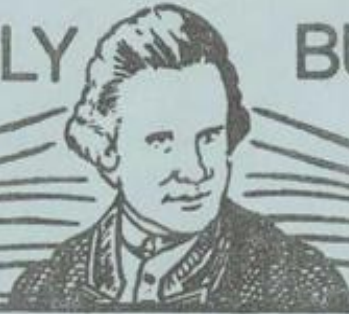


SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



No. 70

November 1989

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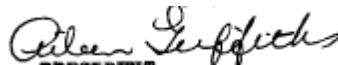
PRESIDENT' S REMARKS

The Society was honoured by Australia Post when we were invited to be guests at the launching of the new stamp issue, "Australian Historic Trams", at Loftus Tramway Museum on Wednesday, October 11, 1989. It was very short notice and we did not have the opportunity to report

We would like to extend the number of writers in the Bulletin ---come along members, so many of you must have some family history, or reports of earlier days in the Shire, which you could share with us. Please get in touch with Mr. Fred Midgley if you will assist in this way -- you may be assured of any help you may need.

Also, January Meeting is reserved as "Members Night"; please offer to be a speaker. Even only ten minutes would be much appreciated, and your "little bit of history" may contain some details that have been elusive in searching done by another member.

1989 has slipped away so quickly -- it is hard to believe that next month is the Christmas Season; On behalf of the members of the Executive Council, and our Sub-Committees, it is my privilege to extend to all our members the Compliments of the Season and every good wish for a healthy and successful 1990.



PRESIDENT

FIXTURES FOR MONTHLY GENERAL MEETINGS

- | | |
|--------------|---|
| October 13. | Captain M. Costello, Harbour Master of Port Botany. Address on
PORT BOTANY |
| November 10. | Mr. C. Wood, TELECOM HISTORIAN
Mr. F. Midgley. Address with slides of CRONULLA and PORT HACKING. |
| December | 8. MEMBERS NIGHT. Addresses of 10 to 15 minutes each by four or five members. |
| January | 12. Mr. C. Powell. Postmaster at Cronulla. Address on AUSTRALIA POST. |
| February | 9. ANNUAL GENERAL MEETING
Mr. E. Udick. Address on GALLIPOLI AND ISTANBUL |
| March | 9. Mr. G. Booth. Personal experiences when lost in 1942 in Arnhem Land |
| April | 13. while serving with the R.A.A.F. Author of book 33 DAYS. |
| May | 11. ***** |

MIRANDA

The first Post Office at Miranda was at the rear of Piper's Store on the corner of the Kingsway and Kiora Road, in a cottage well back from the latter. 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 building was erected for the Post Office. The Post Office was in the home of Mrs. Hall, a short stout woman. Mr. Macfarlane, who later became the first Shire Clerk on Sutherland Council delivered stock feed for Mr. Hall whose business was in the front of the Post Office. Mr. Macfarlane married Hall's daughter.

--From the late J.T.Nelson of Miranda

KINGS WAY, CRONULLA: 10 JULY 1926

On Saturday, 10 July, 1926 - a fine mild day - one of the main topics of conversation around Cronulla would have been a tragedy that shocked the beachside suburb early that morning.

Around 3.00am, several residents of the Kings Way - as it was then spelt - were awakened by two shots, then the roaring and crackling of a fire. Jack Gray, a builder, and a Mr. Fretus, were among a crowd that discovered a neighbour's cottage, rented by a Great War veteran turned photographer named Charles Nicholls, on fire. At first it was thought that the Nicholls family were out, but then the crowd saw the elder son lying in bed on the verandah. When the bed was pulled into the street, Eric Nicholls, aged 12, was discovered to be suffering head injuries. Unconscious and worked on by Dr. Sproule, although he lived an hour, was beyond recall. St. George District Ambulance took him to St. George District Hospital where Dr. Barnes pronounced him dead.

As there was no local fire station, the house burned to the ground. Inspector Loney, Sergeant Langworthy, and Constable Hale of the Kogarah police, as the ruins cooled, found the remains of Charles Morgan Nicholls, his wife Jessie Elizabeth, and younger son Bruce, aged 9. A blackened revolver was also recovered.

Situated near the corner of St. Andrews Place, approximately where the Anglican church hall now stands, the house was small, weather-board, consisting of three rooms, kitchen and verandah. Steam trams, enroute to the Cronulla beaches, passed by the door. In those days rental on a small cottage at Cronulla - the Nicholls family had leased since 1924 - would have been cheaper than living closer to the city of Sydney. The present Anglican church - the "elephant house" - was consecrated on 22nd December, 1934.

With bleak courage, or whatever it was, since the first "Sydney Morning Herald" reports indicated police believed Mrs. Nicholls to be responsible, her family inserted a death Notice: Jessie Elizabeth, nee Campbell, aged 42, sister of Ada Packer, Amy Smythe and Charles Campbell. Her parents were then dead, apparently. The Nicholls family were not local people. Separated in death: Charles Morgan Nicholls was buried in the Anglican section of Rookwood cemetery; Mrs. Nicholls and her two sons were interred in the Salvation Army section. Wood Coffill conducted both funerals on the same day; the former leaving their chapel at 812 George Street, Sydney; Mrs. Nicholls' from a relative's house in Marion Street, Haberfield. The ground floor of B12 George Street is now occupied by a men's wear shop: but the name Wood Coffill, although painted over, can still be read high on the facade. This address, of course, was close to St. Laurence Christ Church and Regent Street mortuary station.

At the inquest on Thursday, 22nd July, 1926, the City Coroner, Mr. H. F. W. Fletcher, found that Charles Nicholls had murdered his wife and sons while temporally insane, and died probably from bullet wounds after setting fire to his house.

Already tubercular before enlistment for active service in 1915, Charles Nicholls, cough worsened in Liverpool Camp, where he was transferred to home service, and discharged medically unfit in 1916. Since then the family had lived on a military pension.

Ada Packer, sister of Mrs. Nicholls, testified that Jessie Nicholls became very nervous when her husband bought a revolver. Charles Nicholls had left his family several times. There was evidence of irrational behaviour and uncontrolled rages.

Another witness, Eva Grace Richards of Hurstville, who had known the family twelve years, said she had heard Charles Nicholls threaten to kill his wife and family went in fear of him. "He was a monster in human form," Mrs. Richards told the Coroner dramatically.

Jack Gray, builder, of Cronulla, told the Court he was awakened at 3.00am by two shots. His neighbour's house was ablaze, doors locked and barricaded with piled up furniture, and the blinds around the verandah where Eric Nicholls was sleeping were nailed to the floorboards. William Bridge, carter of Cronulla, gave evidence that he had delivered two cans of kerosene to the house every fortnight, the last on Friday 9th July. Nicholls had said: "I hope you have a very good day to-morrow," and had slammed the door.

As late as 1930, TB was still claiming 49 lives per hundred thousand population; nearly 3000 deaths in Australia that year. During the 'twenties' quality of milk supplies in Sydney was very spotty.

This seems another tragic instance where a wife, probably because of her family, remained too long with a violent and disturbed husband.

- Rhys Pidgeon

WORONORA FUNERAL TRAINS

The Woronora Cemetery was opened for internments in 1895, serving not only the slowly growing Sutherland District but also the fast in-creasing St. George District. A few years later a funeral train service was commenced, this being the second - the first funeral train commenced running to Rookwood in 1864, leaving from the station at Eveleigh (Redfern).

Funeral trains were run with great decorum, no speeding or whistling was permitted, and mourning was encouraged by the care with the most uncomfortable cars were selected for the trains, which stopped for long periods at intermediate stations.

Coffins from the intermediate stations were placed on trestles at the extreme end of the station platform for convenient loading, at first into the passenger luggage vans, for until 1909 these had no separate compartments.

The short branch line from Sutherland to Woronora Cemetery, 38½ chains in length, was built by day labour and completed on June 30th, .1900; The terminus at the Woronora Cemetery consisted of a single platform 440ft. in length and an engine run around loop, but there were no signals.

Throughout its existence the cemetery was served by an afternoon train which left the Sydney station at 2.10 p.m., calling at all stations and conveying ordinary passengers - still a steam train after electrification. A rail motor from Sutherland covered the last years.

The funeral train allowed approximately an hour for the service at the cemetery before departing about 4.0 p.m. to return to Sydney.

The last funeral train having a "Hearse car" attached ceased shortly before the Second World War; and the Cemetery branch line officially closed on May 23rd, 1947.

The-branch line left the main line south of Sutherland station in the vicinity of the former goods yard, crossing East Parade thence into the Woronora Cemetery.

--Australian Railway Historical Society Bulletin, June 1948 --P.M

BANGOR-. PIONEERS POPPLEWELL.

My name is Will Popplewell. I was born at Canterbury, a suburb of Sydney in 1893 and when I was six years of age I came to Bangor.

Why my father ever came to Bangor I could never, all my life, understand. He was never cut out to be a farmer having been used to a suburban life, and on top of that he was 49 years of age. To make matters worse the area was covered in thick bush and trees, only a small patch having been previously cleared.

It was what was known as Homestead Selections and was an area of about 250 acres which was subdivided into 10 portions. My father, William, applied for a portion of 22 acres in June, 1899. Arthur Burrows had selected this portion two years previously, but must have found the task on this land too formidable and had abandoned it.

Our next door neighbour on our north- western boundary was Thomas Fiddick who had arrived on his selection two years before us. He ran some cattle and constructed a rough looking stone building - a type of cool room in which to keep the milk.

I had an older brother, Albert, born in 1891, a younger brother, John, born in 1897 and a sister, Ruby, born in 1899, Ruby was still a baby in arms when we made the move to Bangor.

We faced terrible hardships. There was no water. Before a well was dug near the humpy my poor mother had to carry water, sometimes for a mile. Our humpy was constructed of lathe and plaster walls, iron roof with a clay floor covered with hessian bags.

It was hard work too, for my brother Albert and myself. There wasn't much play for us. We worked and worked cutting down trees, splitting fence posts and fencing the property. I cut my instep twice with an axe. If we got a cut of any kind - even with an axe the remedy was to put cobwebs' on it.

Other families in Bangor around that time were Jones, Midgley, Dawson, Bentley and Gribben. Matthew and Elizabeth Mayman took up their Homestead Selection on the Old Illawarra Road opposite us in the same year as my father had selected his.



All the settlers experienced hard times especially in the great drought of the summer of 1901-02. All crops failed and they set out into the bush to cut "grass tree gum". Some went into the ranges around Eckersley and others in-to the ranges towards Liverpool, camping out in some cases for weeks at a time,

Although only boys Albert and I worked getting grass tree gum under licence in the National Park. How our tired bodies ached in the intense heat. As the area was too rough where we were cutting the gum for vehicular transport, the gum was bagged and carried pack-horse style up and down the gullies to Heathcote railway station where it was despatched to an agent in Sydney who handled such consignments. Grass tree gum was used in the manufacture of varnishes, stains, lacquers and munitions.

Near starvation was always a threat to us. I was a good shot with a catapult killing little birds, including quail, plucking and cooking them and eating them in one mouthful. Later goats were killed for venison their throats being cut by Albert with a razor. On one of these occasions he slashed his leg above the knee.

The children's clothes were made from calico flour bags, the boy's trousers being made from sugar bags.

Somehow we managed to attend school and when a school opened in Mr. and Mrs. Jones' home John and I enrolled with 9 other children on the first day. Miss Richardson was our teacher. I also started attending Sunday School in May 1902, about a month after it had commenced. It was held in Mrs. Midgley's home about a mile away. As well as some Midgley children there were Bentleys and William Webb.



Mrs. Midgley read to us delightful stories from a magazine, Home Chat. During classes Mrs. Midgley's daughter, Eliza, was my teacher. The other teacher was Miss Maude Webb. Maude became a music teacher but Eliza was good on the piano, too. They were happy times away from the drudgery of work on the farm.

On one occasion I went to Newtown with Mr. Bentley who had a consignment of strawberries in boxes for the I.X.L. jam factory who bought them in bulk. Mr. Bentley whose property was opposite ours had a most successful farm,

It was a five mile walk to Sutherland and in those days there was no bridge over the Woronora River. When you arrived at the river bank at Price's boat shed either 'Old' Ted Quaife who was a sort of handy man around the place or Tom Price himself would row travellers across the river. I was going up Price's track which ran from near the Woronora River up the hill to near the cemetery at Sutherland when I met with an accident. It was my own fault for I was jumping from rock to rock when I slipped and cut my chin badly. I wrapped a piece of rag around my chin and continued on to Sutherland station, but I still caught the train and went to Sydney. Here I met Arthur Bentley who offered me a lift home on his father's cart from the markets to Bangor. Arthur's father, Charles, was asleep all the way home until we were ascending the steep hill from the Lugarno ferry on the George's River he woke up and immediately scolded me for being on the cart. This was because the rule amongst the Bangor farmers was that while ascending such hills the occupants got off and walked.



The advent of the horse on our selection relieved some of the hard work, especially that of my long suffering mother who had carried water for long distances in kerosene tins. The horse was hitched up to a cart on which a barrel was tied and then Albert and I would set off and fill it up from the head of Still Creek.

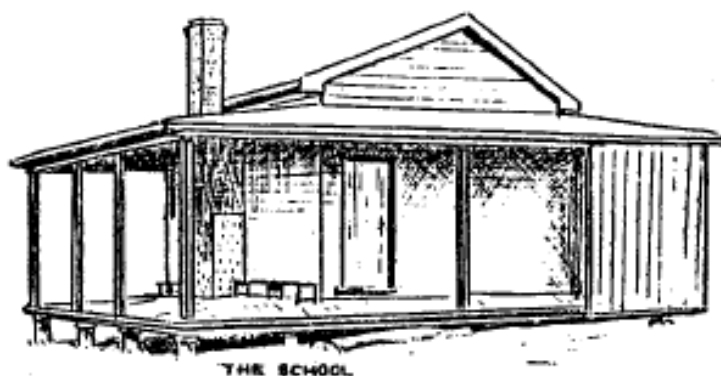
Speaking of horses we had another one which wandered too far down the bush where it finished up jammed between two rocks.

When I was five years of age I double banked on a horse with my brother Albert to the Lugarno Ferry. Albert crossed on the ferry on his way to attend Peakhurst School. I then returned home and took the horse hack to meet Albert after school. For a little boy like me riding bareback it seemed a long way up and a long way down.

When robbing wild bee's nest's we smoked them out and were often stung. Wax and honey were strained in a hessian bag, then through a calico bag. Honey was then a shilling for a four gallon tin and bees wax three shillings a pound which we sold. Honey was used for all sweetening in the household, even in tea. Another reason was that that we couldn't afford sugar.

Thomas Fiddick left his property and in 1905 it was taken over by over by Mrs. Ling. Later when we moved she bought our plough for £20.

I heard later how Mrs. Ling endured dreadful hardships.



The school at Bangor was erected in 1903 and a lot of scrub and trees which had been cut down were left in the school grounds so the older boys were designated by our teacher, Miss McAnene to clean it up. While cutting up wood I accidentally hit Stan Bentley above the nose with the axe. I was so terrified with what I had done especially as I expected the police to come

and take me away. I was about 10 years of age at the time. Mr. Bentley who lived not far from the school was immediately told of what had happened and he came and carried Stan home, blood still running from the wound. Stan was standing too close and I didn't see him. Could you imagine such a thing taking place today clearing a school ground by the pupils.

My father was a plasterer and a very good tradesman. Arthur Bentley and Bert Midgley learnt their trade from him, as I later did. Our next door neighbour on our southern side was Mr. Cowling who was also a plasterer. He worked at Bradley's Head and travelled to and from work each day sometimes arriving home at eleven o'clock at night. He spent a lot of time in the hotel hence his late arrival home. Next morning he was up at four o'clock to walk to Sutherland and catch the train to work. Cowling had taken over David Gribben's selection.

My father was a very hard man. On Saturday afternoons I would be sent, sometimes with Albert or John by our mother to Sutherland to get the groceries. We had to meet my father who had the money and we always knew where to meet him. We would sit on the steps of the Royal Hotel where our father was inside, drinking. Late in the after-noon he would emerge and on seeing the grocery list began by crossing item after item until there was only the bare essentials left. How my mother coped with it all was beyond me.

In 1907 my father decided to move, and we went to live at Allawah thus ending eight years battle for survival.

My mother died in 1928, and my father died in 1934 at the age of 84, alone in his room refusing admittance to anyone.

John and I served in the A.I.F. in the first Great War, but that's another story.

Source: An interview by the writer with Mr. Will. Popplewell at his home at Kogarah on 4th July, 1980.

Mr. Will. Popplewell died at his home on Saturday, August 28, 1982 in his 90th year.

---Fred Midgley

JULY, 1914. It was resolved on the recommendation of the Committee of Sutherland Shire Council that a letter be written to Capt. Toombs, M.P. asking him to use his best offices to induce the Works Department to continue the road on to the Menai settlement. --St. George Call.

OLD COACH ROAD

There are three interesting roads or more appropriately vehicular tracks running south and east from the vicinity of Campbelltown, Liverpool and Lucas Heights.

Firstly, let us look at the New Illawarra Road which commences from its intersection with the Old Illawarra Road at Lucas Heights. This Old Illawarra Road, running through Menai is part of Major Sir Thomas Mitchell's road surveyed to Wollongong in 1843, and is not to be confused with the Old Illawarra Road in, the Military area.

The New Illawarra Road has a sealed surface until after passing the A.N.S.T.O Establishment it meets up with the Heathcote Road. Here, on crossing the Heathcote Road it enters the Military area where there is a gate and sometimes a red flag is raised as admittance is prohibited. It forms a boundary of Sutherland Shire as It continues for another five miles where it joins up with the Old Illawarra Road which runs through from Holdsworthy, near Liverpool, passing through the centre of the old settlement of Eckersley.

At the junction of these two roads the New Illawarra Road ceases whilst the Old Illawarra Road continues south. for approximately another seven miles until its junction with the Old Coach Road (see map).

The Old Illawarra and New Illawarra Roads in the Military area were traversed by the three Bray brothers in an International truck in 1929 and Frank Mayman drove through from the Liverpool area in a Morris car in 1930. Both partys drove through to Darkes Forest then to the Princes Highway. All were Menai residents.

The settlement at Eckersley in the late 1880s and 1890s consisted of 100 adults living in 30 residences and in 1891 the Eckersley Progress Association applied for a mail service through Holdsworthy from Liverpool which was granted.

When the Bray brothers and Frank Mayman drove through there were scattered remains of the settlement. It had ceased to exist when resumed by the Commonwealth for Military purposes in 1913.

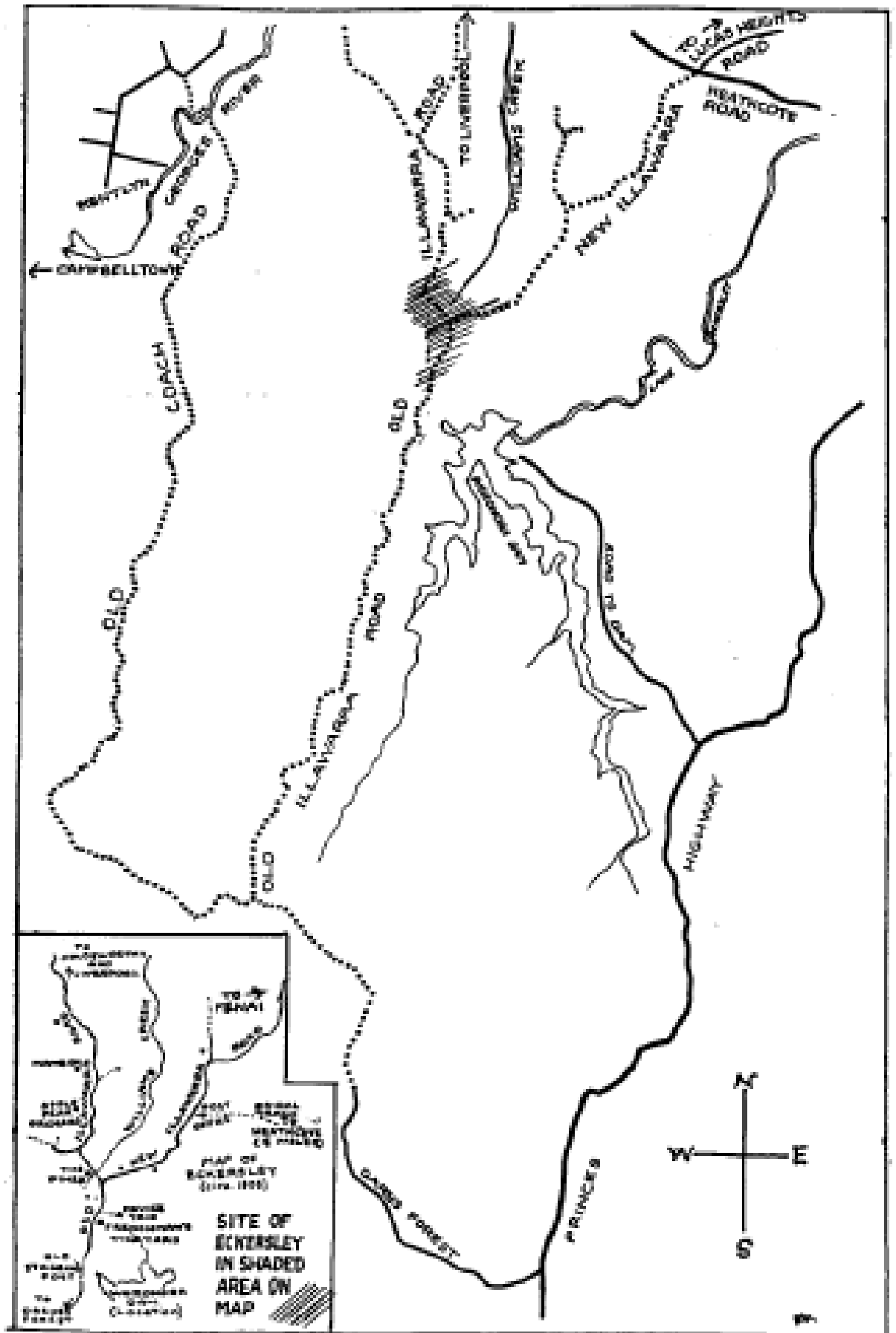
Perhaps the most interesting of the three roads is the Old Coach Road. This road traversed the ranges from near Kentlyn and East Min-to a few miles from Campbelltown. There seem to be no records of who operated coaches on it, but there certainly had been for it to be so named. One wonders when and who blazed the trail and how long ago was it first used as an access to the South Coast by coaches or other travellers.

To reach its intersection with the Old Illawarra Road, the Old Coach Road had traversed the ranges for a distance of eleven miles.

Records state that James Waterworth of Campbelltown plied a coach between Campbelltown and Appin and Bulli, via the Bulli Pass (when it was opened in 1868) to Wollongong.

Early settlers in the pre-Sutherland Shire were the Dwyer family. In the late 1890s Daniel Lobb who operated horse coaches in the National Park and Sutherland supplied coaches to take the family and relatives with the body of the father of the Dwyer family back to Appin for burial where the family had lived before coming to Sutherland.

The mourners left Sutherland travelling in convoy the Dwyer family using coaches because they had no vehicles of their own. Some, like the Wiggins family travelled in their own conveyances.

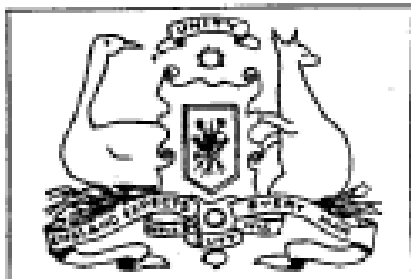


They travelled on the road to the South Coast (Princes Highway) until they reached the tarn off to Darkes Forest. Having proceeded through Darkes Forest they travelled along the Old Coach Road to Campbelltown, thence to Appin.

Source: Military Survey Map; History of Campbelltown by W.A.Bayley: Interview with late Mr. Cass Dwyer in 1972; writers records.

AN EARLY AUSTRALIAN FLAG

The honour of flying the first flag bearing an Australian emblem belongs to John Bowman, who had a farm at Richmond, N.S.W. Bowman arrived in the colony in 1798 and settled on the land, naming his place "Archerfield". When news of the British victory at Trafalgar in 1805 was received, Bowman celebrated by making and flying a flag of his own design. On a piece of white material he painted a kangaroo and an emu on either side of the shield bearing a rose, thistle and shamrock. Above the shield was the word "Unity", and below was a scroll bearing the words, "England expects every man to do his duty". Bowman erected a flag-pole at his home and ran the flag to the top. This flag is preserved in the Mitchell Library.



Bowman's flag 1805

Source: From an article by the late Alf Midgley in the Sutherland Shire Historical Society Bulletin, January, 1975.

---Fred Midgley

THE POPPLEWELL BROTHERS

Former residents in the pioneering days of Bangor, brothers John and Will Popplewell enlisted in the A.I.F. in the World War of 1914-2918.



John, or Jack as he was known was 18 when he was sent overseas only six weeks after the outbreak of the war.

He received his training in the militia which accounted for his departure firstly to Egypt then to the landing at Gallipoli with the 3rd Battalion after only one week in Egypt.

He was killed in action as a direct hit from an enemy shell, and was reported missing.

Will Popplewell enlisted when he was 21 and was sent to Egypt then to Gallipoli with the 4th Battalion. Wounded in the knee at Gallipoli he was sent to Nemros hospital in Egypt. From here he was invalided home for recuperation in 1916 for three months. After convalescence he rejoined the 4th Division again in France.



Fighting near American units he was captured by the Germans due to carelessness of the Americans who had small fuel stoves which they lit in the open at night betraying their position. However they were

released when the Germans were over-run.

Will Popplewell when he was sent to France had to re-join his old unit the 4th Battalion which was at Deville Wood. He was wounded in France near the end of the war and rose to the rank of Sergeant.

After the Armistice he stayed in England for eight months on military matters before discharge. He married an English girl in England and returned to Australia in 1922.

Source: From an interview by the writer with Mr. Will Popplewell at Kogarah on 4th July, 1980. ---Fred Midgley

*' *****

PATENT MEDICINES AND NOSTRUMS

In 1905, Wardmaster published his first pamphlet giving the annals of Patent Medicines under the title of "Analytical Approximations".

Four years afterwards, the British Medical Association published a book, "Secret Remedies", followed by "More Secret Remedies".

The great majority of patent medicines, especially those imported, are owned by individuals and firms who have a greater knowledge of the gullibility of the public than they have of medicine.

Extravagant claims are made for the simplest of Ingredients mixed together and boldly advertised under a trade name as a wonderful and secret remedy, in many instances sold at prices a hundred times their actual cost.

(The above is taken from the Preface of the book, "Patent Medicines and Nostrums").

Wardmaster's recipe of Beecham's Pills; Aloes 12 grains, Ginger 24 grains, mix and make into 24 pills.

Wardmaster's recipe of Bile Beans: Cascars Sagrada Extract 24 grains powdered Rhubarb 12 grains, Oil of Peppermint 4 drops, and extract of Liquorice 24 grains. Make into 24 bean shaped pills.

Wardmasters recipe of Carter's Little Liver Pills: Podophyllin one-eight gram and Aloes one half grain in each pill.

Wardmaster's Recipe for Doan's Kidney Pills: Oil of Juniper 12 drops, Oil of Copaiba 24 drops. Make into a past and divide into 24 pills.

Wardmaster' Recipe for Eade's Gout Pills: Salicylate of Soda 12 grains. Aloes 12 grains, and Cuaicum 24 grains. Divide into 24 pills.

Wardmaster' Recipe of Woodcock's Wind Pills: Aloes 12 grains, Oil of Caraway 4 drops, and Soap 24 grains. Make 12 pills.

Wardmaster' Recipe for Baine's Ringworm Killer: Glycerine 1 ounce, Carbolic Acid ¼ ounce.

Wardmaster's Recipe for Habitual Intemperance: Potassium Bromide 30 grains, Sugar of Milk 70 grains. Dose - Sufficient to cover a six-pence dissolved in tea or any liquid three times daily.

Wardmaster's Recipe of Widow White's Pills for Ladies: Aloes ¼ ounce, Sulphate of Iron ¼ ounce. Mix into paste with ¼ ounce of Tincture of Apoil.

Source: From the book owned by Mrs. E. Stamford of Heathcote.

RUTH JANET (FERGUSON) WESTON. EARLY DAYS IN THE BUSH

Ruth Janet Ferguson was born at "Heather Brae" West Street, Hurstville on 13th November, 1914. With her family of 10, Bluey the horse, buggy, and Daisy the cow, she moved to Erigolia (400 miles - 640 km) south west of Sydney in 1923. Her father, William Henry had drawn a block of land through the soldiers settlement ballot. The family became pioneers living on 1400 acres (560 ha) of virgin land covered with thick mallee, gum trees and pine trees which had to be cleared, fenced, and to carry a crop within two years. The property was known as "Pine Park" because there were lots of pine trees on it, some of which were later used for building the house. The family lived in a tent on the property until the house was built by William Henry. Corrugated iron performed whatever function. the pine trees could not. When the house was extended the iron walls became the new roof and wheat bags were used for the walls. The front door was wheat bags hung like a curtain. The inside of the bag walls was covered with pictures cut out from magazines sent to the family from Uncle George. The rooms were divided with hessian bagging. An open fire was used for cooking until a combustion stove was purchased from Anthony Hordern's in Sydney for 60 pounds (\$120), a good buy because it was reduced from 200 pounds. The fridge was a frame covered with hessian with a tray underneath and another on top. The top tray was filled with water, from which strips of flannel hung down onto the walls to keep them wet. The tray beneath caught the drips. The kitchen and dining room had an earth floor. The table and benches were made from pine logs sunk into the floor with floor boards as tops. The toilet was out the back, a deep hole dug in the ground with a box over it with a hole cut in the top. A new hole would be ready for the next move. One day the foal fell in the new hole, and it was a big job for everyone to get him out.

The laundry consisted of a copper, a tub and a scrubbing board under the gum trees. The tub was also used to bathe in before the portable galvanised bath was purchased. The bathtub was outside in the fresh air (as the neighbours were a long way away), but as the girls got older the bath was carried inside for privacy. On hot nights the family slept outside and the bathtub was used for a bed, also the table-top truck (a Rugby coupe with body removed) and another bed was made on boxes with a plank on top. To heat the water a kerosene tin with a handle was used, over the open fire. The water was gathered by the girls on their horses from the dam.

As there was no school when the family arrived in Erigolia, William Henry organized a petition. Ruth was ten years old when she started at the new Erigolia Public School, which then had one teacher and 32 pupils. Two of the pupils Mick and Pat Ryan (12 and 14 years) had never been to school before. As the family lived inside the three mile limit no help came from the government subsidy for transport to school, which was petrol for the car or feed for the horse.

Ada Beryl was born when Ruth was 10, at Erigolia in 1924, delivered by a Bush Nurse.

When Olivia Myrtle was 10 her sister Rose taught her to milk the cow Daisy. Myrtle had a horse "Tony", and whenever he got to the front gate, which was about a mile from the house, he would gallop at full speed all the way home. As Ruth was not allowed to have a horse she would ask Myrtle if she could ride Tony. So on Ruth got and when she came to the front gate, Tony took off and when she arrived at the house, Tony stopped suddenly and Ruth continued on, straight into the pigs' pen. The pigs ate wheat which had been cooked with vegetables over the open fire.

Jean had a celluloid baby doll which caught fire one day when she sat too close to the open fire. In the panic she threw the doll onto the hessian wall which caught fire. Ivy pulled that part of the wall down and the flames were doused with fresh cow's milk. At the age of 14 Ruth made clothes for baby Mavis. She set rabbit traps, went out in the night to collect the rabbits and then strung them up in a tree to be picked up early next morning. The family eagerly waited for the post on "catalogue day" when there would be catalogues arriving from Anthony Horderns, Winns, Sweet Bros and Brashes from the city. Ruth's mother would order rolls of unbleached calico to make underwear and rolls of material for clothes. Ruth particularly favoured a pretty navy blue material with flowers on it. She had a dress and panties to match. Everyone was dressed in the same material, from the same roll. Ruth's mother sewed for the whole family, and she taught Ruth and her sisters to sew. After Ruth was married she sewed for her own family of six boys.

With a house full, there were always visitors for lunch on Sundays. When new families arrived in the district they stayed with the "Fergies" until they built their own homes.

Ruth wore high boots with buttons which would do up with a button hook, and she was teased when she wore them - the children called them "grannies boots". Land in town was purchased and Ruth served in her mother's general store. It was a mixed business and Ruth made some of the cakes and pies. Meat was purchased from Suttons Forest, in Sydney. At the back of the store was a petrol depot (Atlantic Petrol Agency) and the back room was packed with cases of kerosene and oils. The shop had a license to sell bottled beer, but Ruth's father had spirits and wine stored at home which he sold in the shop. The hotel people dobbed him in and raided the shop for the sly grog. One day two men came in and asked Ruth for a drink, not the soft kind, but something harder. As Ruth knew who they were she offered them a soft drink.

When the property failed to be profitable from the crops the bailiffs removed the family from the house when father was in Sydney talking to the solicitor. So the family then lived in the shop. The stove sat outside with a canopy over it. When the family moved back to Sydney Ruth first worked in a fish shop at Hurstville, then at a doctor's rooms and was paid one pound per week, paying 3 pence in tax. Following this she worked in a fruit shop, then the woollen mills, when she was 23. She had to say she was 17 and received 17 shillings per week.

In 1938 Ruth married Henry John Weston at Marrickville and lived with Harry's sister Elsie Casterson for a few weeks, then with sister Ivy and husband Bill in Fabisham Street, Marrickville, then in a room in Fitzroy Street, Marrickville, then back to Fabisham Street again having her father and sister Jean stay with her. In October 1939 with a six months old son, John, Ruth moved to 40 Coward Street, Mascot, where she lives today. After her mother-in-law Nana Weston died Harry received 75 pounds from her will and he used this as a deposit on the house.

Ruth has six sons-

John William Henry
Douglas James
Joseph Ronald

Michael Kenneth
 Harry Stephen
 Roy Herbert

Each of the boys married and between them produced 18 grandchildren

Peter, Stewart, Cathy
 Leanne, Vicki, Jennie, Lisa
 Joe, Jason, Tania
 David, Tracy, Adam
 Paula, Warren
 Troy, Jarred, Brooke

At the time of writing Ruth has four great grandchildren on Douglas' side - Trent, Jodie, Ricky, and Joshua. She also has 35 nieces and nephews on her side and 12 on Harry's.

It was necessary for our pioneering women to perform many roles. isolated from townships and therefore from supplies as well as from human contact, they had to be self sufficient and to make their own entertainment. Above all they had to survive the rigours of the Australian bush.

13/11/1988, Beverley Weston, Heathcote

SUTHERLAND IN 1901

Constable Lewis was promoted to the rank of Senior Constable. He had been stationed at Sutherland for nearly 10 years.

FEBRUARY. While coming up in the 2.10 p.m. train from Sydney on . a Tuesday, Mr. Fripp had a strange experience. After passing Penshurst they met a goods train and some of the loading became loose and smashed the window. Some if it was hurled against Mr. Fripp and upset a boy beside him. They were more startled than hurt..

APRIL. Two rival blacksmiths were putting up premises in the town shops at Sutherland.

APRIL. The tramway league has fallen through owing to the death of the President, the absence of the Secretary, and the treachery of a number of the Committee, but a public meeting is to be held to create a new league.

MAY. Mr. John Dwyer while cutting wood the axe slipped and cut in- . to his foot resulting in nine stitches. Another man did the same thing, but when his boot was taken off the big toe was found inside. Mrs. Stapleton's sulky got rather close to a stump which was concealed by tufts of grass. The right wheel climbed up and almost got over the obstacle but capsized. Mrs. Stapleton had severe shock and bruises.

MAY. On Saturday, 11, the Progress Association elected the following officers for the ensuing year. President: Mr. Fraza, Vice- President Mr. McLeod; Secretary: Mr. F. Dwyer, Treasurer: Mr. H. Wigzell.

MAY. The service in the Congregational Church was a notable and timorous attempt by a very young man to expound a text. He would benefit by attending the Salvation Army "for one night" only to listen to the excellent speech and song of young Cadet Glendenning.

JULY Sutherland Progress Association received a letter from Peakhurst with reference to a bridge over the Woronora River.

EXCURSION REPORT

On Saturday, 4 September 16, we made a return visit to Camden and the surrounding district -- the weather was excellent and Mr. Owen Blatman together with Mr. Richard Nixon made our tour most interesting and informative. And I'm sure everyone enjoyed the trip home via Cobbitty

Friday evening, October 6 was a night with a difference -- a small group visited the Green Point Observatory at Oyster Bay. Our host and hostess were very informative, explaining so much to us about the stars and moon and the strength of the telescope showed us so much,

An invitation is extended to any of our members who may wish to visit the Observatory to do so on a Thursday evening - BUT please telephone before so doing to ensure that it is a suitable Thursday and not too many already booked in. (Phone 389-4728) Yes, that number is correct

Coming up as this report is prepared is the week-end to Yass on October 27-28-29; but by the time the Bulletin is in your hands it will have passed. A report on the trip will be made in the following Bulletin.

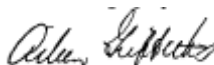
Then, on Saturday November 18 we have an all day trip to Nowra and its nearby area; this outing could also be over before you receive the Bulletin, but in case it is in time -- we leave Cronulla at 7 a.m. and Sutherland 7.30 a.m., and will possibly not return until about 7 p.m. It is a long trip and needs a long day to fit in all we are promised.

Because of all the holidays and possible heat of January, we will not be arranging any outing for that month.

However, as I write this report, Sutherland Shire Council is proposing the formation of an Australia Day Committee, "to co-ordinate Australia May Celebrations in Sutherland Shire" and we will recommend that our Society takes part in any celebrations that may be arranged as one of our activities. More about this later.

Enquiries regarding outings to either Mrs. Cutbush on 523-8147 or myself at 523-5801 -- bookings to Mrs. Cutbush.

This being the last report for 1989, on behalf of members of the Excursion Committee we wish members the Compliments of the Season, and thank you for your support of the outings prepared for your enjoyment.



Convener

SUTHERLAND-CRONULLA RAILWAY 50 years

Saturday, 16th December will be an important occasion in the history of the Sutherland Shire for it marks the official opening of the Sutherland-Cronulla railway by the State Governor Lord Wakehurst on Saturday 16th December, 1939, before a large gathering at Sutherland.

A special B car train similar to the one driven by Ben Randell on the official journey to Cronulla in 1939 will be a feature by the State Rail Authority, Sutherland Shire Council and the Sutherland Shire Historical Society. Cronulla Chamber of Commerce is planning celebrations, and in addition as there was at Cronulla and North

Cronulla 50 years ago there will be a Surf Carnival.

HISTORY OF CARINGBAH POST OFFICE

A request for the establishment of a Receiving Office (for mails) at the corner of Port Hacking and Cronulla Roads now the Kingsway) via Sutherland was made by Mr.S.E.Mansfield on 5th February, 1912,

In a letter written from this address, Mr. Mansfield advised that he was about to build a store in which the office could be conducted. He said "We have the word that the mails are coming down from Sutherland to Cronulla by the tram and our letters will go on to Cronulla or the Miranda bags and we have always got them at our door".

A rough sketch showed the site of Mr. Mansfields proposed shop as being situated at the tram line, and would :be approximately one. and a half miles from the Miranda Post Office and about two miles from the Cronulla Post Office.

Postal Inspector Quick reported that only about 6 house-holders would benefit from such an arrangement and suggested that a "free bag service would be sufficient to meet the postal needs of the residents. This meant that a bag containing the householders mail would be exchanged between Sutherland Post Office and Mr. Mansfields from whose premises letters could be collected by local residents. The Inspector also suggested that the matter could be reviewed after the service had been in operation for six months.

The Free Bag service was commenced on 25th March, 1912. The mail bag was despatched by tram from Sutherland at 9.17am and 2.33pm and a bag was returned by Mr. Mansfield at 9.17am and at 4.40pm. Mr. Mansfield's address was then known as "Highfield", intersection of Port Backing and Cronulla Beach Roads.

In July, 1912, Mr Mansfield wrote asking that a Receiving Office for mails be established, and that he be granted a license to sell stamps. His letter was addressed from "Bindarra", In later correspondence he advised that the name of the locality was spelled "Bindarar".

On 26th August, 1912, the Postal Inspector reported, "A free bag is exchanged twice daily from the steam tram between Sutherland and Mr. Mansfield's residence, and is availed of by about 30 adults. According to an account an average of 2,100 letters are despatched by Mr. Mansfield in the free bag and 2,700 enclosed therein from Sutherland per annum; therefore a Receiving Office is warranted. The district is progressing owing to the opening of the tramway service from Sutherland to Cronulla Beach.



MANSFIELD'S STORE, 1912.

"Mr. Mansfield is willing to act as Receiving Officer under the usual conditions. If appointed he would be allowed commission as a licensed vendor at the rate of 2½%

"As the place had not been officially named four designations were suggested ; Mansfield, Highfield, Bindarra and Greenbush. These were very similar to existing postal designations in the Commonwealth and are, therefore unsuitable. "Surprise" was suggested, there being no similar existing designation in the Commonwealth. Both Highfield and Bindarra would have clashed with the Queensland Office:

On August 30, 1912, Mr. C.C. McGarry the acting Postal Inspector re-ported concerning the name of the proposed office:- "Upon reference being made to the Sutherland Shire Clerk, Mr. T.W. Macfarlane, he suggested Caringbah". It was the name of a street in the locality and would be suitable as it was unlike any other then existing Commonwealth postal designations.

The Lands Department approved of the adoption of the name "Caringbah" in a letter dated 19th September, 1912. Caringbah is aboriginal and means 'paddy-melon-wallaby'.

The Receiving Office was opened in charge of Mr. Mansfield on 15th October, 1912. For the first three months Mr. Mansfield was paid an allowance at the rate of £1 (\$2) per annum. This was increased to £5 a year.

A report of September, 1913, mentioned that the Office provided Public Telephone, and facilities for Telegraph. (Telegrams would have been received and transmitted by telephone). It is believed that the telephone facilities at the Caringbah Office had been introduced on 16th June, 1913. The status of the Caringbah Receiving Office was raised to that of Allowance Post Office from 16th September, 1916. In June, 1923, the establishment of Money Order Office facilities were approved at Caringbah Post Office.

In February, 1926, approval was given for the removal of the Post Office from the original site to an adjacent room which had been built by the Postmaster, Mr. Mansfield for the purpose.

In November, 1927, Mr. Mansfield resigned and was succeeded by Mr. C.A. McIntosh. However, Mr. McIntosh occupied the position for some days only, and Mr. Mansfield was re-appointed as Postmaster.

In 1929, Mr. Mansfield was succeeded as Postmaster by Mr. Herbert Bax who was appointed on 10th December, 1929. Other Postmasters who were appointed were Henry T. Cahill on January 25, 1931, and Ernest R. Dawe on May 23, 1932.

During June, 1940, the Postmaster was given approval to move the Post Office to new premises.

It was during 1942 that the status of the Office was increased to that of Full Time Service Post Office. A part-time assistant and a part-time postman were now employed. The following year an Allowance was approved for the Postmaster in order that he could employ a post-man. In that year, on 1st November, 1943, approval also was given for an Allowance to be granted to the Postmaster for the employment of a Messenger so that the delivery of telegrams could be commenced.

In May, 1948, a Postman's delivery depot was established at Caring-bah, and the Allowance which had been granted to the Postmaster for the employment of letter delivery staff was withdrawn.

Mr. Dawe was seriously ill in 1950, and had to be relieved of his duties as Postmaster. Mr.A.W.Wilde, then Postal Assistant at Hurstville, was appointed in charge until the appointment of Miss K.F. Fitzpatrick

Miss Kathleen Fitzpatrick succeeded Mr. Davie, following his resignation and was appointed Postmistress on 1st July, 1950. This appointment was a temporary measure pending the completion of arrangements to raise the status of the Post Office from that of Full Time Service (Non-Official) to that of Official Post Office.

The former Post Master, at the time of his resignation had asked for the Post Office to be removed from his premises, which he agreed to lease to the Department until 30th September, 1950.

The status of the Office was formally raised to that of an official Post Office as from 16th April, 1951.

Pending the acquisition of a site on which a Post Office building could be erected, a cottage suitable for conversion to a temporary post office was purchased from Mr. George Whitelaw. This was of a weatherboard structure situated at 28 President Avenue. The Post Office was opened at these premises on 16th April, 1951.

A site for the erection of a new Building for use as a Post Office was acquired on 20th December, 1950. This was situated at the corner of Hay Street and the Kingsway.

Succeeding official Postmasters at Caringbah were:- R.G.Frew, 26th January, 1952; A.H.Watts, 29th April, 1954; M.E.McPhillamy, 18th March, 1957; R.E.Piltz, 27th August, 1959.

The new Post Office building located at the corner of the Kingsway and Hay Avenue is of the mezzanine type design, steel framed and concrete structure, the exterior treatment featuring face brickwork and aggregate panels to the upper elevations. The aggregate, consisting of selected large washed stones, is random set in the white of the marble surface.

The building was constructed and designed by the Commonwealth Department of Works, in collaboration with the Buildings Branch of the Post Master General's Department. Tenders were invited by the Department of Works, on 27th November, 1961, for its erection and a contract for the project was let on 3rd January, 1962 to Falcon Building and Joinery Co. Pty. Ltd, of Crows Nest. The cost of the project was approximately £31,000.

The Official opening ceremony was held on Monday 3rd December, 1962, at 10am. Officials and guests were the District Postal Inspector Mr. G.W.Keppie; the assistant Director of Posts and Telegraphs, Mr. H. G. Shaw; M Mr.A.T.Gietzelt, Shire President: Mr.I.R.Griffith, M.L.A. for Cronulla: Mr. Piltz, Postmaster: Mr.L.R.Johnson, Federal Member for Hughes, representing the Post Master General, officially opened the Post Office by cutting the ribbon at the main entrance. Mr. Johnson stamped and postmarked the first letter and posted it at the new Office to the Post Master General offering congratulations on the opening.

Source: From the records of Australia Post.

---- F.A.M.

HOW'S THAT! Miranda Diggers who had a cricket team in the early 1930s in the competition conducted by the Sutherland Shire Cricket Association, had a member of the team who was always the last man to bat, His name was Hodge who in 38 innings never scored a run.

In December, 1909, Mr. C.H. Stapleton asked for an improved grade to the road giving access to his slaughter yard especially on the first hill of the road. He had had an accident when a cartload of beef overturned. The slaughter yard was located at the southern end of Glencoe Street.

An Officer of the Blue: Biography of the Pacific Explorer
Marc-Joseph Marion Dufresne (1724-1772)

Research Report for the Literature Board
of the Australia Council

by

Edward Duyker

It is with some satisfaction that I write this report, because I now feel I have the raw materials for a biography of the French explorer Marc-Joseph Marion Dufresne, leader of the first expedition to Tasmania after Abel Tasman's. Following some months of preliminary research and organization (in addition to work done in previous years), I left Australia for New Zealand on March 28. I began work at the Auckland Public Library and the Auckland Museum - concentrating on the archaeological and anthropological aspects of Marion Dufresne's visit to New Zealand in 1772.

On April 1, I took a fishing boat from Russell to the island of Moturua; there I visited Paeroa (the Maori Pa razed by the French as a reprisal for Marion's murder). I carried a copy of Julien Crozet's (Marion's navigator's) Journal and notes from the archaeological excavation of 1969. I also located where the French hospital forge and watering place had been. After returning from Moturua, I took another local boat to Te Hue where Marion Dufresne was actually killed. These visits, together with the reports of excavations and early studies of Maori culture greatly improved my knowledge of the circumstances of the explorer's death. On my way south to Wellington, I visited Prof. John Dunmore at Waikanae on April 4. Prof. Dunmore is the author of French Explorers of the Pacific and a biography of La Perouse. He provided me with several useful observations, references and addresses.

On April 5, I undertook research at the Alexander Turnbull Library in Wellington. At the library I examined the notes of an earlier scholar of Marion's Journals, Isabel Ollivier, and several microfilms from the Bibliotheque Nationale. Also of significance was the opportunity to view Charles Meryon's large pastel sketch of Marion's death. After collecting biographical information on the part-Maori scholar Leslie Kelly (who wrote on Marion's visit to the Bay of Islands) and visiting the National Museum in Wellington, I returned to Auckland and flew to Paris via Chicago.

In Paris I obtained a reader's ticket at the Archives Nationales on April 18 and worked there until April 29. It took some time to get used to the "system" - not to mention the 18th century French handwriting and spelling! It was, however, a very fruitful period of research and I uncovered quite a number of previously uncited letters by the explorer and several Journals

either written by his or by his subordinates. While many of these documents help to flush out his career and private life, others have a direct bearing on Australian history. The accounts of Roux and Duclesmeur relating to Tasmania and Tasmanian Aborigines have never been published.

I began work at the Bibliotheque Nationale on May 2. I was already aware that the Bibliotheque Nationale held a substantial dossier of letters written by or about Marion Dufresne. Research in the Manuscript Collection was productive, but the Department of Printed Books yielded many treasures that have helped me understand the circumstances of Marion's previous exploits and endeavours.

On May 6, I began research at the Musee de la Marine - concentrating on the iconography of Marion's ships and voyages. This Museum's bookshop was an additional source of excellent secondary studies relevant to the biography.

I returned to the Bibliotheque Nationale on May 12. In the Department of Maps and Plans, I located Marion's maps of Tasmania. Despite being the first original maps of Tasmania's coast after Abel Tasman's, they were not very well catalogued! Viewing them was an exciting moment for me.

Research in Paris during May was interrupted by numerous public holidays. On May 16, I left Paris for Edinburgh to continue research on Marion's role in the rescue of Bonnie Prince Charlie in the wake of the Battle of Culloden. After research at the National Library of Scotland, I visited Culloden on June 2, then drove to Loch nan Uamh to photograph the exact location on the Scottish coast where Marion took Charles Stuart on board.

On June 7, I arrived in London. The following day I undertook research at the National Maritime Museum in Greenwich, where I examined the records of the "Sick and Hurt Board" for May-August 1747 (the period Marion was a P.O.W. in Britain). After a day's ancillary research at St Catherine's House and Golders Green relating to my as yet unpublished book The Rajah's Lady (co-authored with Coralie Younger), I travelled to Devon and worked at the Devon Record Office and the West Country Studies Library, Exeter, between June 13 and June 15. I spent the next day fruitlessly studying further sources at the Plymouth Library relating to French P.O.Ws in Devon. In France I would later discover that Marion was imprisoned in Portsmouth and not in Plymouth as the French historian H.F. Buffet wrote in 1958 - such are the vagaries of historical endeavours! I returned to France from Plymouth on June 17. This voyage across the Channel was opportune, because it enabled me to land at Roscoff where Marion deposited Charles Stuart in 1746. A local history and a walk through the town yielded other Stuart links.

On June 19, I began 8 days of research in St Malo. Most of my research took place at the Bibliotheque Municipale, the Archives Municipales and the library of the Societe d'Histoire et d'Archaeologie de Saint Malo. It was most productive with regard to Marion's early life, Although the explorer's family home was destroyed during World War II, I was able to see and photograph the internal Joinery which had been sold to an American prior to the war, been exhibited at the New York World Fair in 1939 and then re-acquired by the Mayor of St Malo in the

early 1950s. I also purchased an original heliograph of the chimney of the Hotel Marion Dufresne printed in 1887. On June 24 I visited Fresne near St Jean-sur-Vilaine and Ville Poulet near St Coulomb. These were the ancestral properties of Marion's family. No new documents were discovered during this particular excursion, but it provided a useful background.

After further research at the Musee de Saint Malo and work in the Archives Departementales in Rennes on June 26, I travelled to the Vendee where I had family commitments and my wife had architectural studies to pursue. However, on July 5 I had the opportunity to do research at the Bibliotheque Municipale in La Rochelle where several of Marion's letters are held. On July 10 I returned to the archives in Rennes. In the archives I was able to locate many of Marion's official reports for the period he was a privateer. On July 11, I worked at the Municipal Archives, Departmental Archives, Municipal Library and the Service Historique de la Marine in Brest. Aside from several important documents on Marion's life, I was also pleased to discover the marriage act of Duclesmeur his second-in-command on his final voyage. The next day I was disappointed to learn of the disappearance of records I believed were held in the archives of Quimper. The naval archives (Service Historique de la Marine) in Lorient, however, were particularly satisfying. I uncovered a whole bundle of Marion's letters! I also found the registration of Marion's marriage in Lorient - something unknown to historians until now.

I celebrated the bicentenary of the French Revolution in Lorient. Despite being an important public holiday, I was able to do research in nearby Port Louis where the Musee de la Compagnie des Indes is located. Marion made several voyages to India and China in the service of the French East India Company; the museum houses a very detailed model of one of Marion's ships, together with numerous other artefacts.

On July 16 I visited the Musee de la Vilaine Maritime, hoping to uncover more information about Marion's efforts during the British blockade of the French vessels in the Vilaine in 1759. Aside from speaking to a local historian aged more than 90 years of age, it was a fruitless exercise. The naval museum at Croisic was equally fruitless.

Between July 18 and 24, I was engaged in surprisingly productive research in Nantes. Marion was based in the town as a privateer employed by an Irish Jacobite shipowner.

On July 25 I travelled across France to the town of Bellegarde to meet Monsieur Maurice Bornard who claims descent from Marion's brother. He was a charming host and a source of several useful ancillary details. After a few days rest in Provence with relatives and some photographic work for The Rajah's Lady in Cannes, I returned to Paris to conduct final research work at the Bibliotheque Nationale and the Archives Nationales on August 12 and 14. I departed France for Australia via the U.S. on August 16.

The Literature Board's \$5000 grant significantly reduced the burden of air fares, car lease and insurance during my research in New Zealand, Britain and France. I therefore wish to take this opportunity to thank the board most sincerely for its assistance.

SAMUEL WILLIAM GRAY

Samuel William Gray was born in Armagh, in the north of Ireland on the 10th June, 1823. His family arrived there with William 111., in whose army one of the number held a commission. Samuel came to New South Wales with the family in February, 1855, at about the age of 12 years. His father, James Mackay Gray, had arrived about twelve or fifteen months previously, and had purchased 1280 acres of land near Kiama, where his family joined him. He became a farmer and grazier, Samuel joining with him in all the hardships and struggles that accompanied the beginnings of bush life in those days. The Gray home-stead, Omega Retreat, was situated a few miles south of Kiama, but north of Gerringong, and became better known later on by the success that attended the pioneer efforts of the family in the breeding of cattle and horses.

Samuel Gray received the early part of his education in the old Normal Institution in Elizabeth street, Sydney, where amongst his schoolfellows was the Hon. F. B. Suttor, who has held the office of Postmaster-General.

In 1849 Samuel Gray went to sea, being of an adventurous disposition, like many others among the better class of the Australian youth of the period. He returned to Sydney after eighteen months absence as an able seaman, when following on the wishes of his parents, he being an only son, he was persuaded to leave the sea. Later on, when the gold mania broke out, the same spirit of adventure that prompted him once more to seek his fortune out of the direct paths - this time on the goldfields which had just been discovered. He went to the Bendigo, where the fine city of Sandhurst now stands, and cast in his lot for nine months



with the motley gathering of restless spirits from all parts of the world who were then making and marring their fortunes. His success there during that time was not sufficient to cause him to remain when the first flush of the gold fever had passed by, however, and he soon returned to Kiama, where he once more settled down in business, this time on his own account as a farmer and grazier at Bendella, in the Kangaroo Valley. Here he remained in comparative quiet for some years.

But it is not to be supposed that the stirring events of that period of political agitation and transition were without their effect on the healthy mind of the young pioneer. He shared in the fullest measure in the interest taken by the popular mind in that exciting and fascinating process by which, step by step, and inch by inch, the Wentworths of the day were fighting the battles of the popular liberties, and gaining the popular privileges and the responsible government that we now enjoy.

Mr. Gray, though a young man, took a keen and clear sighted interest in all that was going on in the little political world outside the quiet valley where he pursued his peaceful pastoral occupations. Like many another quiet but vividly interested spectator, he watched what was going on with an intelligent interest in the measures which were, unconsciously to him, paving the way for his own entry into the charmed circle of politics. This interest was only actively expressed when the electoral contests in his district brought the noise of the outer development to his own door, as it were. But in those days political contests were warmly fought, and large issues were at stake. And Mr. Gray, who from the first made himself looked

upon as a member of the most advanced Liberal party of that time, was always conspicuous for the part taken by him in the electoral contests in his own district. He thus formed one of that earnest and energetic band of men, who, scattered up and down the country, strengthened the hands of the great popular leaders far more than they themselves were aware, and did more than they themselves could possibly estimate to hasten the full fruition of the long struggle for popular privileges. His active part in local politics was not lost sight of when responsible government was finally conceded. He had made himself identified with the Liberal programme, methodised and reduced to a system afterwards by Mr. (later Sir) John Robertson, and had already declared himself in favour of the abolition of State aid to religion, the extension of the franchise, the reform of the land laws, and other popular reforms. After the passing of the Electoral Act in 1858, his neighbours recognised his abilities and his earnestness by electing him as their representative for the electoral district of Kiama in the third Australian Parliament, opened on 30th August, 1859. He was returned as an independent member, but his sympathies and those of his constituents were strongly with the party which, under the late Sir Charles Cowper and Sir John Robertson, were steadily driving back the last relics of Imperial conservatism, and strengthening the popular grasp on its legitimate political privileges to the full extent allowed by a professionally liberal and popular constitution. In 1859, just after his election, Mr. Gray had the honour of seconding the adoption of the address to the Governor, proposed by Mr. John Douglas, one of the framers of the constitution, and later acting Governor of New Guinea. Shortly afterwards, during ' the Premiership of the late William Forster, Mr. Gray accepted a challenge thrown out by that gentleman, and moved a vote of censure against the Government, which was carried, and the Ministry defeated, ostensibly on its Upper House Electoral Bill, on 8th March, 1860.

Mr. Gray sat in Parliament as a member for Kiama till 1863, when the third Cowper Ministry broke up. He went to the Tweed River and took up land there, becoming the first settler, and the pioneer of the district, after declining an invitation to stand again for Parliament. He devoted his attention for some years to sugar growing on the Tweed, and afterwards crossed the border and took up land in Queensland, which he proceeded to stock; but hearing of his father's failing health he abandoned his projects in that direction and re-turned to Kiama, where he again settled down until his father's death.

In 1878 he was invited again to stand for Parliament, this time for Illawarra. He accepted, was elected and remained in the Assembly during two successive Parliaments, being again returned at the elections. In 1880 he left the House once more, and proceeded to Europe and America for a holiday trip. He remained away from the colony during a fairly long interval, and some months after his return he offered him-self to the acceptance of the electors of the Richmond and Tweed. He was elected, defeating Mr. Patrick Hogan by a large majority in November, 1882. He remained in Parliament this time for about three years, when, his health warning him against the strain involved in an election and the persistent attention to his duties in the House, he did not again offer himself.

The public and private career of Mr. Gray carries firmly impressed on its every feature the stamp of intelligent and energetic activity. Whether we consider it in its first beginnings as an adventurous youth, or later on amid the quiet surroundings of his home in Kiama, the same energy and force characterise it, equally with his political sympathies, his electoral contests, his parliamentary career, and that pioneer episode of his stirring life on the Tweed, where he cleared and improved upwards of 3000 acres of virgin country. He did

much for the material progress of both this colony and Queensland, having invested largely in both places in freehold and mineral properties. As member for the Illawarra in our colony, he was the first member to advocate the construction of the Illawarra railway, about which useful and highly necessary undertaking so many ungenerous charges have been made, by the opponents of the ruffianism of party politics, against some of the best and purest of our colonial public men. Before Mr. Gray left the House he obtained a promise from the Stuart Government that the money for the construction of the railway would be placed on the estimates - which promise was faithfully performed. As member for the Richmond and Tweed, Mr. Gray performed another important and lasting public service in obtaining the sanction of Parliament for the construction of the Clarence and Richmond railway. In politics he had always been thoroughly consistent and an ardent free-trader and liberal. From the first he had been associated with the progress of liberal institutions. He took an active part in the passing of the Free Selection Act of 1861. His practical experience, his good sense, and his earnestness and energy made his assistance doubly welcome to Sir John Robertson in the arduous task which lay before him. Many of Mr. Gray's suggestions were embodied in the Act, and formed practical and valuable features therein. Samuel William Gray was an excellent type of the class of men who have worked out the double experiment of colonisation and of self Government successfully.

Source: From an article in an old book " Australian Men of Mark, Vol. 1 , by C.F.Maxwell, published c1888, courtesy of Kiama and District Historical Society Incorporated.

Samuel William Gray pressed strongly as the member for Illawarra in the State Parliament for the construction of the Illawarra rail-way which met with heated opposition.

Gray was also a speculator and had land at Bald Face, Gannon's Forest (Hurstville) and 572 acres in the pre-Sutherland Shire which he purchased at auction in 1864. On 70 acres of his land the town-shop of Sutherland was laid out in 1886 on either side of the rail-way which had reached Sutherland in 1885.

---Fred Midgley

POLES FOR ELECTRICITY

Poles for the electricity supply to the upper reaches of the Woronora River from the vicinity of Prince Edward Park to the Needles (head of the river) and erection was carried out by a gang of workmen under Cass Dwyer who worked for the Electricity Department of the Sutherland Shire Council before it was taken over by the Sydney County Council.

From Cathedral Rock all holes were hand dug and poles manipulated by hand, Poles for the Needles area of the river were transported by truck to Sabugal Pass from Engadine while those for the Cathedral Rock area were towed up stream by a launch hired from Schofields boat shed. Two prominent members of the working gang were Steve Murphy and Bob Booker.

From an interview with Mr.Cass Dwyer by Alf Midgley.

-----F.A.M.

Old Ted, Tom Price's row-boat ferry man left the Woronora River at the beginning of June, 1909.

COUNCIL OF THE SUTHERLAND SHIRE HISTORICAL SOCIETY

President: Mrs. A. Griffiths
Kavanagh 34 Richmount Street,
Cronulla, 2233 Phone 521 104
Deputy President: Mr. D. Archer
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Contributions for the next issue must be in the hands of the Publications Convener no later than January 12, 1990.

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, 1939, the Sutherland-Cronulla railway was officially opened by the State Governor Lord Wakehurst. Celebrations to mark the occasion are now being planned.