Post Office when Flora Street between Eton Street and Railway Parade (now Princes Highway) was only a lane.

McCUBBEN'S LANE, SUTHERLAND; .after McCubben who had a grocery store on the corner of the lane with its intersection with the Prince's Highway. The store on this site was originally run by W.H. Carrick on the turn of the century. The proprietors of the store prior to McCubbens taking over was Ericson and Rutherford.

CONNELL'S ROAD, WOOLLOOWARE. This road is on part of the land that was bought by John Connell (2nd) at the Crown Land sales in January, 1856.

BATES DRIVE, KAREELA. Named after Keith Bates, Shire Councillor from 1954 to 1968, and Shire President in 1964 to 1968.

----Fred Midgley

EXCURSION REPORT

We were very fortunate on the St Marys excursion -- apparently it rained all day in the Sutherland Shire but the us all day in St, Mary's.

The renovations being done to Mamre (home of Rev. Samuel Marsden are extensive and the Sisters of Mercy hope to make this a showplace and tribute to his memory.

Before returning home we visited the Fire Museum - not originally on our agenda -- there are many references to the Bush Fire Brigades and in particular trophies won by members of the first two Shire Brigades, Sutherland and Cronulla. For those of us whose families were associated therewith there was nostalgia.

With regret it became necessary to cancel the trip on George's River -- there were not sufficient bookings to make it viable and this was the only action we could take. In retrospect, perhaps a trip on a river in winter was not the right decision.

This is the first tour ever cancelled By the Society, so I guess that is a good record in twenty-two years.

As this is being prepared we are making final plans for the Cowra Week-end, November 4,5,6; a report will be included in the following Bulletin.

Hopefully this will be in your hands prior to the Newcastle Tour on Saturday, November 26; the train leaves Central Station at 8.55 a.m. -- from the old steam section -- and as you come up the Escalators you will see on a television screen the number of the platform from which the train leaves. Please endeavour to travel in the front carriage, where we hope everyone will meet.

As those booked for the tour will be coming from so many areas, it will be left to you to check the time the train leaves from the station where you will be joining it to get to Central.

We expect to leave Newcastle by the 5.2n p.m. train, due Central 7.39 p.m.

We haven't made any bookings go for later tours -- with the Festive Season coming upon us, anything selected for February/March seems a little too far away. However, by next meeting night we may have further news.

On behalf of the members of the Excursion. Committee may I, even at this early time wish all members the Compliments of the Season and trust the tours we offer are of interest to you.

Please suggest any special outing you think ray be suitable for a group such as ours, to be considered as a future venue.

All bookings to Mrs. A. Cutbush, 523-8147 and enquiries either to Mrs. Cutbush or myself on 523-5801.

Aileen (Griffiths Convener).

EARLY RESIDENTS IN SUTHERLAND

When Albert John Sommer and his family moved from Newtown to Sutherland in 1909, they selected a house on the corner of Station (now Boyle) Street and Eton Street. The house, on the south - eastern corner of the streets later became a shop.

Albert Sommer's father died in 1910. Albert's son, Jack came out on a spring cart loaded with furniture to Sutherland, with the horse Billy, in the shafts. Jack Sommers was only a young boy.

The reason the family moved to Sutherland was brought about by Albert Sommers employment as a railway guard on the goods trains. He was transferred to the Waterfall yard which was actually a promotion.

The house at Sutherland had a good back yard with a six foot paling fence, and a gate of the same height. Albert Sommers built a shed for Billy who had belonged to his father. Billy had been a cab horse in a service operated by his father in Sydney. He had three hansom cabs and at lunch time he took business men from their work in the city to their homes for lunch at Paddington

Billy's age was not really known, but he was a most docile animal except on one occasion. In those early days emus still lived in the National Park. One of them wandered into Sutherland. Encountering Sommer's paling fence the emu's head was just visible above it. It was too much for Billy for he took fright and jumped the gate almost from a standing start.



Billy had not seen anything like that before. Clearing the gate - and with tail straight out, thundered over the railway line, stopping only when he came to Carey's dairy near Vermont Street and Waratah Streets. The Sommers' family had no idea where Billy had fled to. He had disappeared three days when someone told them that Billy was at the dairy with Carey's horses. Albert Sommers simply walked up to him and put the bridle on.

Jack Sommer when a boy looked after Billy providing bracken fern for his bed at night. He also groomed him and rode him about. Billy took the family on picnics, and on one occasion whilst on such an outing ate a rice pudding. Billy went everywhere, including Cronulla.

A large well, fed by a spring was on the eastern side of the Princes Highway, near Box Road. It was about 16 foot by 16 foot and approximately three to four foot deep, When Billy was travelling past. he would be taken for a drink.. He was'nt content with drinking from the edge and would pull into the middle, cart and all.

Faithful Billy died in 1916 when, Albert Summers was driving along in the cart going down the hill from the site of the Catholic Church off Forest Road, Penshurst, towards Hurstville . He looked around at his master as if to say "this is it", and slowly collapsed and died.

The Sommers family became involved in the Sutherland Methodist

Church and Sunday School, Albert Sommers holding the office of Sunday School secretary.

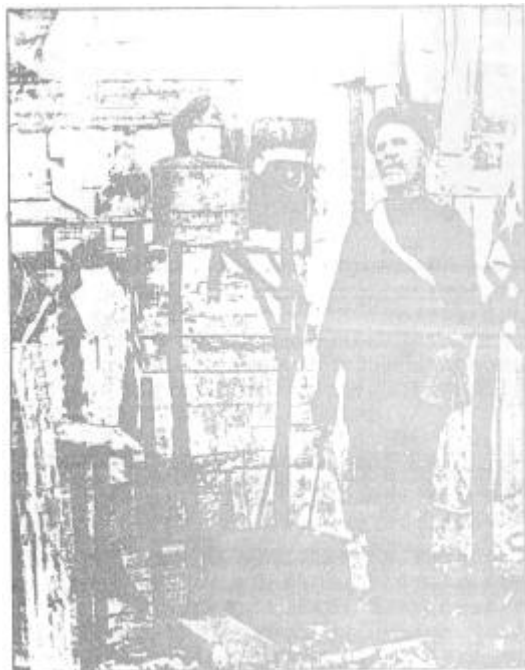
Jack Sommers was about seven years of age when he came to Sutherland, and he attended the Sutherland public School, his teacher was Mr. Herbert Small.

A store on the Railway Parade (now Princes Highway) was run by Adam Vallance and his wife Mary where Eton Arcade now stands. There was a loading dock for the store and it was there that Adam Vallance made a spring cart. Jack Sommers was fascinated watching him make it, and when the cart was completed it was used for deliveries from the store. It was a remarkable feat considering that Adam Vallance was totally blind.



Vallance's store carried hardware on one side and on the other, grocery lines. The rear of the shop was occupied by Miss Thornton who sold lengths of material and manchester. This was when Jack Sommers was still attending school around 1912-14.

Jack Sommer was on the first steam tram to Cronulla after the Governor cut the ribbon to open the tramway in June, 1911, at Sutherland. When the tram got to Surf Road at Cronulla it could not proceed any further because of the crowd. School children and teachers from the Sutherland School were on the tram.



OLD DAVEY

In those early days there was a diamond pattern tile footpath outside the first Council Chambers. Mr. J.W. Macfarlane, the first Shire Clerk lived in the back of the building.

During the first World War the "Waratah's" march up from Nowra to Sydney men enlisting as they went through the towns. They were about a hundred strong and were similar to well known "Coo-ees" who marched from Gilgandra to Sydney in 1917. Stan Powe, whose parents owned the Sutherland newsagency enlisted with them.

Every town or village had a character, or personality and Old Davey was such a one in the early days of Cronulla around 1912. He had a long shed or humpy below the old hotel and was protected to some extent by the fairly large sand dune in front of it.

It had a dining room, bedroom and a kitchen. Davey had the telephone on, the reason being he kept his eye on the people in the surf, and when there was trouble he called assistance, including the police.

continued on page 414.

William Henry Paling and Australian Music

-by

-Edward Duyker

William Henry Paling was born in Rotterdam in 1825, the son of a pianoforte maker and noted musician. As a child, young William showed considerable promise as a violinist and studied under Berthold Tours. Later he taught at the Rotterdam Academy of Music. Seeking wider opportunities but apparently not lured by the Gold Rush, Paling travelled to Sydney. Eve Keane, historian of the House of Paling, states he arrived in the early spring of 1853, but his 1860 naturalization certificate indicates he arrived on the *Clir* in 1855.

As an accomplished musician he found no lack of prospects. Aside from giving private lessons, he was soon engaged as a professor of Music at Lady Murray's boarding school for young ladies, "Springfield College" in Darlinghurst. The NSW first railway was opened in September 1855. Paling composed a "Railway Waltz" replete with locomotive sounds in November the same year he opened the "New South Wales Academy of Music" in Bligh Street, Sydney. In the year that followed, he gave numerous recitals on the violin and (from July 1856) as the organist of the Sydney Choral Society. From his Academy in Bligh Street, Paling had a thriving trade in imported pianos, including those made by his own father. He also began publishing sheet music and his "Music House", first located in Wynyard Square, became a Mecca for Sydney's music lovers.. this was to have a significant impact in broadening the musical horizons of the Australian public. Paling also organised numerous glittering performances and recitals which would set Sydney a-buzz.

In 1864, as a British subject, Paling visited his native Holland again. Family, friends and nostalgia may have drawn him back, but he was to profit from his return with a ship hold full of instruments. He was to make another such European purchasing visit in 1870-71. By 1875 Paling's business in Wynyard had outgrown its premises. It was to do so several times - firstly in Barrack Street then in George St. In 1881 he had 43 employees. Still his business grew. Two years later he paid £45,000 for land at 356 George Street, to build another showroom. At the time, it was the highest price ever paid for land (per square foot) in Sydney.

As an inveterate traveller, Paling again set sail for Europe the "City of Sydney" weighed anchor on March 28, 1884. He returned the following year. Within five years Palings would enter a new era: recorded music was echoing across Europe and America.

Sales of Edison's "Phonograph" were phenomenal. Again, Paling's outgrew its showroom: new showrooms were built at 338 George Street. From the late 1880s, Paling eased his personal involvement in the day to day affairs of his company.

On August 27, 1895, less than a year after returning from yet another extended sojourn abroad, William Paling died of a heart attack. He is buried in Waverley Cemetery. Paling's wife Mary had predeceased him in September 1877. They had no descendents. The name Paling survives on the chain of stores founded in this country with the descendants of his brother Richard who also emigrated to Australia. A generous philanthropist in 1888, William donated a magnificent 450 acre farm, Grasmere, at Camden, plus £10,000 to establish the Convalescent Hospital. Paling would also appear to have been the very first Dutch-born Mayor of any Australian Municipality. This was in Petersham between 1881 and 1882, he also served as a alderman on Petersham Council between 1876 and 1889. Aside from his civic involvement and, in the words of Eve Keane, being the "estimable pioneer of the music community in Sydney". Paling was a foundation director of the Mercantile Mutual Insurance Company.

Bibliography:

Keane, E. Music for a Hundred Years.- The Story of the House of Paling, Oswald Ziegler, Sydney 1954, 1954.

Duyker, E. Early Dutch Immigrant Naturalizations.- An Alphabetical index -1849-1903 (Vol. I, Queensland, Victoria, New South Wales), Sydney, 1987.

From page 412

Picnicers could buy hot water at Davey's. Old Davey had resided where he could. breathe the salt air and. hear the sound of the sea for he had been a ship's pilot.

Source: Interview with Mr. Jack Sommer, January 10, 1986.

---Fred. Midgley

PARK RANGER

The Council of the Shire of Sutherland invites applications from suitable persons for the performance of the duties of Park Ranger and Lamp Lighter at Cronulla, wages £2-10-0 per week, no deduction for wet days. Applications should be endorsed "Park Ranger" and addressed. to the President and be in my hands not later than Tuesday, the 7th day of July, The applicant must state his age, present employment, how employed during the past three years and copies of testimonials as to personal character from not fewer than three responsible persons,

J.W. McFarlane, Shire Clerk, June 24, 1914.

EARLY SETTLERS AT CARAVAN HEAD

Mr, Frieberg was born in a town in Sweden, near the border with Norway, about 1866. As he was due for compulsory naval service he left Sweden when he was 16 , and arrived in Australia. He changed. his name to Charles Cranes, and in 1886 he married and settled in Paddington.

Charles Cranes was attracted to the Georges River, and it was at Caravan Head. that he erected a shack to get away from the city on weekends and holidays. Later a more substantial dwelling was built.

Cranes was a builder, and around the turn of the century built two houses in Como, near the railway gates. The timber used in their construction was from some houses in the city which were pulled down. The dismantled. buildings had been taken by road to Tom Ugly's Point and unloaded. Then came the laborious task. of hauling by row-boat to Como. The eldest son Norman Cranes, then 9 years of age assisted in rowing the boat on. these occasions.

Years later, around 1924, Charles Cranes built some shops with dwellings in. Cremona Road, Como.



Norman Cranes. was later a cub master and. brought numbers of cubs from. Paddington. for camps on. the property at Caravan head. This was an exciting time for those boys living in the city.

At times when the Cranes family came out to Caravan Bead by horse and cart from Paddington it took all. night with delays like crossing on. the Tom Ugly's punt. At other. times they came out in the steam train to Oatley and then walked to Hartland's Pleasure Grounds and boat shed on Oatley Bay. Mrs. Hartland was a big well built woman who insisted that Mrs. Crane's have a glass of wine with her before proceeding on her journey across the Georges River by row boat to Caravan. Head, which was directly opposite Oatley Bay.

Mr. Cranes could be regarded as business man for there was a time when he had a boatshed at Scylla Bay, containing six boats.

Originally the land at Caravan Head. belonged to Thomas Holt and when first subdivided the blocks had frontages of 100 foot. But they were slow to sell so they were cut into 50 foot frontages, and it was then Mr. Cranes bought his block.

Early settlers in the Caravan Head area were Mr. and Mrs. Bailey, who resided in Como Road. In those days there were few residents whose homes were scattered in the thick bush between Caravan Head and Oyster Bay.

The Cranes family and friends sometimes went for an outing down the south coast which included Kiama on the back of a Ford T one ton truck all the way from Paddington. The travellers used various seating or sat on the floor, but there was no way of avoiding the bumpy ride. They would. at other times. come out on the same truck. at night to dances at Como.



Later, Mr. Britten from Oyster Bay had a touring car which he let out for hire. His next venture into the transport business was when he commenced to operate a bus. This was the first motor bus service in the area. It cost a penny to go to Como school, and when on the occasion of the bus breaking down, some demanded their penny back, and got it.

The bus service was taken over by Mr. J.T. (Mick) Jennings who operated services between Gynea Bay and Sutherland, Jennings's bus was hired for social outings and weddings from the Comb area £3 (\$6), and the guests would be taken to the station to catch their train at the end of the function.

There was a station master at Como who told Mr. Cranes, because of his advancing years not to travel in the middle of a carriage because he was slow in his movements, and not being able to get out in time had, on several occasions, been carried on. When talking to the station master at Como, Mr. Cranes would stand with his thumbs hooked in his belt or trouser top

Source: From an interview with Mrs. Woods (nee Cranes) of Jannali, January 28, 1987.

-Fred Midgley

FOR A CHANGE, A GEOGRAPHY LESSON -- NOT HISTORY HISTORY

Australia down under now back to front.

The world over we have streams, babbling brooks, creeks, rivulets, etc, etc, all flowing along to join the brimming river, as Lord Tennyson says in his poem, I accepted this as a fact until I visited Windorah (Qld), then I discovered to my amazement that we in Australia are very backward and do things in reverse to the rest of the World.

When I stopped over in Windorah, I found that the Thompson River, that rises north of Longreach, and the Barcoo River that rises north east of Ilfracombe, Longreach and Ilfracombe roads cross the border a distance of about 80 miles apart, each river flowing about 100 miles from the border to reach Windorah. Both these rivers meet up at Windorah fork and form one stream flowing south to Lake Eyre, and, would you guess, the name of this river is Cooper's Creek; where else in the world would you find such, two rivers joining together to make a creek.

Unhappily, though with the best intent the Creek seldom arrives at its destination and generally dries up before it completes its journey. After leaving Windorah, Cooper's Creek runs on for at least 400 miles to Lake Eyre, as the blow flies,

--George Heavens

MAMRE, A HERITAGE FARM

Mamre is an 85 hectare site at St. Marys, It is part of the original farm which belonged to Rev. Samuel Marsden and contains the historic Homestead he built in the 1820s for his son, Charles. The property is bounded by Sydney's Western Freeway and Mamre Road, Parramatta being 20 kilometres east of the site end. Penrith 9 kilometres west. In December 1975 the Government bought Mamre from the Fitzgerald family, who had owned it since 1847.

COUNCIL OF THE SUTHERLAND SHIRE HISTORICAL, SOCIETY

President: Mr. H. Ivers.
6 Raymond Place, Engadine, 2233,
Phone 520 6324

Hon. Secretary: Mr.A.Platfoot,
Phone 542 3386.

Deputy-President; Mrs.A.Griffiths

Vice Presidents:Mr.F.Midgley,
and Mr.D. Archer

Hon.-Treasurer: Mr. A Hamilton

Publicity.

Research: Mr.F.Midgley,
6 Koorong P1. , Bangor, 2234
Phone 543 1724 (after 4.30pm)

Archives: Miss D. Oliver
(represented by Mrs. Garland)
Hon. Auditor..Mr K. Greentree

Committee: Mrs. A. Cutbush, Mr K. Smith, Mr J. Cutbush,. Mr K. Knight,

SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN -

Bulletin Copies are supplied to all Branches of the Shire Library; to the Shire President, Shire Clerk and all Councillors; also to the Royal Australian Historical Society and the National Trust N.S.W., State Library NSW, National Library Canberra, Universities of Sydney and NSW, State Railway Authority and Australia Post Archives.

Society Publications are registered with the National Library Canberra In accordance with International Standard Serial numbering; this automatically includes copyright to the authors of all articles. The Society's registered number appears on all of the Bulletins, viz. ISSN 0586-0261; the Society's occasional publications carry an ISBN number.

Bulletin Extracts. editorial material may be reprinted in other publications provided that acknowledgement is made both to the writer and the Society's magazine.

Contributions: members are invited to submit material for the Bulletin need not necessarily be confined to local history, but this is especially welcome., If material is extracted or re-written, please state the source; material still in copyright, (the date will indicate this) can not be re-written without the author's consent. If hand-written: Please print names in CAPITAL LETTERS. Contributions for the next Issue must be in the hands of the Convener no later than January 13, 1989.

Monthly Meetings of the Society are held on the second Friday at 7-p;m. In-Recreation Staff Room, 2nd floor of the Council's Administrative Centre, Eton Street, Sutherland (2nd floor). Visitors are welcome.

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

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

Copies of the Society's Bulletins are supplied to the Society of Australian Genealogists and Botany Bay Family History Society, Historical Societies of St George, Hurstville, Kogarah, Canterbury, Picton and Ku Ring Gai, Local newspapers.

SUTHERLAND SHIRE HISTORICAL SOCIETY

Renewal for Subscription for 1989. as from January 1st.

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

RENEWAL OF SUBSCRIPTION FOR 1989•

Name (Please print in CAPITALS): Mr./ Mrs./ Miss

Address:-----

Post Code -----Telephone No. -----

Please find my enclosed Subscription for 1989.

Annual adult Subscription ---\$6. Junior Member - Full time Student--\$3.

Signed: -----Date -----

The Society's Objectives

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