

SUTHERLAND SHIRE HISTORICAL SOCIETY

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PRESIDENT'S NOTES

Another quarter has passed and it is that time when we prepare the Bulletin.

We commend to you the Society's Museum, which is opened on the first Saturday of each month from 9 a.m. to noon, in the Sutherland Memorial School of Arts, East Parade, Sutherland. For those unfamiliar with Sutherland, the building is opposite the Railway Station, adjacent to the pedestrian crossing from the overhead bridge.

Mr. Ivers is the convener of the Museum Sub-Committee and the members of that Committee would appreciate offers of assistance to "man the door" on occasions.

The Museum will also be opened on special request, if prior arrangements are made.

The Honorary Secretary is sending letters to the schools in the Shire about the Museum, and we are hoping to increase awareness of Australian History and in particular that of Sutherland Shire.

Again, on a sad note, I record the passing of another very long time member, Ralph Handcock, at the age of 94 years. He will have been well known as the Sylvania Orchid Grower, prior to going to Darwin to live with his son and family. I have written to Mervyn, but I again express sympathy on behalf of our members.

May I draw members attention to the Society Badges we have on sale, and also souvenir spoons. These are held by the Hon. Treasurer, Alwyn Hamilton.

- Aileen Griffiths

FIXTURES FOR MONTHLY GENERAL MEETINGS

July 14:	Mr.D. Minty. HISTORY OF CLOCKS AND WATCHES
August 11:	Mr.S.Doberts. THE HISTORY OF BREWING FROM THE TIME OF THE FIRST FLEET
September 8:	Mr.C.Powell, Postmaster at Cronulla. Address on, AUSTRALIA POST
October 13:	Captain M. Costello, Harbour Master of Port Botany, Address on PORT BOTANY
November 10:	Mr.C.Wood. TELECOM -HISTORIAN

A COUNCIL ON THE MOVE

The Sutherland Shire Council first met in rented premises in Sutherland from December 5th, 1906 to 1915 when they moved into new premises on the corner of Eton Street and Railway Parade (now Princes Highway). With the construction of the new Administration Centre - the foundations for which commenced in 1964-meetings were held in the former garage in Merton Street. Now due to the present meeting-chamber becoming too overcrowded the Council will continue to meet on Monday evenings in the Sutherland Entertainment Centre in the near future.

---F.A.M.

A FORGOTTEN TRAGEDY

Just in the southern gate of Woronora cemetery, at the end of a row of graves, lies a family plot containing a solitary interment, beneath a headstone that reads: "In loving Memory of Joyce, Daughter of J. and M. Findlater Clements, Accidentally Killed 12th July 1926, Aged 16 Years. Loved by all." A stone base of a vase is inscribed: "Our Dear Joyce." This stone marks a tragedy involving an early Cronulla family.

At about 10.30pm on a cold and rainy Sunday night, July 11, 1926, Joyce Findlater Clements was riding pillion on a motor cycle travelling east along Oxford Street, Paddington. She was seated behind Sidney Douglas, 18, of the Avenue, Brighton-le Sands. As they passed the gates of Victoria Barracks, a number of persons dashed across the street, Douglas swerved to avoid them, struck a Mrs. Pointing of Woollahra, and both he and Miss Clements were thrown heavily, Joyce striking her head on the pavement.

Central District Ambulance took the injured to hospital: Mrs. Pointing, suffering abrasions and possible internal injuries to St. Vincent's; Mr. Douglas was admitted to Sydney Hospital with abrasions. Joyce Clements died early on Monday, 12th July 1926. Her address: Cecil Flats, Cronulla.

The scene of the accident; Paddington Town Hall, Victoria Barracks and the terraces opposite, remain largely untouched by time, although the tram lines down Oxford Street have disappeared. In the main block of St. Vincent's outlines of the 'twenties building can still be traced. However another storey has been added.

At 10.30pm, the motorcycling pair would have been at least two hours from home, via ferries at Tom Ugly's or Taren Point; the first bridge at Tom Ugly's was not opened until 11th May, 1929.

Joyce's funeral left "Wenowah", Ozone Street, Cronulla, at 3pm on Wednesday, 14th July, for the Church of England cemetery, Sutherland - as that part of Woronora was then known. In the 'twenties' there were a number of small apartment blocks as well as the houses lining Ozone Street, of which all but one have since vanished.

Telephone directories indicate the Clements family lived in the Cecil Flats between 1923 and 1929. Their number: Cronulla 67. Joyce was the third of four children. Her father, John Findlater Clements, was a surveyor; elder brother John Henry was a motor mechanic. In 1926 her elder sister, May was married to one Arthur Miller. There was also a younger brother named Max. Electoral rolls list John Findlater Clements from 1917; John Henry from 1927.

Cecil or Cronulla Flats, on a corner of Gerrale Street overlooking Cecil Park and Cronulla beach, were erected in 1916 by the well known developer Cecil O. J. "Joe" Monro, containing a real estate agency, the "Americana" ice cream parlour, and a number of holiday apartments. In 1929, over the protests of local residents who considered one hotel sufficient for their suburb, the Cronulla Flats were converted, using a license transferred from an obsolete hotel at Bundeena, and remained a Cronulla landmark as the Cecil Hotel for many years until demolition - save for the facade added in the thirties - in 1988 to make way for a tower of luxury units,

---Rhys Pidgeon

In October, 1907 the Postal Department informed Sutherland Council that application for a letter receiver at the Sutherland railway station be refused. But a receiving office in the residence of Mr. John Hill, at Burraneer, would be accepted.

St. George Call

REACTIONS TO A REACTOR, MENAI 1958

This article is from the April 26, 1958, issue of the 'People' magazine titled, "A town that lives in the shadow of an A Bomb". A small segment is also from the 'Daily Telegraph' of that time.

"How does it feel to live with death as your next door neighbour? What is it like to have an atomic reactor in your backyard?"

Ask the people of Menai, near Sydney, what they think about being in the shadow of the Atom.

Ask them and they'll tell you - **THEY COULDN'T CARE LESS!** Yet Menai is the closest settlement to Australia's first and only atomic reactor at Lucas Heights - a gleaming 70ft. tall tower built on a 100 acres of lofty chimneys and concrete-walled laboratories.



The people of Menai were as unimpressed by the reactor as they are by the veteran ironbarks and gums that mount guard along the straggling streets of Menai.

Apart from their Rhode Island Reds not laying or their crops rotting - they're farmers and poultry-men from way back - they're not scared of anything.

Housewife Mrs. Marilyn Palmer was more worried about how soon her house would have water laid on. And Charles Wilcox, the telegraphist at Sutherland Post Office, was more concerned about the bad bus service.

The atom plant produced its first nuclear chain reaction in a test in February and went into operation early in April.

The people of Menai, a town of about 500 people were scared when the £5,500,000 project started to rise from the bulldozed bush in 1955 - so scared that the local Shire Council asked the Federal Government for a conference of atom experts to tell the town if there would be danger when the reactor was operating.

The Government experts then told Menai there would be no danger, and Menai hasn't worried since. To most of them the prospect of an Atomic City meant only one thing - water for their poultry farms.

Life goes on much the same as it always has since "Old Man" Jones

(no one can seem to remember his name) knocked up the ironbark shed that was the first house in Menai 60- odd years ago and named the village after the Welsh town he came from.

The weatherboard house that Jones later built beside the slab shed is still there as the Post Office.

The Postmistress, middle-aged but still raven haired Mrs. Rita Wilcox, didn't care much about the reactor. Her husband, Charles said, "Why shouldn't. we ignore the reactor? It hasn't helped us to get water or shops".

"Why should I worry!" Mrs. Wilcox said, "I don't have to deliver the mail there!" And Mrs. Palmer, 26, a red haired mother of four girls, whose husband, Neil, is a painter, didn't know much about the atom plant. She was more worried about keeping the kids from wandering on to the busy Old Illawarra Road and the six months' lease on her weatherboard cottage if it would be renewed.

The Palmers next door neighbours (in scattered Menai that means 200 yards away), the Jack Youngs and their two young Youngs aren't scared of the radio-activity either.

Jim Montague, tousle haired and sunburnt to the same colour as the brick-red dirt his fowls peck at, should be the most worried man in Menai - his poultry farm being only about a mile from the reactor.



But Jim had lived in Menai for 35 years, and was one of the Shire Councillors who voted for the reactor. "What's wrong with living so close?" he says, "if it does blow up I won't know anything about it!"

Mr. Clem Cudlipp, poultry breeder said, "Many of us now have to cart water five miles. It will cost me £500 to put my 27 rainwater

tanks in order before next summer. I only hope the atom builders will save me this expense by bringing water to Menai. They can blow their heads off with atoms so long as they leave us water!"

Don Carter, deputy captain of the Menai Bush Fire Brigade: "There will have to be a large scale clearing of the bush or the atomic city will always be threatened by bushfire."

(A plume of smoke from a bushfire not half a mile away from the site of the reactor gave point to his claim).

Mrs. Roy Carter said, "We've had to battle for years for everything - electricity, telephones, water. Our petitions to Parliament were ignored. Now at last Menai is coming into its own."

But Mr. Stephen Moorehouse, 71-year old retired baker, who lived in Menai since 1910, was unhappy. He shook his head, "No good will come of this."

Even last month, when local Federal Government Member, Les Johnson claimed that the reactor was dangerous because it was working with-out a radio-active waste disposal unit, no one in Menai turned a hair, In fact, in the local newspaper Mr. Johnson's charges rated the same space as a school Parents and Citizens Association meeting report.

So while kids in Surry Hills, Subiaco and St. Kilda, who have never been closer to atomic power than in a comic, play spacemen, the kids in Menai stick to Cowboys and Indians.

-Fred Midgley

May 1910. At the instigation of Clr.R.Cook, repairs are to be made to the road leading between Menai and little Forest (North-West of the A.N.S.T.O Establishment at Lucas Heights. ---- St. George Call

FROM SYDNEY TO WOLLONGONG

The original road from Sydney to Wollongong had to skirt the Georges River so it ran via Liverpool, Campbelltown and Appin across country to the east, coming out at the top of Bulli Pass, then, after descending to Bulli it followed under the hills down the coast to Wollongong.



Then, in 1843, Sir Thomas Mitchell surveyed a road which crossed the Georges River at Lugarno using a punt then climbing the hill to the Menai plateau along the highlands through Menai until it came in line with the high tide mark at the head of the Woronora River. The road then turned left and made its way down the mountain side with several good curves until it reached the ford. Steel pegs used to be seen protruding up out of the rock to indicate the ford height. They were of about two inches in diameter of steel and had flat tops like huge nails.

The road was then made up Sabugal Pass which was solid rock all work being done with pick and shovel, and the grade would have broken any horses' heart.

I remember Dad and I one day set out to see what was over the hill at the back of our land which faced to days Prices Circuit. We walked through the bush for several miles and about lunch time we came on a red gravel road to our right and left. We didn't know which way to take when an old man in a spring cart drove up, so we asked him where we were. He said, "Well, go that way to Menai, or that way to the Wonnie Ford". It was hot so we set out for the ford and a swim at the ford. After a walk of about two hours we walked down the road indicated, Wollongong. At the road fork the other sign said Liverpool, and we were surprised to note no one used this road as quite large trees grew in the centre of it. The road had been well constructed the curves being all built up with stone batting. It was like a ghost story - an overgrown well made road. We eventually arrived at the ford and had a skinny dip in a large pool a little above it. This was in 1920.

We then trudged up Sabugal Pass and eventually came to a good black gravel road where the sign read Wollongong. We sat and rested until a cart came along and we asked the occupant where we were, and he said, "Heathcote". Dad was still lost. He said, "I want to get to Sutherland." Our friend replied. "Hop aboard, I'm going to Audley so I can set you on your way."

We ultimately arrived home at 10 p.m. to a rather irritable wife and mother who thought we had been killed by blacks or lost forever in the bush. She was not at all interested in our story or our discoveries.

I suggest when you are in the Engadine area drive along Woronora Road leaving Princes Highway at Stephens Road, go for a mile and a halt down the grade, but don't rush the last part as it gets rather steep and finishes up in the upper reaches of Woronora River.

About the same time as Mitchell was surveying this road, in August 1845 Surveyor Darke carried out a survey of another road from Menai through Eckersley this road coming out onto Princes Highway just before Waterfall railway station.

During the survey two policemen were burned to death when they were caught in the path of a bushfire along with their horses, camp equipment, survey equipment and tents. This happened on November 15, 1845.

At this time Heathcote was known as Bottle Forest. Thomas Holt ran sheep at Bottle Forest. The grass and herbage was good but the Dingos beat him here for in one night 300 Dingos succumbed to poison baits. This shows the quantity of these animals that roamed around there.

Bottle Forest was, and still is renowned for its excellent soil, the best in Sutherland Shire.

On July 20th, 1843, George Hall purchased from the Government 50 acres of land at Bottle Forest for £1 per acre. This incidentally was the first land sale on record in this area. The railway opened at Heathcote in 1886 and the school in 1885 being the third oldest in the Shire.

Heathcote Hall , one of the Shire's oldest buildings was built for Isaac Harber in 1883.

The Princes Highway from Tom Uglys through Heathcote opened in 1865 this connecting with the survey of Mitchell's road near Stephens Road.

Eckersley was used as a military area in World War 1, but the old road there was only just usable a few years back, but it still has prospects with the shortage of housing.

---George Heavens

TOM UGLYS

The district of Tom Uglys, well known to our readers, derived its name from Tom Huxley, one of the pioneers. The aborigines could not pronounce the "x" and called him Tom Huckley. With the name evolved Tom Uglys.

There are many stories about the famous parrot kept at the hotel at Tom Uglys. The bird was more than a century old, bereft of all its feathers. An authentic incident concerns the wife of a Governor of New South Wales who happened to be dining at the Hotel. She was a lady whose nose was strongly Roman. The bird, when introduced, refused to talk and remained coldly aloof until Her Excellency raised a cup of tea to her lips. Then it shrieked savagely: "Take your great beak out of that."

From the District News, 1955. -----George Heavens

WORONORA

Before the erection of a bridge across Forbes Creek at Woronora a small flat bottomed punt was used. This was drawn by a rope by the passenger . The punt leaked "like a sieve."

Ambulance officers before the construction of the road to Prince Edward Park would hire a boat from Schofields at the Woronora traffic bridge and row up the river to get their patient.

From an interview with Mr. Bill Barnidge.

----Fred Midgley

COMO PIONEERS

Mr. and Mrs. George Railings came to Como not long after the turn of the century, and settled at Coronation Bay, then known as Frog Hollow.

They had five daughters and two sons, and the family were not only pioneers in the settlement but worked for the improvement of the area. With Eric Adams, the station master at Como, and Mr. Bosman, Mr. Rollings started the Progress Association.

They paved the way for modern Progress Associations", said Mr. J.W.Lawrence a long time resident of Como, Shire Councillor and a friend of the Rollings family. "Attendances at meetings in those days meant walking from Oyster Bay, Bonnet Point or pulling a boat along the river!"

"Anyone who came to the meetings had to bring a hurricane lamp to light their way along the bush tracks - street lights were non - existent".



THE PLEASURE GROUNDS

George and his wife conducted the store at the Como Pleasure Grounds for several years. A tea room was built and a cook and two waiters were employed to meet the needs of the people. As many as 500 people in addition to Sunday School picnics would come to the area in one day. Ice cream in those days was in churns and was carried from the train at Como station.

In those days at Como hundreds of people walked from the railway station or the Pleasure Grounds along a path to the Como Hotel. It was there that Mrs. Dawson fell downstairs in her haste to warn two policemen in the bar that detectives were carrying out a raid. She killed herself.

George Rollings ran a boarding house in the old Woronora hotel which had its beginnings and lively days during the construction of the Illawarra Railway. Mr. Hanley was the licensee in those days when one of his boarders was Mr. Edgar Robinson, the second school-master at Como in 1884, replacing Mr. John Halstead.

When George Rollings occupied the old hotel for use as a boarding house, the bar had long been closed. The old pub had actually had a cellar. The walls and roof were of heavy gauge English galvanised iron, and there were a large number of rooms, possibly

twenty, most of them having an earthen floor.

It had been built about the time of the Como Hotel (German Workers Club) around 1882-83, and was on the opposite side of Scylla Bay.

The old Woronora or Hanley's Hotel disappeared from the landscape when it had to be pulled down because of white ants.

Before World War 1 sailors from a German ship, believed to be the 'Emden' were at Como, and in addition to beer, had black bread and sausage.

The first motor lorry to be driven to Como contained a party of Germans. There was no proper road then so they used any means to clear a way even using tin plates and pieces of wood. It was a heavy waggon and it carried a good consignment of beer. They got bogged in sand and had to dig the truck out best way they could.

One wonders how groups of Germans were attracted to Como, taking into account especially those in the truck. It must be remembered that the Como Hotel was originally a German Workers Club, and that numbers of these people were engaged in the construction of the Illawarra Railway, some settling in the area.

When a member of the Rolling's family became ill and urgent medical attention was needed, Dr. Cooley of Hurstville was sent for. Rather than wait for a passenger train the good doctor came out on a goods train to Como, either riding with the engine crew or the guard.

The residence of the gate keeper still stands at Como station the site of the vehicular and pedestrian crossing over the railway from earliest days. Several people were killed crossing the line. Before the erection of warning lights and boom gates there were warning bells and the gates were opened and closed manually and were looked after by successive families, Hendersons, Watermans and Martindales.

Some people sought their living travelling about by horse and cart selling their wares. One of these was Len Fletcher of Miranda. He travelled over most of the Shire including Como delivering such items as butter and smallgoods in all weathers. Then there was the Jannali pioneer, Charles Parsons who used to go around yelling out "Any vegetables to-day", while sitting on his cart. He used to grow the vegetables himself on his property near Jannali railway station. His house still stands and is now occupied by Mr. and Mrs. Humphreys.

A link with the districts pioneering history was severed on Wednesday, October 23rd, 1968, when the death occurred of Mrs Rollings at the age of 93. Her husband, George had pre-deceased her.

Source: Interview with Mr. Albert Rollings (son), December 31, 1984.

-----Fred Midgley

"**"

TELEPHONE

The first telephone at the Woronora River was a private line which was "hooked up across the river" to Price's home from old Mr, Rugg's house. It was installed by Rugg's son in law, Oswald Robinson who was a dentist. Tom Price would disconnect it at night as his friend would ring at all hours of a night as a joke.

From an interview with Norman L.Price at Kogarah, 2nd December, 1958.

-----Fred Midgley

N.J. Norst & J. McBride, *AUSTRIANS. AND AUSTRALIA* (Athena Press, P.C. Box 1497, Potts Point, N.S.W.), 1988, pp 207, Bibliography, Index, Illustrations, \$17.00, plus \$2.50 postage.

Reviewed by Edward Duyker.

AUSTRIANS AND AUSTRALIA is undoubtedly one of the finest ethno-histories to be published in this country in recent years. Norst and McBride have produced a book which combines an impressive breadth of research and a crisp and elegant prose with a fascinating ethnographic backdrop to Australian history. Their survey of the Austrian connection with Australia spans the whole period of European colonization.

Because Austria was the centre of the Hapsburg Empire (which also included what is now Czechoslovakia, Hungary and Yugoslavia), some of the individuals the authors deal with have also been "claimed" by historians of other ethnic groups. (For example, Jan Lhotsky was born of Bohemian parents in L'vov and the violinist Michel Hauser, was born in Polzony, Hungary (now Bratislava, Czechoslovakia) and unlike Lhotsky was educated in Vienna). The book, however, contains several astute observations on "Austrians" as an historical and analytical category.

Today the Austrians number only 23,000 in Australia. In the 19th century emigration to this country was characterised by the entry of individuals or small family units rather than groups. During the Napoleonic Wars, the fact that Austria sided with Britain encouraged the visits of several scientists, but in the first half of the 19th century the Hapsburg Government was decidedly antagonistic to the very notion of emigration from its territories. Up until 1832 it was illegal! And, it was not until 1867 that freedom of movement actually became a constitutional right. No wonder there were only some 600 Austro- Hungarians settled in Australia by 1871. The first World War and then Commonwealth legislation which formally restricted Austrian and German immigration further reduced the opportunities for large-scale settlement. It was not until Hitler's annexation of Austria that a significant wave of refugees reached Australia. They were talented, capable immigrants who greatly enriched Australian Society. After the Second World War they were followed by a much larger influx.

This is a significant book which ranges widely. It reminds and surprises the reader with the achievements of Austrians such as the naturalist Ferdinand Bauer (who accompanied Matthew Flinders), the painter Eugene von Guerard, the Jesuit Aloysius Kranewitter

(who helped established Sevenhill in South Australia), Carl Pinschof, the first Chairman of Carlton and United Breweries and one of the founders of the Herald and Weekly Times, the architect Harry Seidler and the immunologist Sir Gustave Nossel. How many know that the mother of one of our finest novelists, Elizabeth Jolley, was Austrian?

On a thematic basis, the contribution of Austrians to the wine and building industries, the development of the Snowy Mountain scheme and the Snow fields is explored, together with other success stories such as the Vulcan company and the Musica Viva organisation. All these achievements appear all the more impressive when one considers the small size of the Austrian community.

Worst and McBride's *AUSTRIANS AND AUSTRALIA* provides a useful back-ground for those researching Austrian roots, but it is also a history (full of linguistic and ethnographic wisdom) which will appeal to the general reader.

ILLAWARRA RAILWAY RUMBLINGS

The proposal to construct a railway to the Illawarra centred around politicians who stood to gain from their land speculations and those with which it would clash with their business interests.

One of them was Samuel William Gray, M.L.A. and newly elected member for Illawarra. He fought for - and almost did with his fists for the Illawarra Railway.



Gray was a speculator and land owner and had property through which or near the railway would pass. He had land at Wollongong, Woonoona, Gannon's Forest (Hurstville), Bald Face (Georges River) and Sutherland Shire.

The latter is of particular interest for it was here that he had 542 acres including 50 acres at Gray's Point, all bought at crown land sales in 1864 at an average of £1 an acre. The railway did eventually pass through some of his. 200 acres between Georges River and the laying out of the township of Sutherland on Gray's 70 acres by the Intercolonial. Land and Investment Company in 1886.

Gray had been far sighted enough investing in land and determined that a railway would come to the Illawarra. He stood for Parliament in 1874 as a candidate for the Illawarra electorate but it was'tnt until 1878 that he was elected. Gray, like some others wanted a railway and had land to sell, and therefore had a stormy initiation to Parliament in more ways than one.

On the evening of April 26, 1878, in the New South Wales Lower House Samuel Gray introduced the motion to include the construction of a railway from Sydney to the Illawarra in the public works programme. He was strongly supported by his brother in law, Samuel Charles, M.P. for Kiama. Among those opposing the motion were the former Premier, Henry Parkes, and the notorious 'wild man' of the Parliament, John McElhone, member for the Upper Hunter.

Then began some disgraceful scenes in the House. It was too much for McElhone who shouted at Gray that it was an attempt to misappropriate public funds and to enrich the Member for Illawarra and his cronies.

Gray retaliated by jumping to his feet and heatedly yelled that McElhone's insinuations were a disgrace to the House. At that the Member for the Upper Hunter charged across the floor, with his fists clenched and ready to use them.

After an altercation with Sam Charles which saved Gray from receiving physical contact with his opponent, McElhone threatened to drag both of them outside and punch both their heads. The two Samuels declined to accept the raging McElhone's invitation as he strode up and down the Chamber, twisting and turning to point an accusing finger at his adversaries.

Blows were avoided on this occasion and Members of the House had to-be content with listening to a tirade of abuse and threats. But blows were struck in the Parliamentary refreshment room on the evening of August 28, 1862, when political rivals David Buchanan and Samuel Terry were locked together on the floor flailing away at each other. Such disgraceful behaviour was not new,

The Speaker was quick to act in having Buchanan removed from the House while the intoxicated Member sobered up. The Speaker had to order the Chamber cleared of visitors while the House decided what to do in the case with the raging madman, McElhone exploding his fury at Gray and Charles. Eventually McElhone was persuaded to apologise and the session finally ended at 3.30am.

But it was'nt entirely the fury of McElhone that delayed the construction of the Illawarra railway, nor the opposition of the northern coal mine owners. It was the stand taken by the former Premier, Henry Parkes whose own private interests were involved.



The manipulation of Members by Henry Parkes to ensure that Parliament voted against the Illawarra railway constituted one of the most discreditable episodes in the long career of the colony's most eminent politician.

The demand for the superior quality of the Illawarra coal by the people of Sydney made a strong demand on the coal owners from Bulli to Mt. Kembla. But they found it difficult to supply because of poor harbour facilities along the south coast.

By 1873 plans existed for a private company to build a south coast railway line that would solve the problem. Thomas Holt was one behind the scheme and the promoters were confident of raising the necessary capital.

At first Henry Parkes graciously received a deputation from the promoters and promised them his personal support without committing the Government. A public works surveyor was soon at work. To the worried directors of the private south coast railway it seemed a good time to forget about raising capital, for when they asked the Government to allocate public funds for the project to their dismay they found a previously enthusiastic Parkes now bitterly opposed to any kind of Illawarra railway.

The reasons for the Premier's change of mind could be only guessed at by his contemporaries. It was'nt until years after his death when historians were examining his private papers that the reason became apparent.

Henry Parkes was deep in debt. Late in 1873 he made an investment which promised to end his financial worries once and for all. He was urged by his old Parliamentary colleague, the contractor John Sutherland to become partners in the lease of coal bearing lands at Jamberoo near Kiama. It is generally accepted that the suburb of Sutherland and its railway station was named after John Sutherland.

The Government's examiner of coal mines was so enthusiastic about the prospects, the two politicians were soon looking for more money to convert their leasehold into freehold.

Their long term plans were to build a private railway to move their coal from Jamberoo to Jarvis Bay where it would be shipped to Sydney. They had visions of Jarvis Bay becoming a city and that meant that they would be even richer since they had taken the pre-caution of buying up land around Jarvis Bay as well.

Then came the shock. Those likely to reap the greatest profit from the proposed Illawarra railway were the coal owners, whose mines lay closest to Wollongong. Coal shipped as far away as Jarvis Bay stood little chance of competing with coal trucked cheaper from places between Bulli and Wollongong.

James Shoobert, a retired sea captain who had traded to Wollongong prior to taking up residence in the district, opened a coal mine at Mt.Keira in 1849, The mine was the first in Illawarra and on August 27th, 1849, a delivery by a number of horse drawn carts from the mine was made and the coal loaded onto the steamer "William the Fourth in Wollongong Harbour. That was the beginning of "Black Diamonds" as the coal was referred to and those who would make their fortune and those who would not.

Parkes Government was defeated at the elections in February,1875, with Parkes leader of the Opposition. The new Premier was Sir John Robertson who was to give to the people a National Park, south of Sydney and the second one in the world.

John Lackey was the Minister for Public Works in the Robertson Government and he was on the private railway company's side, There was apparently plenty of money in the Treasury, and the chances looked, good to the next railway delegation. Loan estimates for 1876 included close to £6,000 for the construction of railways in the State including the controversial Sydney to Illawarra.



Sir John Robertson introduced the Government's financial statement to the House and immediately he had finished speaking Parkes took the floor, declaring his opposition to the Illawarra railway. He insinuated that property owners along the line would be the only ones to benefit and doubted if anyone else would be. He suggested that if Wollongong was to be given a railway then the Government should do the same for Newcastle or were the coal producers of the Illawarra to become the leaders in the colony?

Parkes' censure motion of the Government was defeated by 34 votes to 22. Though he was defeated Parkes with political cunning was to gain all the publicity he needed, by sitting back and allow New-castle interests to carry on the attack against the proposed railway to the Illawarra. Newcastle had plenty of coal too.

Thomas Holt prepared to strike back. Holt was as shrewd as the wily Parkes, and had been in the first Ministry for Responsible Government in New South Wales in 1856. Holt told a huge public meeting in the Sydney Masonic Hall on March 8, 1876 that the railway proposal was supported not only by Illawarra citizens but by the people of places like Sydenham and West Botany.

But the Illawarra case hardly got a hearing at the meeting. Instead of discussing the practicability of the Railway the meeting degenerated into a battle between north and south. Speakers representing both sides were hissed and howled down, and the chairman hastily brought proceedings to an end as paid larrikins in the audience threatened to wreck the hall. At least Parkes had succeeded in the rousing of the public interest. but was not yet defeated.

A decision on the railway was still a matter for Parliament and Parkes now prepared to play his next card using the young hothead John McElhone the member for Upper Hunter who delighted in sniffing out any kind of scandal and guilty parties in Parliament. At one stage he had shown himself more than willing to accuse Henry Parkes himself.

This time Parliament's master strategist planned to divert the "wild man" McElhone in another direction. The route of the proposed railway as recommended by the surveyor Carter in 1874 ran through the estates of two well known land monopolists, Thomas Holt and Alexander Stuart, not to mention Samuel William Gray.

When the railway estimates came before Parliament that June, McElhone was quickly on his feet to oppose the line to Illawarra. This was a good chance for McElhone to impress Parliament at the same time boosting his ego.



"This is a monstrous attempt to rob the people and line the pockets of the rich", McElhone roared. "A member of the Upper House, one of the wealthiest men in the colony, has boasted that this railway when constructed will enhance the value of his property from five thousand pounds to half a million.

McElhone's denunciation couldn't fail to gain the attention of the House. Every member knew that he was referring to Thomas Holt owner of the fabulous Sutherland estate through which the railway would have to pass.

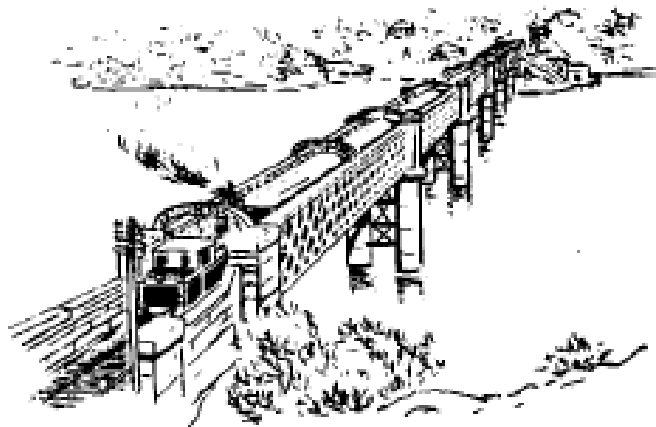
Parkes then addressed the House but in a more subtle manner with a touch of humour. He said the concoctors of the Illawarra railway reminded him of another set of gentlemen who spent a lot of money advertising. People like the promoters of Wolfe's Aromatic Schnapps, or Professor Holloway's Ointment which claimed to cure all the ills of mankind.

"Yet," Parkes went on, "they are nothing when put beside Thomas Holt's Golden Oyster Globules or Alexander Stuart's Coal Cliff Mixtures.

The motion to delete the Illawarra line from the railway estimates for 1876 was eventually carried by 29 votes to 12. But the railway still remained an issue when it reappeared in the Government's estimates for public works programmes in 1878. That was when McElhone was set to start a free-for-all in the House.

But the tide was turning against the smug politicians whose only thought was that someone was going to gain financially and didn't or couldn't see that it would be of benefit to the colony. The people of the closely settled suburbs of St. Peters, West Botany (Rockdale), Kogarah and Gannons Forest (Hurstville), began to demand their own rail link with Sydney.

Residents in these areas began agitations and were soon supported by real estate developers who were quick to sense a profit for them-selves. The Illawarra railway came before the Lower House for the third time in 1881. This time there was a resounding vote in favour of 55 to 17 and work on the line began on October 9, 1882. It had reached Hurstville in 1884, crossed the Georges River at Como in December 1885 and was completed to Wollongong in 1887.



Coal mines had become operative at various places north from Wollongong in the intervening years since that first mine in 1849.

It was all shipped by sea. In some cases lengthy wharves were constructed out to sea, coal still being transported in this manner after the opening of the railway because it was cheaper.

The beginning of 1889 saw the revival of mining at Woonona, Bellambi or South Bulli. After Hale's financial failure the Woonona colliery remained unworked for 25 years during which the tramway and jetty rotted away and returned to nature. A new colliery was opened on the range above Woonona under the Bellambi Coal Company, the old adits being used for ventilation. A new jetty of turpentine piles was erected a little north of the South Bulli jetty by A. De Pion to a length of 1300 feet, The new colliery was to supply coal to the firm of Mitch-ell and Woolcott-Waley. The company had a capital of £60,000 and rebuilt the railway to Bellambi, following the route of the previous line, with a bridge 300 feet long spanning the creek or lagoon near Bellambi harbour.



The mine was formally opened on November 9, 1889, by Sir Henry Parkes, Premier of New South Wales, who travelled from Sydney in a special train accompanied by Lady Parkes. The train backed up along the company's line across the main road at Woonona to the site of the mine and was then run down to the jetty for luncheon.

One wonders what thoughts were passing through Sir Henry Parkes' mind as he travelled on that special train on the railway he was determined would not be constructed.

Source. The Daily Mirror, Sydney; Black Diamonds by W.A.Bayley; writer's records.

-----Fred Midgley

TOWNSHIP OF CAWLEY

Quite a township exists at Cawley, a small station between Waterfall and Helensburgh. This was the main camp, and besides numerous canvas houses, wooden buildings with Iron roofs were erected for the chief officials. Several stores were then opened and boarding houses sprang up on all sides. The Railway Department agreed to stop passenger trains at Cawley for the benefit of men working on the job who previously had to walk from Waterfall a distance of two miles.

Mr. McLetchie, five months in Australia was in charge of the excavations. Cost for the excavations and deviations of seven and a half miles would cost a quarter of a million pounds. Between 600 and 700 men were engaged on the cutting at the commencement of the work and were increased later to 1500 men. More than 100 horses and drays were engaged.

From an article in the Sydney Mail, October 1912.

----F. Midgley

K.A. Lodewycks, *THE BELGIANS IN AUSTRALIA*, Boolarong Publications, Bowen Hills, 1988, pp 159.

Reviewed by Edward Duyker.

According to the 1986 Census there were only 4,539 Belgians in Australia. The lack of "cohesive presence" and a paucity of recorded information, have made their influence as an ethnic group difficult to determine. The Walloons among them have certainly had an important role reinforcing broader French language cultural activity in this country along with Mauritians, Canadians and the Swiss. The Flemings have been similarly significant in Dutch language cultural life. Although they have their own traditions and national identity, according to Axel Lodewycks, the author of this pioneering survey of the Belgian presence in Australia.

"In the total view of Australian immigration Belgians have never been obvious as a distinct ethnic group, but rather as individual settlers, who have been to a degree more mobile or venturesome than the generality of their compatriots at home have been personally adaptable to the Australian environment of their choice. with either Dutch - or French-sounding names, they are readily distinguishable from French and Dutch migrants only by their birthplaces within Belgium. They are indistinguishable from other migrants in the matter of religious observance. No locality in Australia has been settled mainly by Belgians, nor do they anywhere in the country comprise a close-knit community of the kind which still survives in the United States and Canada. Even the memberships of Belgian clubs represent only a small proportion of the local Belgian-born settlers and their descendants. Moreover, there is no evidence that a news-paper for Belgian readers was ever published in Australia.'

This would seem a rather unpromising base for historical endeavours , but K.A. Lodewycks has made an admirable effort to assemble what is readily known from printed and archival sources and has sought out additional information through interviews. He begins with something of a historiographical re-orientation: making his readers aware that among the 17th century Dutch voyagers to Australia's shore there were mariners from the southern low countries, which after 1830 became modern Belgian. (Incidentally, P.D. Sabbe and L. Buyse adopted a similar approach in their book *BELGIANS IN AUSTRALIA* Lanno, 1960). Australian ethno- historians have been criticised for supposedly nationalising annationalised societies and seeking tenuous "ancestors" for their community. To my mind, such criticisms are unfair. While identifying a few proto-Belgians among early Dutch explorers may not help explain the long-term presence of the Belgian community in Australia, it does help us obtain a sense of historical depth. More importantly, they are part of the story of this continent.

To a considerable degree this book is a collection of potted biographies. Lodewycks has given us much useful information on individuals such as Salvador Morhange (author of *Etude sur l'Australie*, 1862 - 1869), Octave Moutan (a survivor of the Marquis de Ray's ill-fated New Ireland colony who lived for a time in Port Hacking), the bacteriologist Auguste de Bavay, the linguist Augustin Lodewyckx and the conductor Henri Henri Verbruggnen, to name just a few important Belgian contributors to Australia's development as a nation.

THE BELGIANS IN AUSTRALIA does not contain any detailed examination of "push" and "pull" factors which lead to emigration. There is how-ever, a reference to refugees from the Congo, which the author describes as the "only movement by Belgians to Australia which can be connected with any political or social development". It will surprise

readers to learn that of approximately 3,500 Congo refugees who arrived by chartered flights in the early 1960s, "less than 20 per cent remained in Australia permanently". It would be interesting to know why. Lodewycks does not pretend to have written a comprehensive statement of the history of the Belgians in this country. Indeed his serves to demonstrate how little attention the Belgians have received from scholars in both Belgium and Australia! In his preface, Lodewycks makes it clear that he hopes he will provoke further research.

One of the strengths of this book is the valuable information it contains on the history of the Belgian diplomatic presence in Australia. It also contains a good introduction to the origins of the Belgian people and their nation. But most importantly, the smallness of the Belgian community has enabled the author to produce a book which gives the reader a very real sense of intimacy - something which would be impossible for a community the size of the Italians or the Greeks.

NOTES ON JOHN LUCAS.

Lucas Heights was named after John Lucas, born in the Colony in 1796, the son of Nathaniel Lucas, one of Australia's earliest settlers. Like his father John Lucas became a carpenter and millwright. Incas senior, and his family lived in Liverpool where he built and successfully operated a windmill for flour making. Nathaniel died in 1818, and the mill passed out of the family's hands.

In 1823, Governor Brisbane, hearing of the Lucas family's success in flour-milling commissioned John Lucas to build a water driven mill at Liverpool. It began operation in 1824 and, in the next year John Incas was rewarded with a land grant of 150 acres on the upper reaches of the tidal waters of the Woronora River.

The mill was constructed and became operational for a shipping re-cord states that a vessel the "Australian", capable of carrying 12 tons, with Mr Wain as captain, took maize to the mill and returned with corn meal in May, 1831. Similar boats would have made visits to the mill. Grain was sent from Wollongong to these mills so as to avoid taxes imposed on shipping in Sydney.

When Major T.L. Mitchell (later Sir Thomas) the Surveyor General carried out the survey of the Illawarra road to Wollongong the mill had been destroyed by fire and abandoned. Mitchell's survey was carried out in 1843 and was planned to make a shorter .journey to the south coast instead of travelling to Campbelltown, Appin and Bulli.

John Lucas had six children. His son John, born in 1818 became a Member of the New South Wales Parliament and was Minister for Mines from 1875 to 1877. He was largely instrumental in having the Jenolan limestone caves area declared a Reserve in 1866. In 1878 his efforts were commemorated by naming one of the largest of the Jenolan caves "Lucas Caves".

SOURCE: Writer's records. Hurstville Historical Society.

Fred Midgley

In June 1911, President Hyndman informed Sutherland Shire Council that he had noticed that among new sites for a Naval College was one in Sutherland Shire. At Bangor 12,000 acres were available and in his opinion it was a splendid site.

-St George Call

EXCURSION REPORT

Since the May Bulletin was prepared we have had two Excursions -- firstly by launch on the Parramatta River from Circular Quay to a point beyond Silverwater Bridge. Although it is not yet possible to travel to Parramatta, we are reliably informed this will not be too far distant into the future. From the launch as it turned to make the return journey we could see the Parramatta skyline "just ahead and around the corner".

Then we were favoured with a most informative tour of the Auburn District by members of that Society -- everyone on our excursion was surprised at the amount of history in such a small area.

On both days the weather was inclement -- but at least the rains held off whilst we were not under cover:

Saturday, July 22 we visit Fort Denison and La Perouse --- that will be over before this report is in your hands. It is the third time we have made this excursion, but it was well supported on each occasion.

On September 16 we will be visiting Camden; it is eleven years since we were in that area as a Society and possibly there are not many of our present day travellers who were with us previously.

The coach leaves Cronulla at 8 a.m. and Sutherland 8.30 a.m. -- the cost is \$9.00 for members and \$11.00 for visitors.

On Friday evening, October 6, we will visit Green Point Observatory, meeting there at 7.30 p.m. Members \$2.00, Visitors \$4.00.

We will not have a coach for that short trip, but if members wish transport - or can offer transport to someone living nearby, the former will be arranged and the latter very much appreciated.

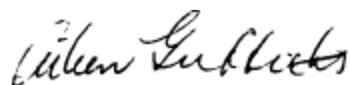
Would you please speak to Mrs. Cutbush or myself at the General Meeting so that we can make the necessary plans?

Then we have the week-end to Yass - Friday October 27 to Sunday October 29. Leaving Cronulla 5 p.m., Sutherland 5.30 p.m. Cost is \$110.00 all inclusive of accommodation and meals Friday evening to Sunday breakfast. As decided at the meetings and on tour, the Sunday luncheon (and perhaps Morning and Afternoon Tea if required) will be at your expense.

At present time we have 47 confirmed bookings, leaving two more vacancies, but we will have a waiting list, as usual, because unfortunately, circumstances do require a cancellation at times.

The November outing will be Saturday 18 as previously advised, but we have had a delay in being able to finalise our destination and travel arrangements; however, with so many other tickets on sale at present, we couldn't possibly open bookings yet.

Ticket sales from Mrs, Ada Cutbush - 523-8147; enquiries from either Ada or myself on 523-5801



EXCURSION CONVENER

The Royal Hotel in East Parade, Sutherland was erected in the late 1880s. The exact date of opening is not known as records around that time have been lost.

It was originally known as the Rational Park Hotel. The National Park in those days included the whole of the present Woronora Cemetery and the Sutherland Park and its sports grounds. It then ran down to the banks of the Woronora River. The first licensee is believed to be S.A. Rideout.

The building in earlier days was quite attractive like some of those which to-day still retain the verandahs with their cast iron lace work. Sadly the verandah of the Royal was removed many years ago, and the building altered in other ways in an attempt to modernise it.

For many years at the end of the Hotel in the building in East Parade there was a barber's shop for the convenience of the clientele as well as the passing trade. An early barber was Brady, a dark skinned man who was there for a long time and resided with his wife and family in Linden Street, Sutherland.



The Royal Hotel in 1912. The man standing in the centre entrance is Mr. Tim Thornton a well known Sutherland resident. On the left in the horse drawn sulky is Mrs. Barnett and a child with husband Dr. Vern Barnett standing behind the horse, Dr. Barnett, a resident of Loftus had a dental practice in Sutherland and also at Cronulla.

A well known barber in the 1930s was Mr. Goldman. Around 1950 a sports store had replaced the barber shop for my brother and I bought tennis racquets there.

I remember when I was a boy my parents would come to Sutherland on a Saturday morning to do their shopping and would tether the horse and sulky near Bill Robinson's grocery and produce store just down from the Royal in Flora Street (now Adelong Street). Sometimes with my twin brother, Alf, we would select sweets displayed in the window of Robert Cook's refreshment room opposite the hotel, The licensee of the Royal at that time in the very early 1930s was Michael Donoghue and I remember a large loud talking parrot which was in an appropriately large cage placed on the verandah of the hotel.

Daniel Parry was the licensee of the Royal in 1901, the year the Railway Hotel over the other side of the railway had a new licensee in E.W. (Ted) Boyle.



While licensees came and went at the Royal, Ted Boyle continued on for many years. He sponsored sporting events such as cycling races which started and finished at the hotel while such events as woodchopping and boxing were held on his premises.

Not to be outdone the Royal licensee, George Peters also staged sporting contests. In May 1903 a Grand Quoit Handicap was held with a first prize of £4 and £2 for second prize. Also held was a 100 yard race between Monte and L. Laycock, £5 a side. Great interest was aroused throughout the district by the running match, both contestants having many backers. Laycock gave Monte a big start -five yards.- and a big jump from Monte as the pistol went off. Laycock pulled up the 5 yards alright, but the jump made Monte the winner.

In April, 1908, the Sutherland Rowing Club was formed at a meeting held at Peter's Royal Hotel. Elected were: Patrons, F. Downes, M.L.A., W.E. Johnson, K.P., Frank Parnell, M.P. of the National Park Trust. President, Clr. W. Judd. Vice-Presidents, Adams and Clr. Cook. Secretary, E.L. Peters. Treasurer, S. Ball. Committee. H. Hillman, F. Dwyer, and G. Candy. Twenty one members enrolled and races were to be held on the Woronora River.



The Royal was more often than not referred to as Peter's Hotel, as was the case with the Railway Hotel being known as Boyle's Hotel. In fact at one time George Peters had Peters Royal Hotel above on the two fronts of the building. Boyle had his initials E.W.B. at one time elevated near the top of his Railway Hotel.

Peters was a bald headed man, and a lay-reader in the Church of England. He was a bachelor, and according to old local residents his mother was the one who actually ran the business.

In October, 1908, an amount of £4/9/10 was collected by Mrs. Peters to defray the funeral expenses of a late resident. Of this amount £4 was paid to the undertaker and the balance to Dr. Rooke. Receipts for the amounts, together with the subscription list could be seen at the Royal.

Dr. Rooke was Sutherland's first resident doctor setting up his practice in East Parade in October, 1906.

James Skehan became the licensee in 1913,. and James Russel in 1919. Russel had leased the Hotel for five years, but did not continue for the full term, for Ruthven Young took charge from November 10, 1921, until Michael Donoghue became the licensee in 1922. Mr. Donoghue who continued until 1935 had a nice home built in Flora Street, Sutherland, between Merton and Belmont Streets.

Rent to the licensee was four pounds per week in 1919, but in 1924 had risen to ten pounds per week.

After Mr. Donoghue's departure the next licensee was Mr. Stewart who had the longest tenancy of 19 years until 1954 when Mr. Jolly took charge until 1964. During Mr. Stewarts occupancy the Hotel was referred to as "Stewarts".

Licensed clubs have had some impact on the hotels but like a lot of others the Royal has a regular clientele as it always has.

Within the last 25 years licensees have changed almost regularly at the Royal every couple of years. They are:- Mr. Tylan 1964-1967, Mr. Willis 1967 - 1969, Mr. Fitzpatrick 1969 - 1971, Mr. Canini

1971-1973, Mr. Cobblestone 1973-1975, Mr. Pearce 1975-1977, Mr. Green 1977-1978, Mr. Ryan 1978-1983, Mr. Boland from 1983.

The Hotel sponsors some local sporting clubs continuing a tradition started by Mr. Peters over eighty years ago.

Source: Sand's Directory, St. George Call newspaper, Pictorial News, Late Mr. Tim Thornton, Late Mr. Dawes Carey, writers notes.

-Fred Midgley

A MIRANDA PIONEER

Mr. Joseph Thomas Nelson, who died on Friday, May 13, 1927, at his residence, "Highfield" Caringbah, was one of the district's oldest and most respected residents. He was 84 year's and 6 months

of age, and had lived in the district for the past 35 years. As a result of the Depression of the early 1890s when so many lost their jobs and places of business Mr. Nelson was forced to seek a new life and settled in Miranda with his wife and younger children in 1892.

Mr. Nelson was born in Birmingham has. England, and came to Australia at the age of 5 years, and with the exception of a few months in Brisbane, spent his life in and around Sydney.

Mr. Nelson first started a business as a young man in Wyndham Street, Waterloo, known as the Waterloo Tea Warehouse. After a varied career he came to the Sutherland district where he went in for mixed farming. Afterwards he opened the "High-field Store" near his residence in Port Hacking Road, Miranda in 1904. Later a larger store was opened in Caringbah in 1918. Because of failing health the business was taken over by his sons.



THE FIRST STORE IN PORT HACKING ROAD CARINGBAH.

Joseph Nelson was a Nephew of the original firm of Nelson's Gelatine; he was also the son of the first silk hatter in Sydney. He was also one of the foundation members of the P.A.F.S., No. 11 Lodge.

Throughout his life he was actively associated with missionary and church work. As a young man he was an early member of the Juvenile Missionary Society, which merged into the N.S.W. Bush Missionary Society. He was one of the foundation members of the Miranda Congregational Church, retaining his membership until his death. For ten years he was superintendent of the Miranda Congregational Church.

At the age of 25 he was married at the Bourke Street Congregation-al Church, and was the father of eight children, two of whom pre-deceased his. His wife predeceased him by nine months.

The interment took place at Rookwood, the service at the grave-side being conducted by Rev. Fred Binns.

Source: "The S.C.A.M." newspaper; writers records.

-Fred Midgley

THE FRENCH BICENTENARY

After cleaning and restoration, the hoardings have come down around the 'Colonne de Juillet'. Although erected to honour those killed in the revolutions of 1830, the 'Colonne de Juillet' or 'July Column', in the middle of the Place de la Bastille, marks the spiritual epicentre of the revolutionary upheaval of 1789 which sent shockwaves through-out the world. Paris is gearing up to celebrate the Bicentenary of the French Revolution.

In comparison, the Australian Bicentenary seems trivial. The arrival of the First Fleet was hardly a major turning point in human history. Although the ideals of the French Revolution were perverted by the excesses of Robespierre and the egotism of Napoleon, all modern democracies are its constitutional heirs. Its historiography and the breadth of debate surrounding its causes, course and impact are awesome.

Yet despite the comparative hollowness of our spending so much money celebrating the 200th Anniversary of the foundation of a penal colony (rather than the Federation's centenary in 2001), there are interesting parallels with recent events in Australia and those unfolding in France. Bicentennial diaries, T-shirts, logos, tricolour rosettes, 18th century hats and other kitsch (including guillotine pendants) are for sale throughout Paris. Sounds familiar?

Instead of seeking out descendants of the First Fleet, 50,000 family historians eagerly sought genealogical links with the leading figures of the revolutionary epoch. Only 2,500 could prove their claims. The French Government has augmented its already staggering annual restoration budget. The Eiffel Tower, 100 years old this year, and the Arc de Triomphe have both had face-lifts as have many other monuments. The government has also funded numerous public works such as a new Opera House. Signs effectively proclaiming 'This is a Bicentennial Project' have also made an appearance. Sounds familiar too.

The French will enjoy a wealth of cultural events, exhibitions and parades. On May 4, for example, a spectacular re-enactment of the opening of the 'Estates General' at Versailles took place.

As in Australia, there has been a renewed interest in historical re-search and publishing. But, in my opinion, nothing as nationally significant as the upsurge of ethno-history, oral recording and document searches we witnessed, has taken place in France.

Because of our youth as a nation, we tend to value our recent past more. Some weeks ago I asked a Parisian friend whether one could visit a fort I had seen marked on a map near her home. "Oh, it was recently demolished", she replied. "It wasn't very old, only 19th century" And at the Archives Rationales, I was amazed to see scholars poring over ancient documents with fountain pens perilously poised in their hands or turning every page for the photocopier with saliva moistened fingers The custodians of the Mitchell Library would faint.

And, as in Australia, the Bicentenary has its dissenters. Royalist graffiti has made a quirkish resurgence and posters of the pretendant Louis XX have also been pasted up. More significantly, is the antagonism in France's west. Just as Australia's aborigines made headlines with their complaints of the past massacres and genocide, so too the descendants of the counter-revolutionary insurgents of the Vendice and Brittany have boycotted bicentennial celebrations because of the lack

of official recognition of the savagery with which their ancestors were suppressed. I recently wrote to a dear friend, who is mayor of a town in the central Vendice, asking him what his plans were for July 14. My letter brought no reply; instead a polite phone call invited my wife and I to a Vendien 'spectacle' well before Bastille Day.

Some wounds may never heal, but unlike the 1889 Centennial celebrations, when the horror of the reduction of the Paris Commune was still part of living memory, the upheavals of recent French politics (such as 1968) have not cast a shadow over the Bicentenary. If anything, Parisians are nonplussed by the whole affair. We may get excited about the Eureka Stockade, but with such a grand history of revolt against Bourbons, Louis Philippe, Hitler and De Gaul, Parisians can afford to be blasé about the Bicentenary.

Edward Duyker

HERITAGE WEEK 1989

An Exhibition held in conjunction with the Sutherland Shire Council in the Entertainment Centre from April 16 to April 23 was part of more than one thousand organisations which participated.

Many people viewed the large display of photographs, old artefacts and expressed their pleasure at the Exhibition, which was, for a number of the older ones a revival of memories long past.

A special feature by the Historical Society was a Display of Life in Wartime, while the Shire Council Local History Library displayed a number of photographs some of which featured early industry in the Shire. Another feature of the Exhibition was the display of the Register of Significant Trees. The ladies who gave demonstrations of spinning and weaving and the folk dancers all added variety to the Exhibition.

Attendances were the highest on record, 3,272 attending during the eight days, exceeding the attendances of 3,018 in 1983. There were 1071 children from 14 schools from year 3-4 to year 9. Adults including teachers attending the Exhibition were. 1927, and children with parents totalled 274.

The Society is grateful for publicity in the local press which was very good, and thanks to Council's Public Relations for promoting it. The Society also expresses its appreciation to the Shire Council and the staff for their assistance in making the event such a success in so many ways, as well as the management and staff of the Sutherland Entertainment Centre.

The layout for displays at the Entertainment Centre was very good allowing plenty of space for movement even when large numbers were present. A lot of the success of the Exhibition goes back to the meetings held by the Heritage Week Sub-Committee in the planning and preparation.

I sincerely thank members of the Society who loaned articles for display and those who helped with transport.-arranging the exhibits and manning the Exhibition.

Sale of books and publications including back numbers of the Society's Bulletin realised an amount of \$118. for the Society. This also included the sale of teaspoons and donations.

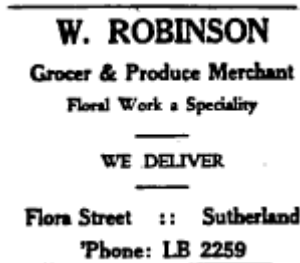
Exhibitions Convener Fred Midgley

THE SCHACHT MOTOR BUGGY

The Schacht motor buggy of 1909 was first brought to Sutherland about 1921 by Dr. Burchell from Canowindra to his new place of abode in President Avenue.

The Schacht was then acquired by Bill Robinson who conducted a grocery and produce store in Flora Street, (west), Sutherland,, This street is now Adelong Street.

The vehicle stood in a shed at the rear of the shop until one day Roy Unwin who worked with his father in a second hand business in Sutherland, came and asked Robinson if he had any old jars or bottles. Robinson said he thought so. Roy Unwin entered the shed for the bottles and saw the Schacht.



He said, "How much do you want for that?" Robinson replied "I don't know, I've been trying to give it away for several years, but no-body wants it".

Roy Unwin said, "would you accept £25 for it"? Robinson agreed.

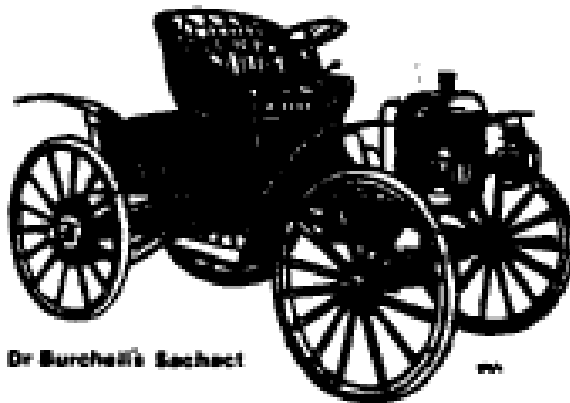
Roy came home and told his father Stan, and a cheque was written out for the amount.

They went to get the Schacht and to tow it home with the Bean truck. Roy drove the Bean and his father steered the Schacht. Care had to be taken in towing it, and not to exceed

10 m.p.h. Roy did exceed 10 m.p.h. and in so doing his father nearly lost control when the "steering turned inside out" and almost tipped over.

Eventually they arrived at their home in President Avenue, Sutherland. When Mrs. Unwin saw what they had brought home she exploded, "You're not bringing that thing in here, I've had enough of you and your old cars"!

Roy said to his father to leave the vehicle outside where it was and he would later "talk to mum and get her in a good mood". This he did, providing the Schacht was put in a shed down the back yard out of sight. There it stayed until Stan Unwin opened his Captain Cook Museum at Kurnell, where it was put on display, and had "got it going".



Dr Burchell's Schacht

When the Museum was sold the Schacht was sold to a chemist who resided at Georges Hall for quite a substantial amount.

A complete restoration of this rare vehicle was carried out by the new owner.

When the famous Australian film "On Our Selection" highlighting Dad and Dave came to Sutherland Theatre in

1933 Marshall Russack the well known motor mechanic of Sutherland got the Schacht in good running order. Marshall caused a sensation by driving the vehicle around Sutherland as a publicity stunt for the movie.

Source: Interview with Mr. Roy Unwin, December 12, 1984.

-Fred Midgley

CROCHET DESIGN


This article may be of particular interest to the ladies, more so if they are interested in crochet.

For some years Mrs. M. Grace Valentine (nee Fenton) of Sutherland designed and contributed for the Australian Woman's Mirror, now out of circulation.

The Fenton family were very early residents of Sutherland, Grace having a twin sister Edith. Grace was a very talented lady and was quite an accomplished artist, working in oils.

This design is from the issue of the Woman's Mirror of December 16, 1930.

December 16, 1930. The Australian WOMAN'S MIRROR 27



Poinsettia Supper-cloth

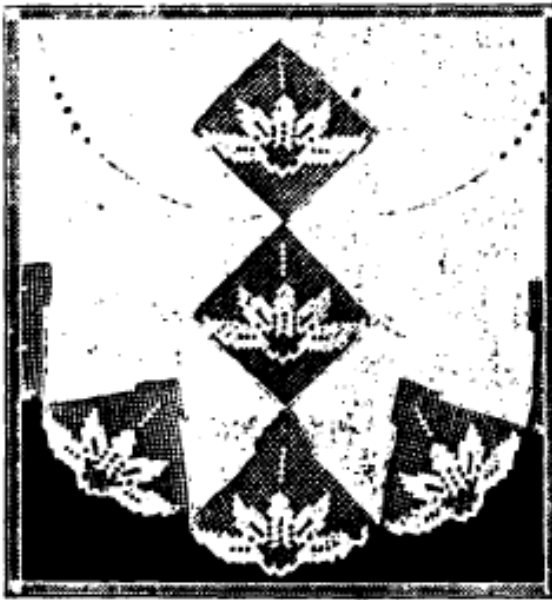
Designed for the Mirror by M. GRACE VALENTINE


THOSE readers who have worked the poinsettia cake and sandwich doyleys will find no trouble in arranging the sections to trim the cloth illustrated. No. 100 Senco mercer and the finest old bleach linen were used in the cloth.

FIVE INSET.

For this, work the first section of the poinsettia cake doyley (W.M. 13/5/30) exactly one quarter of the doyley. Now work as follows: Two rows of holes round the apex of the triangle just worked.

Commence at the eighth hole counting from corner and work to the eighth hole past the corner, but work an extra 5 ch. 1 tr into the extreme corner hole to give a square turn. Turn, and





A Corner of the Poinsettia Supper-cloth.

work another row of holes, increasing at corner as before. These two rows make the inset a prettier shape than just the ordinary straight sides.

SQUARE INSET.

Commence with a foundation of 8y ch, which includes 3 ch to turn.

Work one row of holes, then follow the directions for centre oblong of the poinsettia sandwich doyley (W.M. 27/5/30), but omit five holes at each end of every row. This will give a square instead of an oblong.

Enlarged Detail of Poinsettia Edge and Square Insets.

Work enough pieces, press face down on a towel under a wet cloth with a hot iron, then hem neatly into the linen. After hemming into place, neatly buttonhole over hemming and cut away surplus linen on the wrong side. Simple eyelet and stem-stitch scrolls give a very effective finish to the cloth.

Source; The Australian Woman's Mirror in writer's records. Writer's files.

---Fred Midgley

Muriel Nissel. PEOPLE COUNT: A HISTORY OF THE GENERAL REGISTER OFFICE. London. Her Majesty's Stationery Office, 1987, 157pp. Illustrations, Tables, Appendices and Index. £5.75. Reviewed by Edward Duyker. in London.

This interesting history was published to coincide with the 150th anniversary of centralised civil registration in England and Wales. There are now 260 million records of births, deaths and marriages held at St. Catherine's House. The Public Research Room, alone, houses 8,500 index volumes and an average of 2,000 people per day pore over them mainly for family, historical and legal purposes. Most genealogists are aware that prior to 1837, researchers of British records must rely on parish registers first instituted in 1538. However, in the 17th and 18th centuries, the growing number of non-conformists (who were members of the Free Churches, Chapels and Quaker communities) in addition to the Jews and Catholics, mean more and more individuals were outside the "Established" system of parochial record keeping. Although these religious communities often kept excellent registers, they were not officially recognised. Understandably, pressure mounted for an alternative. The result was a national, civil, registration system with enormous practical utility.

Muriel Nissel's well written history shows how the General Register Office was established and how its functions broadened to include census taking and analysis from 1841 onwards. Since so many genealogists and family historians employ such British records in their re-search, they can certainly profit from an understanding of how such records evolved and how the facts they contain were obtained.

A retired statistician, Muriel Nissel is now a London magistrate. Her next book will be a memoir of the life as the wife of one member of the world famous "Amadeus Quartet".

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VINTAGE MOTORING

Stan Unwin and his family came from Moss Vale and commenced a second hand business in Sutherland about the time of the outbreak of the second World War.

The business handled all sorts of articles, building materials, furniture, and even motor vehicles. The frame of Unwin still appeared in business in Durban Court, President Avenue, Sutherland until about 1985.

It must have been an exciting ride when Roy Unwin drove a Ford T stripped to the chassis from Moss Vale to Bondi with his mother sitting on a banana box to buy an aluminium body to be placed on the Ford chassis. The body was purchased, fixed on and then they drove back to Moss Vale.

When at Moss Vale , Stan, Roy's father had about six cars in the late 1920s. Amongst them were a Straker Squire, Rugby, and Hupmobile.

They also bought a T Ford for £5 when at Moss Yale, the owner complaining bitterly that he hated the sight of it for when he used it would'nt go any further than 10 miles. and would then stop. The man had paid £275 for it. Stan Unwin offered the man £5 for the car which was accepted.

Unwins soon found out that the only fault with the car was that it was fitted with Micre spark plugs which were no good for Fords. An-other set of plugs was fitted and the vehicle ran beautifully, but they didn't tell the man they had bought the Ford from .

Source: Interview with Mr. Roy Unwin, December 12, 1984.

-----Fred Midgley

COUNCIL OF THE SUTHERLAND SHIRE HISTORICAL SOCIETY

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If your contribution is hand written, please print names in CAPITAL LETTERS.

Contributions for the next issue must be in the hands of the Publications Convener no later than October 131989.

Meetings of the Society are held monthly on the second Friday at 8 p.m. in the Staff Recreation Room of the Shire Council's Administration Centre, Eton Street, Sutherland, on the 2nd floor. Visitors are welcome.

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

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

COMING EVENT. Fifty years ago, on December 16, 1959, the Sutherland-Cronulla railway was officially opened by the State Governor Lord Wakehurst. Celebrations to mark the occasion are now being planned.