

SUTHERLAND SHIRE HISTORICAL SOCIETY

QUARTERLY BULLETIN



No-72

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PRESIDENT'S REMARKS

As we begin our new year with the Executive Council Members appointed at the Annual General Meeting, may I say:- thank you to those who were re- elected for continuing in office, and our grateful thanks to the newly elected office bearers, serving their first term on the Council.

We hope to present very interesting Guest Speakers each month for your enjoyment and trust that the Excursions being offered will continue to be filled.

April reminds us of the anniversary of the landing of lieutenant Janes Cook at Botany Bay; this year's commemoration will be on Sunday, April 29 at 10 a.m. Whilst the Bulletin may not be in your hands by that time, I mention this as it is the 220th Year since the "Endeavour" entered Botany Bay.

--- Aileen Griffiths

FIXTURES FOR MONTHLY GENERAL MEETINGS

- May 9. Mr. G. Booth. Personal experiences when lost in Arnhem Land while serving with the R.A.A.F. in World War 11. Author of book "33 Days", an account of those experiences
- June 8. Mr. Jack Sparkes, A former Chief Inspector of the State Railways, A member of the Rail Transport Museum and the Railway Historical Society. A former steam train driver including the famous locomotive 3801.
- July. 13. Mr. Eric Utic. Address on Gallipoli and Istanbul.
- August 10. Dr. Andrew Fell, a Chiropractor will speak on the history of the profession.

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

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

Thank you to Society Life Member, Mrs. Jenness Platfoot for her address illustrated with slides on the Kings and Queens of England from Alfred the Great to George V.

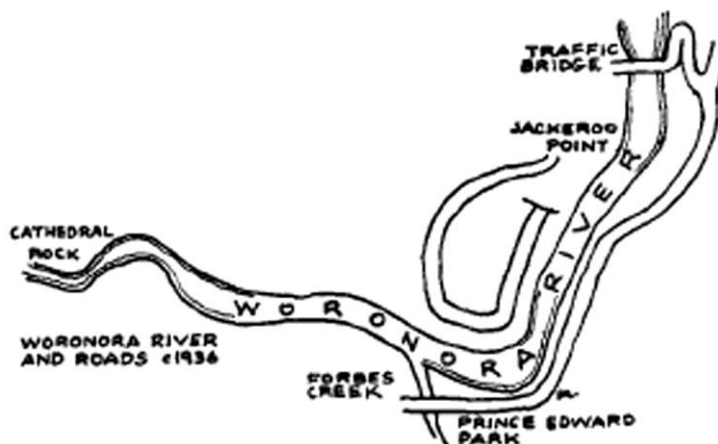
The Council of the Sutherland Shire Historical Society elected at the Annual General Meeting on March 9, is listed at the top of the last page of the Bulletin.

DREDGING SAND AT WORONORA RIVER.

The following is of conditions laid down by the Land-Board to Cement Mortars Ltd., in 1936, when: they applied for the dredging of sand between Jackaroo Point and Cathedral Rock on the Woronora River.

In addition to the ordinary conditions of a Special Lease the following special conditions were added.

- I. No excavations shall be carried out within one hundred and fifty feet of the Sutherland (Woronora) Bridge, fifty feet from any retaining walls, jetties, etc., or fifty feet of mean high water mark. The maximum depth of excavation shall be fifteen feet and all areas operated upon shall be left free from pot holes and with an even surface.
2. Side slopes of all excavations on the land leased shall not be steeper than the 20 horizontal to one vertical.
3. Approved notice boards marked "Danger, Deep Water", shall be erected by the Leasees on both sides of excavations at intervals not greater than one hundred yards, and shall be maintained by it and left in position on completion.
4. The Lease shall be terminated at any time without compensation to the Lessee if operations cause shoaling or erosion of adjacent banks - the decision of the Minister shall be final in this matter.
5. If the dredging operations tend to shoaling in an adjacent navigable channel such operations shall be carried out at flood, or ebb, tide only, as circumstances demand.
6. The right is reserved to the Minister to withdraw from the lease at any time, and from time to time without compensation to the Lessee any land required for the construction of wharves, jetties, boatsheds or for similar structures, or other facilities for the granting of Special Leases or Permissive Occupancies.
7. An electrically driven dredge only shall be used in the carrying out of operations under the Lease.
8. The existing channels shall not be fouled with grit, sand or mud occasioned by dredging operations, and such channels shall be kept open by the Lessee to the satisfaction of the Department of Navigation.
9. The provisions of the Navigation Act, 1901, shall be observed as far as such may apply.
10. The regulation day and night signals shall be exhibited and only the Navigation Department approved mooring shall be used.
11. The following areas are reserved from the Lease- An area 100 feet wide surface measurement with the 2-in-one batter each side stretching from bank to bank of the river in the vicinity of Jackaroo Point. an area extending from the western end of the Lease as applied for from Cathedral Rock to a point three blocks on the downstream side of Mr. Smallwood's property.



12. The Lease shall be for a period of seven years.
13. The Lessee shall pay all rates and taxes on the land during the currency of the Lease.

Nate. The crossing of any existing channel by a pipe line of in-sufficient height above high water level, thus interfering with navigation would be according to legal advice an infringement of the Act.

The above is an extract from the Conditions to the granting of the Lease as laid down by the Land Board in their decision of May 1st, 1936.

Source: Mrs.L.Angus, Woronora, 23/2/1976.

-----Fred Midgley

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WORONORA LEASE OPPOSED

In December, 1929, the Sutherland Shire Council decided to protest to the Lands Department against the proposal of a Company to lease the land at the head of the tidal waters of the Woronora River.

The Shire Clerk, Mr. Kirkby, in bringing the matter under the notice of the Councillors said that the spot at the junction of the salt and fresh waters was the only level place in the vicinity where games could be played. Clr. Lawrence said Council would do all in its power to prevent the land being taken away from the people. It was a beauty spot.

Source; The "S.C.A.M.", 6/12/1929.

--F.M.

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SHIRE COUNCIL AND THE ROADS BOARD

In March, 1924, the Roads Board notified Sutherland Shire Council that the work asphaltting the Princes Highway from the ferry at Sylvania to Loftus had been completed and that in the future its maintenance and repairs would come under the direct charge of the Shire Council.

The length of the Princes Highway within the Shire compared more than favourably with sections of other areas such as through Rockdale and Kogarah where the state of the road was deplorable.

Two years after the road was asphalted it was reported that the road from the Sutherland Council Chambers to Sylvania had not more than six holes in the carriageway, although the edges had been ground away by the wheels of horse drawn vehicles.

The Roads Board stated that maintenance on the Princes Highway be undertaken by them instead of Council who resented it after having been told that repairs to the road was their responsibility.

The Board finally agreed to allow Council to proceed with the work.

Source: The St.George Call.

-F.M.

The Working Men's Club met on the evening of January 10, 1903, to cease activities. Mr. Dwyer, the caterer and steward was going into business at Appin of which place both Mr. and Mrs. Dwyer were former residents. The Club met in the building which housed the first Shire Council in 1906.

Clean-Up Reflections:- Bald Face

Edward Duyker

Like most Australians, I deplore the amount of litter and refuse on our beaches and roads, and in our rivers and wilderness areas. The recent national "clean up" campaign, however, highlighted a number of heritage issues which I feel should be addressed.

It is ironic that much of what we know of past cultures and civilizations comes from litter and refuse piled up against ancient walls or buried in ancient silt. I am not suggesting that litter and refuse should be left for posterity. We have museums and libraries to collect items of historical interest. And it is pleasing to see our museums recognizing that today's mundane industrial and household objects deserve preservation alongside rarer items. Regardless of what is collected now, our municipal tips are bound to become sites of great archaeological significance in years to come. The sheer scale of 20th century production and the unfortunate emphasis on disposable items will ensure that this century will be very well represented in museum collections) So is there a need for an "historically sensitive" approach to clean up campaigns? I believe there is.

The plastic, drink cans, broken glass and car bodies should be carted away for recycling, but some items should be left alone. Those involved with clean up campaigns should be briefed that remnants of buildings, bolts and railings from foreshore ramps and slips and other architectural fixtures, however rusted and useless, are part of our heritage. They can supply essential clues to historians and may one day be the object of restoration and rehabilitation. I believe there may also be a need to keep some sort of record of what is collected and from where. This would help identify areas that require better waste management, but also provide historians with potentially useful data. One can discern very interesting patterns. When collecting refuse along the Georges River in January, all the glass I gathered from the mud on the southern foreshore was machine made, yet on the northern foreshore around Bald Face there was much older glass present. As I understand it, up until about 60 or 70 years ago, manganese was added to molten silica by glass makers; thus 19th and early 20th century clear glass goes purple when exposed to ultra violet light. The bubbles and imperfections of hand blown glass are also readily obvious when contrasted with the monotonous perfection of modern machine moulded glass. Aside from old glass, I was surprised to find a 3 cm-long handmade copper nail in a 20 cm layer of coke which was possibly shovelled out of a steam boat's boiler many years ago.

Bald Face is badly in need of a clean-up. I felt I was only scratching the surface of the problem during my brief visit. But any concerted campaign must take into consideration the history of the location. Bald Face derives its name from the quarry, once located on the river bend, which denuded the natural vegetation. May Grieve, who has lived in Blakehurst all her life, can remember Maltese stone workers who laboured there during her childhood. She also recalls that the sandstone was loaded

onto barges and taken down the Georges River into Botany Bay and unloaded up the Cooks River. Large dimensioned stone was used for building purposes; the rubble was used as road base. One can still see the remnants of the barge wharf. These ruins deserve to be stabilised and perhaps identified with a plaque for visitors. However, care should be taken that other significant fragments from the site (including the large bolts rusting on the ground) are not "cleaned up" with the McDonald's packaging and the beer bottles. And perhaps the purple glass should be left to deepen in hue!

INVESTIGATIONS FOR A BRIDGE

Late in August, 1920, on the instigation of the Menai Progress Association, Hurstville and Sutherland Councillors inspected a site for a proposed bridge at Lugarno over the Georges River. The party included the Mayor of Hurstville, Alderman Cross, President Ainsworth and the Shire Clerk J.W. Macfarlane of Sutherland Shire Council.



The party went down river by boat from Como, and inspected sites. The party afterwards had lunch at the home of Mr. Mackin of the Menai Progress Association who resided at the "top of the hill" half a mile from the Georges River at Menai.

A bridge advocated over Moon Point was moved by Ald. Cross of Hurstville and seconded by Clr. Dadley of Sutherland. It was agreed that Councils meet later on the subject.



President Ainsworth thanked the Menai Progress Association and ladies for the luncheon.

A reporter from the Hurstville "Propellor" who was in the party headed his article in that newspaper, "Aldermen on Rocks. The Menai visitation". The article went on to say, "A sight for the Gods was that witnessed at Menai last Saturday when a number of Aldermen climbed hill and dale, and crawled over logs and under them in an attempt to find a suitable spot on which to plant the foundation stone of a bridge to span Georges River at Lugarno.

Source: Hurstville "Propellor" and writer's notes.

---Fred Midgley

In Sutherland's early days the Royal Hotel failed to keep its mortgage payments to the Intercolonial Investment and Land Company. Charles Diston, a local man was put in as licensee. Diston's many occupations included; undertaker, coach proprietor and land agent. At one time he lived where St. Vincent de Paul premises are now(990) on Princes Highway near Merton Street.

--- Fred Smith

RUTH JANET (FERGUSON) WESTON, PIONEER

Late in the 1850s John and Janet Ferguson with their young son John (Jack), left their native Scottish city of Glasgow to settle in South Africa at Simonstown close to the Naval Base in Capetown. Janet was far from happy with the lifestyle in "The Cape" and so after the birth of their second son George in 1860 the family moved to Australia and lived in the Sydney suburb of Surry Hills. A third child, Duncan, died in early childhood not long after their arrival and about 1864 another son was born and named Robert. John, husband of Janet, was a strict Presbyterian and it was his practice, each Sunday, to walk to church service in the city where, as Presenter, he had the honour to lead the congregation in singing hymns. Sometime later at Mascot a three storey house was built on a large section of land where he intended to begin a nursery garden. Unfortunately dust had seriously damaged his lungs from previous years when he had worked as a stonemason and in 1885 he died without realizing the plans he had made. The elder son John (Jack), who had been training as a school teacher had to cease training to seek work to help pay expenses. He remained unmarried and lived on at the Mascot home with his mother Janet.

George (Ross) Ferguson worked in the building trade as a bricklayer. He married Mary Jane Cheetam-Rose at St. Andrew's Cathedral in Sydney on 18/6/1887 and the couple lived in a small house he built beside the larger one of the family's. (Mary Jane was born in Sydney, of Henry Rose and Jane (Cheetam) Rose who migrated from Manchester, Lancashire, England about 1860, and was the youngest of six children.) With the coming of the depression of the 1890s, when the banks were closing their doors, regular work was no longer available. Mary Jane's sister, Harriet, married a sawmiller in the Bellingen district, so George Ferguson decided to take his own family to the country and try his chances there. Mary Jane found the heat overbearing and often said later, of how much she disliked finding the meat "on the turn" after the butcher had delivered an order. In 1904 they returned to the city, this time to an aunt in Pitt Street Mortdale, which was then semi-rural with two dairy farms in Oxford Street. The daughter from one of these dairies used to bring fresh milk to the house each day. There was a woodcutter living behind their house who cut up the timber he gathered around Lugarno with horse and dray and he often threw the off-cuts or small unsaleable pieces over the fence for Mary Jane to use in the fuel stove.

George Ross' and Mary Jane's son, William Henry Ferguson was born in 1890, the second of seven children. William's older brother George Ferguson was born on 25/4/1888. A sister was next, Ivy May, who died at the tender age of three years of diphtheria at Bellingen. Then came John (Jack) Harold Ferguson whose grandson became accountant for Ferguson Bros. of Hurstville, the firm he and brother Harry opened in 1927. They were agents for the imported Austin, De Soto, Chrysler, and Plymouth cars. The over-seas market was suspended during World War 2 when petrol became hard to obtain so the firm closed its showrooms and introduced the spare parts business. Next came Eric Robert Ferguson, who was killed in France in 1918 during the Great War 1914-1918 aged 21 years - his little sister Pearl remembers wearing black clothes to school after he died as was the custom when a relative was lost in the war. Next came Henry (Harry) Rose Ferguson born 1901, he also went to war, but as he put his age up - he was only 14 - he was sent home when his brother found out. The youngest, Pearl

May Ferguson was born in 1907 and remembered simple pleasures like flying kites along Boundary Road, Mortdale, turning the handle on the ice cream making machine, in 1911 seeing the first moving pictures which were shown by travelling exhibitors in the St. George Community Hall, and having an old phonograph at home. Another high-light was listening to the opera singer, Toti Dalmonti on the Sunday School Teacher's radio. Pearl was present at a War Relief Fund Rally where a man who owned a car charged one shilling (10 cents) a ride.

William Henry Ferguson married Olivia Marquis Charlotte Dalzell in 1910 at Hurstville. They had 12 children; Ivy May, Rose McNair, Ruth Janet, Heather Essie, Olivia Myrtle, Jean Margaret, Margaret Ivy, George Ronald, Ada Beryl, Sheila Catherine, Mavis Joan, Hiram Kenneth.

Mother of thee children, Olivia, instigated the Country Women's Association in Erigolia and the Bush Nursing Association in that area.

----Beverley Weston, Heathcote.

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MILITARY MANOEUVERS AT WORONORA IN 1940

2 M.V.S.
Military Camp,
Menanle Park,
15/1/1940.

Dear Mrs. Doney.

Just a short note to convey the appreciation of the party of militia to whom you were so kind on Friday night last.

To say we were hungry is to understate the case. We had spent the morning at the Rifle Range and had been travelling almost continuously since mid-day without anything to eat in the interval. However through your goodness we did not go to bed hungry. Again let us extend our heartiest thanks.

Yours Sincerely,
"The Boys",
per B.L.Hazlethorn.

The above letter, the original of which was in the possession of Mrs. Maude Doney, unfolds a story which occurred over 50 years ago.

About midnight on Friday, January 5th, 1940, a party of mounted soldiers arrived at the reserve at Woronora River near the traffic bridge. More concerned about the needs of their horses than themselves,



Mrs. Doney was awakened by knocking on a door of the shop. Cautiously she opened the door to find some soldiers who apologised for disturbing her at such a late hour asked if they could have water for their horses.

Mrs Doney learned they had not eaten (as in the letter) so she set to work to cut sandwiches. Meanwhile, Ellen, a young woman who lived at Doney's showed the soldiers where they could water their horses. Returning to the shop now crowded with soldiers she began to help Mrs. Doney with the preparation of the sandwiches. Not content with the sandwiches they began buying chocolates, sweets and biscuits.

While all this was going on, Peter, Mrs. Doney's husband slept through it all, being taken aback in the morning at the amount of money in the till,

Some of the militia slept in the shelter sheds in Doney's picnic area, while others slept on the reserve.

One wonders what became of these soldiers using horses in what was becoming a mechanised war, seemingly like the end of an era-- with the Australian Army anyway.

Source: Interview with the late Mrs. Doney at her residence in Sutherland on 21/10/1968, by the late Alf Midgley and the writer of this article.

-----Fred Midgley

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DEATH AT SYLVANIA

On Saturday, May 13, 1899, the sad death of Mr. John C. Hamilton was reported at Sutherland House.

Mr. Hamilton, formerly of the firm, Garrard and Hamilton., Auctioneers, left his mother's residence on the banks of the Georges River and attended the dedication at Kurnell.

He stayed at Captain Smith's that night and in the morning some friends passing by invited him to go down to the beach. He got his horse ready and followed them. Within an hour he was brought back in an unconscious condition by Mr. Robert Puffet, a railway inspector, who found him lying on the road with the pony feeding not far away.

Mrs. Smith sent word to his friends and they brought a sociable* and took him home. Dr. Lambert attended every day and was present when he died on the Saturday morning.

On the Monday, District Coroner, Mr. McKenzie held an inquiry and entered a finding of accidental death.

Mr. Hamilton had attended a service at the Sylvania Congregational Church the Sunday preceding the accident where he was reported to be in high spirits.

Source: St. George Advocate.

----Fred Midgley

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February, 1899. An amount of £80 was granted by the Government in response to a petition from the Holt-Sutherland Progress Society for the erection of a wharf at Taren Point, opposite Sans Souci. This will enable excursion steamers to land and embark passengers.

*A type of horse drawn vehicle.

Conservation, Restoration and Re-use:
Some Useful New Books

Susan Duyker

Austin, Richard L. (ed.) (1988). *Adaptive Reuse Issues and Case Studies in Building Preservation* Van Nostrand Reinhold, New York.

This book is a series of case studies written by architects who were involved in the projects of preservation or adaptive reuse of buildings. Part One deals with issues such as: preservation versus refurbishing (economic, philosophical and energy balance sheet arguments); moving houses; and contextual problems of adaptive reuse. Part Two deals with the design and implementation of several projects which include the adaptation of a duplex home to an office, a school house to apartments, warehouse to offices and a mill to a mixed housing complex, amongst others. Examples are drawn from Canada and the USA. The financial and legislative role of the projects is also discussed.

Froidevaux, Yves-Marie (1987). *Techniques de l'architecture ancienne. Construction et restauration* Pierre Mardaga editeur, Liege.

Written by the man who was Architect en Chef des Monuments Historiques between 1939 and 1983, this very practical book brings together a wealth of experience covering ancient building techniques and materials and modern restoration techniques. Areas covered include stone, mortars and renders, roofing and timber.

Pearce, David (1989). *Conservation today*. Routledge, London.

This extremely interesting book was produced to accompany the exhibition of the same name which was held at the Royal Academy of Arts, Burlington House, Piccadilly and was organised by the Royal Fine Art Commission and the Architecture Education Trust. The first three chapters deal with the development of the conservation movement in Britain, with occasional references to Europe, since European Architectural Heritage Year in 1975. With the general apathy towards the visible aspects of modern architecture, people were drawn to the idea that there was a "gentler way"; preservation, conservation and adaptive reuse. New groups were formed and these, as well as some of the old groups, became more vocal.

Pearce traces several trends: the increasing focus on the "charm of the nearly ordinary"; the shift from central government to local and private action through incentives; and the shift from "slum clearance" policies to area rehabilitation. He discusses the many and varied reasons for conservation including architectural merit; historical interest; romantic sentimentality; economic considerations; political gain; and symbolic value. Putting funds into conservation has proved to be good value both economically and politically. The emphasis, presently, is on retaining something of the meaning of a building in a social sense and its original inherent quality.

The remainder of the book discusses and illustrates projects of many types from inner city renewal, through restoration of churches, to conservation of rural buildings and adaptive reuse.

A SWAGMAN'S POEM

The following poem was written in 1873 by a gold prospector who was carrying his swag at the time. I find it so applicable to my-self and maybe others like me in the society who preferred friends to fortunesGeorge Heavens.

I might have been rich had I wanted the gold,
 Instead of the friendships I've made,
 I might have had fame, if I'd wanted renown.
 Instead of the hours I've played;
 Now I'm standing today on the far edge of life,
 And I'm just looking backward, to see
 What I've done with the days and the years that were mine,
 And all that has happened to me.

I haven't built much of a fortune to leave
 to those who will carry my name,
 And nothing I've done shall entitle me here
 To a place on the tablets of fame;
 But I've loved the great skies and their spaces of blue,
 I've lived with the birds and the trees;
 I've turned down the splendour of silver and gold,
 To share in such pleasures as these.

I've given my time to the making of friends,
 Together we've worked and we've played,
 And I couldn't recall the glad hours spent with them,
 For the money that might have been made,
 I chose to be known, to be loved by a few,
 And was deaf to the plaudits of men;
 And I'd make the same choice should the chance come to me
 To live my life over again.

I've lived amongst friends and I've shared in their joys,
 Known sorrow with all of its tears;
 I have harvested much from my acres of life
 Though some say I've squandered my years;
 But much that is fine has been mine to enjoy,
 And I hope that I've lived to my best;
 I have no regrets as I'm nearing the end,
 For the gold that I might have possessed.

MIXED FRUIT

Before the outbreak of World War 1 an old man had a small shop on the Prince's Highway at the foot of the long grade south, just down from Waterfall railway station.

He was quite a character and had an assortment of strange signs hanging about. One read "Doo by your drinks here", He used to meet some trains at Waterfall station walking up and down the platform singing out. "Buy some slipstone bananas - choice oranges - all skin and no juice".

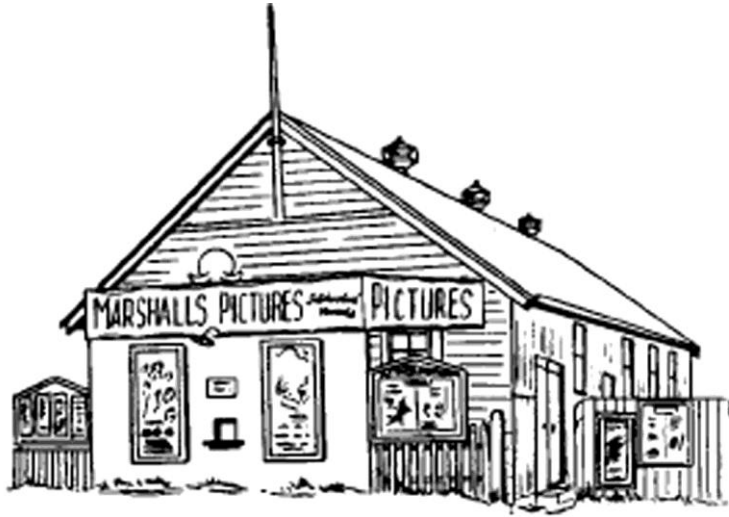
It was a common, rumour that the old man laid out: the deceased at the Waterfall Sanatorium (for T.B.) which had some bearing on the shop trade in particular to the locals.

Source: From an interview with Miss N. Bentley of Menai.

-----Fred Midgley

SUTHERLAND THEATRE MOVIE BALL

The 5th Annual Movie Ball was held on Monday, July 26th, 1926 in the Sutherland Picture Theatre located in Station Street (now Boyle Street) under the able management of Marshall's Pictures the Ball being in aid of the St. George District Hospital..



Mrs. Emily Russack of Marshall's Pictures was a woman of fine business principles, with a very ' wide grasp of show matters, deserved the congratulations for the able manner in which everything was arranged.

A large marquee was erected alongside the hall, where an Hospital Auxiliary provided refreshments at a nominal charge, the proceeds of which were also for the hospital.

On this occasion the hall was inadequate to accommodate the large crowd of about 400 dancers and 250 onlookers. The costumes were excellent and it was a remarkable tribute to Mrs. Russack for it was by far her most successful effort in that venture.

Prizes were given for the most attractive costumes worn by a lady and a gentleman, best poster costume, most humorous or original, and one each for the best impersonation of a lady and gentleman movie star.

So much interest was taken in the affair that the fancy costumes were considerable. In addition to the successful competitors were many who were very little inferior in the point of merit.

The balance sheet and cheque for £28 were handed to the hospital secretary, followed by two donations of a guinea each, which made a total of £30/2/0, and with the Government subsidy, benefited the hospital to the extent of £60/4/0.

Donations of a guinea each were received from some of the major film companies, United Artists, Universal Films, Paramount and Metro-Goldwyn Mayer.

Source. The S.C.A.M. and Everyone's of 4-8-26, from Mrs. Doreen (nee Russack) Cross, 1987.

---Fred Midgley

In April, 1908, W.R. Carrick and Co. purchased the Cronulla Hall from Clr. McAlister and made additions to both ends for living apartments and shop accommodation opened a branch of their well known Sutherland business there. The new business would be right opposite the Post Office.

---St. George Call

Frederick Holt, son of Thomas Holt, was partly deaf and carried a hearing trumpet. He usually drove about in a horse drawn four wheeled vehicle.

---J.T.Nelson

TEACHERS AT MENAI PRIMARY SCHOOL

The school had its beginnings in a 12 feet by 12 feet front room in the home of Owen and Julia Jones on May 19, 1902. A Provisional school, it was recognised as a Public School on 1st, July, 1913.

Following is a list of teachers at the school until 1979. It was a one teacher school until 1952 when another teacher was appointed, The first permanent teachers appointed to the school until 1928 were women. But the teachers were more than just a statistic who came and went, and an endeavour is made here to tell something about them.

TEACHER	APPOINTED	MOVED TO	DEPARTED
Mary E. Richardson	16- 5-02		16- 7-02
Henrietta McAnene	16- 7-02	Darkes Forest	1- 7-13
Mary Gillespie	30- 2-13	Retired	-12-17
Lilian Thompson	26- 4-18	Thirroul (Assist) 29- 6-18	
Clara Huggart	24- 6-18	East Kurrajong	30- 5-28
George Norton*	10- 9-23	Watsons Bay	3-12-23
Hilary Davy*	14- 3-28	Carlingford	13- 4-28
John Sykes	3- 4-28	Deceased	26- 5-28
Clark R. Davis	20- 5-28	Retired	-12-34
Percy Pidgeon	20-12-35	Retired	
James Whitelaw	10- 7-35	Miranda	11- 9-36
James Whitelaw	6-10-36	Sutherland	12-12-36
James Whitelaw	11- 3-40	Sutherland	20- 3-40
Albert Ivers	18- 3-40	Woronora Dam	8- 1-42
Rupert Woodhouse	8- 1-42	Sylvania	6-12-44
Albert Ivers	19-12-44	Retired	
Charles A. Ivers	23- 5-50	Retired	-12-69
Stanley Rixon	27- 1-70		-12-72
Joseph Miranda	30- 1-73	Woronora	-12-75
Martin E. Sweeney	27- 1-76		-12-77
G. Ashworth	31- 1-78		-12-78
K. J. Gilbody	- 2-79		

*George Norton and Hilary Davy and James Whitelaw were relieving teachers.

Miss Mary Richardson the first teacher at the school in 1902 boarded at the home of Mr. and Mrs. Jones which faced the Old Illawarra Road surveyed by the Surveyor General of the Colony Sir Thomas Mitchell 59 years before.

The area was very remote, the nearest vehicular outlet being over the hand winched ferry across the Georges River at what was to become known as Lugarno, and daily travel to and from the school impossible.

Unfortunately, unlike some of the other teachers little is known of Mary Richardson, whether she was a young woman, what she looked

like, where she taught before her appointment to Bangor or where she went after her short stay of two months.

Of Miss Henrietta McAnene, the next teacher there is a considerable record of her during her eleven years in the district and at the school due mainly to Miss Nell Bentley, a former pupil.

Henrietta always dressed as would a school mistress of her era. She was of fair complexion with blue eyes, and slight of stature. At times Henrietta wore an embroidered white long sleeved blouse and a black calf-length skirt. Around her neck was a light chain at the end of which a small clasp lock ornamented watch hung. This she tucked into the top of her skirt, producing it to check times for school recesses and periods of lessons. She was a kind and gentle woman, but very strict when it came to discipline.



BENTLEY'S HOUSE WITH ROOM FOR MISS McANENE ON LEFT OF VERANDAH.

At first Miss McAnene boarded at the Jones home until she moved to the home of Charles and Gertrude Bentley where a small room was built for her attached to the house.

It must have delighted Henrietta to see Hugh Chisholm of Hurstville erecting a building for a school in October 1903 which would be completed by December, thus being able to move from the now cramped classroom in the Jones home.

At the end of each year Miss McAnene held school concerts at "break .up" time.

In July, 1913, Henrietta McAnene left in somewhat sad circumstances being appointed to Darkes Forest, Mr. Bentley taking her to her new lodgings in a four wheeled buggy loaded with her possessions.

After Darkes Forest she taught at Mortdale, but becoming prone to deafness in later years she was appointed to the Correspondence School of the Department.

Miss Mary Gillespie was an elderly lady who succeeded Henrietta McAnene and taught at the school for four years and ten months when she retired.

Miss Gillespie was a tall frail woman. She was said to have Brights Disease and although 60 years of age the Education Department refused to let her retire because of World War 1 and so she struggled on until the end of 1917. She was very patriotic and as the children marched into school held the Australian flag (on a small rod) and saluted it each morning. In school they sang a patriotic hymn, like a prayer for Naval personnel, soldiers and others involved in the war.

Mary Gillespie instigated the move to have a Roll of Honour to the former pupils of the school and those who resided in Menai when they enlisted in the Great War of 1914-18. Money for the Honour Roll was raised by subscription and is today in the foyer of the Menai School in Hall Drive.

Mary Gillespie came from Goulburn and reminded the Menai children that they were "mischievous and the worst she had met - not like the children of Goulburn". She had a row of dishes set in boards and made the boys wash their dirty feet during lunch time.

Miss Gillespie resided in Robertson Street Sutherland, and drove to and from the school in a horse shay (a light carriage) with a hood on

it. She left her horse in Bentleys while at school. During her last year at the school she walked. She was the first teacher to travel each day by vehicular transport as the bridge over the Woronora River was opened in October, 1912.

On her retirement she went to live at Hurstville.

Little is known of Lillian Thompson who, like Mary Richardson was only at the school for a couple of months in a filling in capacity until the appointment of Miss Clara Huggart in June, 1918. Lillian Thompson moved to Thirroul.

Miss Clara Huggart was born in 1869 and was therefore approximately 50 years of age when she came to Menai. Clara was about 5 feet and 11 inches tall, her figure was somewhat gaunt and she wore spectacles. Clara was quite a colourful and diverse character from riding a race horse at "full stretch" bare-back, to composing hymns. She had the children sing hymns she composed one of which was included in the Methodist Hymn book and was sung to the tune of "Old Hundred".

Clara Huggart took her pupils on hikes and nature studies walks to Mill Creek west of Menai school. She encouraged gardening, getting the children to erect a stockade fence around and against the school building, but the wandering horses would "knock" the saplings off the stockade and enjoy a meal of fresh vegetables.

Miss Huggart resided in Grand Parade, Sutherland, between Linden and Vermont Streets and travelled to school in a sulky drawn by slow jolting horse, Dolly. Locals said that had Clara carried cream it would have soon turned to butter.

The children took Dolly from the sulky at the school and harnessed her up for Miss Huggart's journey back to Sutherland. Sometimes when she was without transport she stayed at the school where she had a bed. Despite her advancing years Clara Huggart was transferred to East Kurrajong.

George Norton came to Menai as a relief teacher in 1923 when Clara Huggart was ill. When Norton came he cleaned up the school inside and out and many texts on the walls including a set of "Golden Rules" introduced by Miss McAnene were destroyed. One, God Cares, he turned to face the wall. Norton announced to the local residents that he was an atheist. He arrived in Menai "on foot" from Sutherland to have a look at the place leaving his bags at the station. He found lodgings at Bentleys for the three months he was at Menai before his departure for Watsons Bay.

Little is known about another relief teacher Hilary Davy who was at the school in the latter days of the teaching career at Menai of Clara Huggart in 1928. He boarded at the home of Harry and Lily Buckle.

John Sykes was appointed to Menai on April 3, 1928, but sadly he taught for only about a month when he died of peritonitis.

Clark Davis was appointed six days before the death of John Sykes apparently in a relieving capacity, but became a permanent teacher.



When Clark R. "Pop" Davis came to Menai he boarded at Buckles, near the school. Before his appointment to Menai he was teaching in a small school at Simpsons Ridge, near Bowral. He asked for a transfer to the City as he had done quite a long period of service in the country - so the Education Department sent him to Menai.

He eventually settled in a rented house on the corner of Robertson

and Oxford Streets, Sutherland with his family and bought an early T Ford tourer being the first teacher to use a motor car. After the Ford he bought a red coloured Fiat tourer and then a large Willys-Knight tourer with two additional seats which folded into the back of the front seat. The car was painted green and on occasions the back seating area was full of firewood.

When the cars broke down he walked very briskly with his lunch and Sydney Morning Herald under one arm keeping the other hand free to manipulate his pipe which never seemed to be out of his mouth except in the classroom. "Pop" was bald and like a lot of men in those times never went outside a building without a hat.

He instituted a picnic in the Menai Park on Empire Day. After hearing all about the British Empire at the school, the pupils were then marched around to the Menai Park where there were events for young and old.

Clark Davis was a keen cricketer having played in the country teams and is believed to have played for a country team against a visiting English side. He would sit on the school verandah puffing away at his pipe watching and encouraging the boys playing cricket.

Frs. Davis, like a lot of teachers wives taught the girls' sewing and needlework.

Clark Davis retired from teaching in December, 1935, and continued to live in Sutherland but more towards Kirrawee on the Princes High-way.

Percy Pidgeon was the first teacher to travel to school each day across the Georges River on the ferry at Lugarno. He was a service-man in the First World War and suffered ill health particularly as the affects of gas attacks and was unable to teach.

Mr. Pidgeon was replaced by James Whitelaw of Sutherland on several occasions and was there for two days after Albert Ivers was appointed in March, 1940.

James Whitelaw was a keen cricketer and played in the Sutherland Shire Cricket Association. He enlisted and lost his life in World War 11.

Albert Ivers had taught at a small school in the District of Scots Flat, near Singleton, and on his appointment to Menai took up residence in Sutherland. He drove to school each day in a green 1928 Chevrolet National tourer. Cars in those days took a considerable battering on the rough gravel roads.

Albert Ivers was at Menai for only two years when he was transferred to the school at Woronora Dam. He was replaced by Rupert Woodhouse who resided in Flora Street, Sutherland. He drove a brown 1927 Capitol Chevrolet tourer to and from the Menai school.

When the school closed at Woronora Dam Albert Ivers was transferred again to Menai at the end of 1944. and Mr. Woodhouse went to teach at Sylvania. Albert Ivers taught at Menai until his son, Charles took over in May, 1950.

Charles Ivers had taught at Tabulam in northern New South Wales before his appointment to Menai where he taught for 19 years and 7 months, a term of service which is not likely to be surpassed in the district.



The school expanded rapidly in the 1950s and the School of Arts was hired for classes with Mrs. Ivers, wife of the Principal Charles Ivers, teaching needlework. It was during 1952 a building was erected adjacent to the original building with Miss Anne Robertson in charge. This was the first of a number of portable buildings to be used to provide classrooms as the number of children in-creased to 250.

Stanley Rixon succeeded Charles Ivers and resided at Jannali and Joseph Miranda who was transferred to Woronora and from there he was appointed to Sutherland school.

Martin E. Sweeney and G. Ashworth were the next in charge of the school and when K. Gilbody was appointed headmaster in 1979 the school was beginning to feel the influx of the development of the area.

In 1981 the 9th teacher commenced at Menai and then with an additional three teachers there was a staff of 12 and a secretary.

In 1982 the Primary pupils were moved to a site in Hall Drive set aside for a Secondary and Primary School. In 1984 both Primary and infant classes occupied the new site. In 1986 the new building was commenced and completed for occupation in 1987.

The school, officially opened on Friday, October 20. 1989 by Dr. Terry Metherell, MP, Minister for Education and Youth Affairs now approaches its centenary in 13 years, May 19, 2002.

The Principal at the official opening of the school was Mr. Trevor Somerville.

Source: Department of Education records; interviews with Miss N. Bentley; writer's records. Mr. H. Ivers.

---Fred Midgley

THE DIGGERS LOAN, AUGUST, 1921

Mr. W.R.Ainsworth, President of the Sutherland Shire says -

"I crave your kind indulgence to enable me to place this important matter before the people of the Shire.

On the 28th May last His Excellency the Governor unveiled a monument as a memorial to three hundred men who enlisted from this Shire for Active Service during the Great War. The contributions to the cost of that monument were freely given by the people of the Shire and I now appeal to those people to follow up by investing in the Digger's Loan now before the public.

In the former case you gave freely. In this case you are not asked to give but simply to invest for which you will receive the handsome return of £65 per annum for every £100 invested. As a business proposition it is a gilt edged security and I feel confident that the people of the Shire will respond to the best of their ability."

Source: St. George Call; Illawarra and Cronulla Argus.

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AUGUST, 1913. Sutherland Shire Council was informed that tenders were to be called for delivery of mail matter, portorage of mails etc. in Sutherland.

--St. George Call.

EXCURSION REPORT

As is usual when the report is being prepared for the following months Bulletin, we refer to the Excursion coming up, but oft times the outing is over before the Bulletin is in your hands..

However, we advise that on Saturday, May 19 we shall be visiting Australiana Village, Wilberforce. The cost of the tickets is \$11.00 for members and \$13.00 for visitors, which includes Coach and Entrance Fee. Coach leaves Cronulla at 8 a.m., Sutherland at 8.30 a.m.

On this day, food is available if you wish to purchase your needs there, or you may take a picnic lunch as facilities are available in a very pleasant area for us to have our luncheon.

Plans are in hand for a visit to Picton District -- Saturday, July 21; we will leave Cronulla at 8 a.m., Sutherland 8.30 a.m. and the cost will be \$12.00 members and \$14.00 Visitors.

Our last visit to Picton was on October 27, 1973 - so I guess very few of our present members will have been with us on that occasion. It is a very interesting area and there is so much history too. One of the new places is the Maldon Suspension Bridge, which has been retained as a memorial to the type of construction etc. As it was the route between "the Coast" and Old Hume Highway, you must surely have creased that bridge many times.

On Saturday, September 22 we will visit Brush Farm; we will be met by Mr. R. Buttrey near Hyde Bridge and taken on a most interesting tour, leading up to Brush Farm and nearby places.

The Coach will leave Cronulla at 8.30 a.m., Sutherland 9 a.m. and the cost will be \$8.00 for members and \$10.00 for visitors.

Bookings for the tours are made with Mrs. Ada Cutbush -- all tours bookings open at a meeting. After the meeting, bookings will be taken by 'phone and you will be requested to send your Payment within seven days.

It is unfair to take bookings prior to a meeting, no matter for what reason, because if a very popular outing comes up, this could, and has in the past, caused tickets to be unavailable on the evening they were opened, hence the Committee ruling to open at meetings.

Members of the 1990 Excursion Committee are: Messrs. D. Archer, K. Knight, S. Roberts, Mesdames J. Barrett, A. Cutbush, D. Smith, with myself as Convener.

Nothing has been settled about a time or place, or if we can attempt a week-end tour later in the year. This will be discussed and a decision made in the next month or two.


EXCURSION CONVENER.

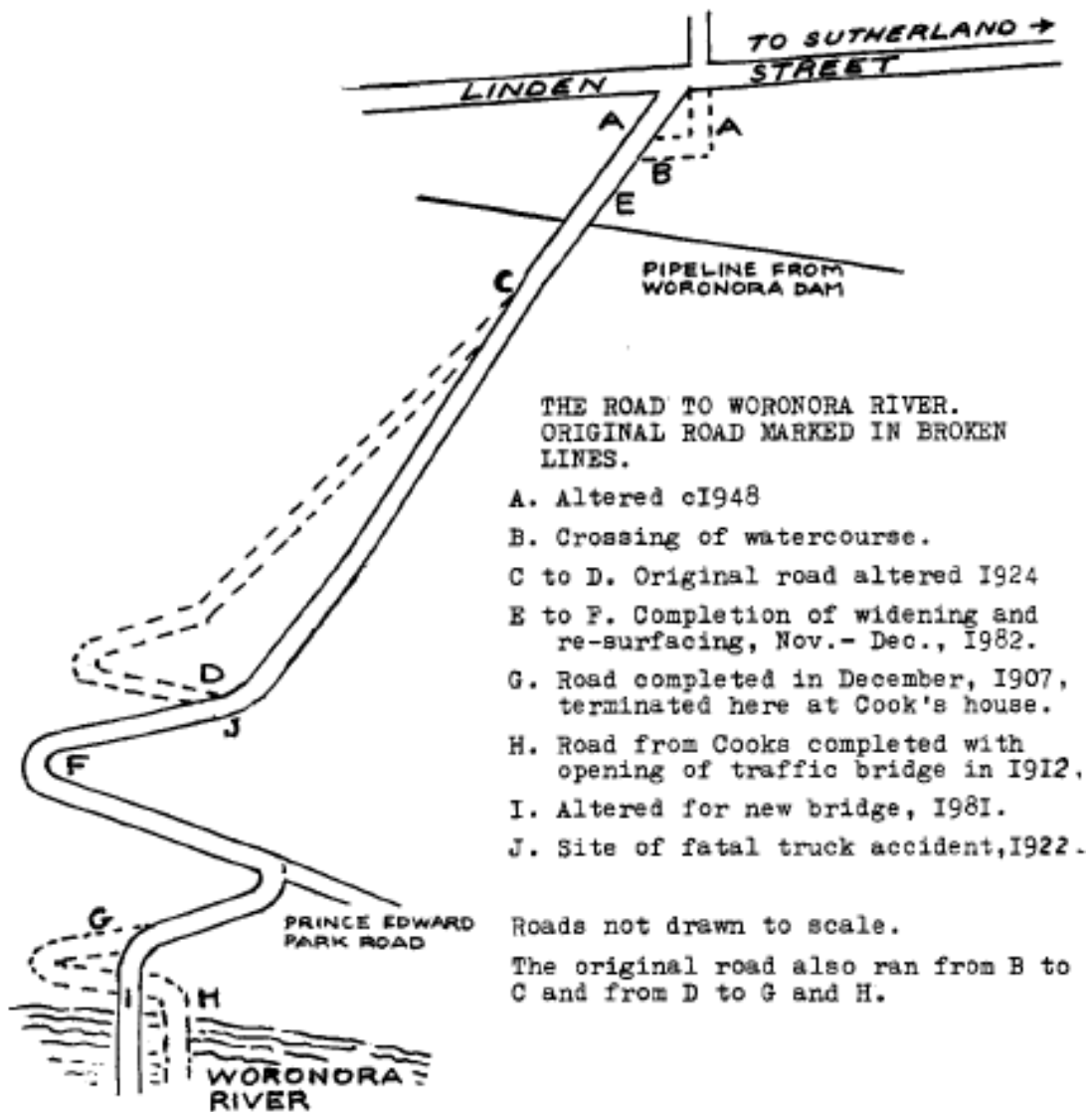
Mrs. A. Cutbush:
30 Hyndman Parade,
CRONULLA.

(Phone 523-9147)

Mrs. A. Griffiths,
34 Richmond Street,
CRONULLA. 2230.

(Phone 523-5901)

THE ROAD TO WORONORA RIVER.



With the proposal of a high level bridge over the Woronora River and alteration of the roadway to Sutherland, the diagram of the road from 1907 to the 1980s shows the alterations during that time.

In 1907 construction was commenced between Sutherland and Woronora when a gang of men from the Public Works were forming the road and blasting rock, with the future prospect of a bridge over the river. However five years were to pass before a bridge was opened.

The road terminated in front of the home of Clr. Robert Cook who was elected to the first Shire Council in 1905, and was a strong advocate for a bridge.

The original survey and construction of the road was extremely dangerous especially on a very sharp bend.

About 1922 an International table top truck was descending the hill to Woronora with a load of happy picnickers looking forward to a day at the river. On negotiating the sharp bend the driver had to

reverse, but somehow lost control of the truck and it plunged over the side of the road and down the embankment.

The rush of the vehicle down the hillside was stopped when it smashed into a large rock, the occupants being catapulted in all directions. One person was killed.

The International had a sloping bonnet like early model Renault cars, and were very popular vehicles in their day. The crash of the truck resounded in the valley and was heard at Midgley's residence a pile away on the Menai Road on the hill on the other side of the valley.



The road in places in those days was hardly two vehicle width. Sutherland Council obtained a grant of £1200 for the wiping out of hairpin bends leading to the Woronora River in March, 1924. The money was allocated by State and Federal grants for the relief of unemployed. Several vehicles have gone over the embankments but there have been no fatalities.

Off Linden Street, the original road took several sharp turns crossing near the head of a watercourse in a dip of thick out stone. A foot bridge ran alongside, this crossing was later piped and the road run over. Around 1948 a big improvement was made with a sweeping turn off Linden Street near the old road, and its link with the road to Woronora was terminated. Several of the wider bends were widened over the years as the traffic increased and to allow for longer wheel based-vehicles.

Source: The "Propellor"; late Jack Midgley; writer's records.

----Fred Midgley

BARDSLEY' S DOUBLE DECKER BUSES

Two of the double deckers of Bardsley's De Luxe Blue Bus Service were Leyland TD1 buses which were acquired by the N.S.W. Railways in December, 1939, with the opening of the railway between Sutherland and Cronulla in the same month on the 16th.

Frank Bardsley had operated buses between Cronulla and Sutherland when the steam tram service closed in 1931. Bardsley was compensated by the Railways because of the closure of his bus service when the railway opened.

The double deckers were transferred to the Department of Road Transport and Tramways in August, 1940. Leyland No. M.O. 660 became Dept, No. 698, fleet No. M.O. 1698. Leyland No. M.O. 287 became Dept. No. 699 and fleet No.M.O. 1699.

Each was a Leyland TDI, Type L27/24R. Chassis No.71175 and 70823 respectively. Both. retained their blue and white colour in Dept. service, until camouflage was said to be applied.

The body of 698 was removed in December, 1941 and replaced on its chassis by double-decker body of No.171 - the Department's only Thornycroft double-decker.



No.698 (with 171 body was withdrawn in September,1947 and sold to Henson's Bus Service, at Corrimal, on the N.S.W. South Coast, as Mo.3383 and was de-registered in May, 1953.

No.699 was sold to Rover Motors

(Bus Service) at Cessnock in July,1946. It became M.O.537. The final withdrawal of the bus is not known.

These two buses were fully imported from England by Bardsley, and on their arrival were in the traditional red colour of the London buses. They were repainted in Bardsley's workshop at Cronulla in blue and white.

Source; Mr. Len. Manny.

----Fred Midgley

* *****

WOOLOOWARE CONGREGATIONAL CHURCH

Families were moving into the area between North Cronulla and Caringbah when the war ended in 1945.

Rev. Eric Watson of the Cronulla Church received many notifications of the arrival of Congregational families into that area which was too far away from the Goward Memorial Church in Wiltshire Avenue to allow regular attendance.

Mrs. Joyce Hampton who was associated with the Congregational Church at Concord for fifteen years contemplated the completion of her new residence in Sturt Road about the end of 1947. She approached Mr. Watson about the possibilities of holding Sunday School and Church in her home. The request was heeded.

On February 8, 1948, the first church service at Woollooware was conducted by Rea, Watson. Sunday School commenced without delay on February 22, of the same year, with Mrs. Hampton as superintendent.

The Woollooware Church formed itself into a duly constituted Church Fellowship of the Congregational Faith and Order at a -Communion Service held on Friday evening, 24th September, 1948. Rev. Watson and Rev. A.P.Campbell conducted the service. This church was affiliated with the Congregational Union of N.S.W. at the October Assembly. The three foundation deacons of the Church were George Hampton, L.A. Vidler and Stanley Stebbins.

Mrs. Edith Cutler of the Cronulla Church presented the new Church with an organ. A pulpit Bible, which needed some minor repairs, was given by Mr.M.J.McDonald, formerly a store keeper at Shelly Beach, Cronulla.

The Church was officially opened and dedicated on Saturday, 11th July, 1953 at 3p.m. by W.Graham Firth.Esq., Treasurer of the Congregational Union of N.S.W. The Church was located in Flinders Road, Woollooware.

Source: 'The Congregationalist'.

----Fred Midgley

Directions in Australian History

Text of an address by Dr Edward Duyker
on accepting the 1990 C.H. Currey Memorial Fellowship¹,
8 February, 1990

I am very proud to accept the 1990 C.H. Currey Fellowship in this the 20th anniversary year of Professor Currey's death. I first encountered his historical work when I was researching my book *The Dutch in Australia*. At the time, I could not have imagined that I would one day be a beneficiary of his estate! Charles Currey's work on the life of Mary Bryant provided fascinating information on an early Dutch connection with New South Wales. It was a Dutch captain who gave the convict Mary Bryant (nee Broad) and her husband the maps and navigational instruments which enabled them to make good their escape. If he were alive today, Charles Currey would no doubt be very pleased to learn that Boswell's defence of Mary Bryant, on which he expended so much research time and effort, has now become the inspiration for a very successful play starring Leo McKern.

On learning that I was to be awarded the Currey Fellowship, I decided to do some biographical research of my own on Currey. I suppose you could call it an act of personal homage. I was surprised to discover that he died at his desk writing a biography. While I don't think that my biography of Marion Dufresne will be the end of me, I am certain that the public at large has very little idea of how much effort goes into producing good history.

Those of you who may have attempted to get some background on the life of Marc-Joseph Marion Dufresne from the *Australian Dictionary of Biography* would no doubt have been disappointed. Unfortunately, there is no mention of the leader of the first European expedition to Van Diemens Land after Abel Tasman. Marc-Joseph Marion Dufresne did not leave us a great cartographic inheritance as did other Dutch, French and English explorers, but his expedition did bring back the very first description of Tasmanian Aborigines and inspired other French voyages. Like James Cook who died tragically in Hawaii, Marion Dufresne died tragically in New Zealand. Their stories share a certain pathos. There is, of course, much more to Marion Dufresne's story than his final voyage. He was a brilliant and daring seaman born in Saint Maïo in 1724. At the age of twenty he commanded a privateer which captured a thousand tonnes of British shipping within a few months. And at the age of 22 he captained one of the two French ships which rescued Bonnie Prince Charlie after the battle of Culloden. Later he made voyages to America, India and China and organized an expedition which discovered five islands in the Seychelles Archipelago.

¹ Established by the Library Council of New South Wales under the terms of the bequest of the late Charles Herbert Currey to promote the writing of Australian history from the original sources.

I firmly believe that one reason Marion Dufresne has been ignored for so long by Australian historians is because their outlook has been largely Anglo-centric. I don't mean to diminish the achievements of Cook who was certainly a great navigator, but the other explorers of this continent have not been given adequate recognition. The "First Impressions" exhibition held in Sydney in 1988 is perhaps a good example of this imbalance. In that exhibition there was one small panel devoted to "major Dutch voyages", yet this panel made no mention of the voyage of the *Gulden Zeepard* which charted roughly 1,500 kilometres of the southern Australian coast in 1627! Was this not a major voyage?

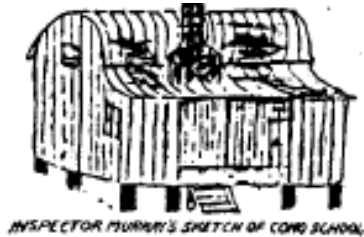
On a more positive note, it is pleasing to read the recent work of scholars such as Frank Horner, Gunter Schilder, Helen Rosenman and Leslie Marchant who have begun to redress the injustice done to non-British explorers. And in a multicultural society such as ours, it is particularly heartening to see an increasing number of Australian historians from different ethnic backgrounds using their linguistic skills and their cultural insights to elucidate our history in marvellous new ways - seeking out the story of this country not only in archives all over continental Europe, but also in America, Asia and Africa. Marlene Norst, for example, has written a pioneering history of the Austrians in Australia, together with a fascinating book on Ferdinand Bauer the Austrian natural history artist who accompanied Matthew Flinders. Marian Kaluski has written on the Poles and a biography of the explorer Paul Strzelecki. Barry York has published the first history of the Maltese in Australia. Andrew and Trevor Batrouney have traced the story of the Lebanese. Gianfranco Cresciani has worked on the Italians. And C.F. Yong has studied the Chinese. There are numerous others.

In this gradual reorientation of Australian history, our marvellous libraries have played an important role through collection development and the provision of research facilities. I don't think Australians realise what impressive democratic institutions our libraries really are. Having been so used to this free accessibility, it came as a great shock to me, some years ago, to be denied access to the British Library because I did not have adequate proof of my *bons fides* as an historian. Fortunately, thanks to the accreditation of Mons. Driencourt, Consul General for France in New South Wales, I certainly did not have such problems while undertaking research in France last year. To give credit to President Mitterand, the French will soon have a brand new *Bibliothèque de France* which will supercede the *Bibliothèque Nationale* and usher in a revolution of accessibility which befits the ideals of the French republic. Britain is also working on a new national library which will give far more public access. As an Australian who has carried out a considerable amount of research in overseas libraries, I feel particularly proud of our libraries and the diligence, dedication and skills of our librarians and it gives me great pleasure to accept the C.H. Currey Memorial Fellowship in this very special venue - the State Library of New South Wales. I wish to thank the Library Council and all of you here today who think enough of the writing of Australian history to wish to share this moment with me.

FROM COMO TO INGLEBURN ?

In 1987 Ingleburn Public School celebrated their centenary. In a book published as part of the celebrations I came across some interesting information relative to the Sutherland Shire on the second page of the book regarding the first school building at Ingleburn.

By late November, 1886, the Department of Public Instruction had accepted a tender from Mr. William Gee of sixty eight pounds, twelve shillings for the removal of the school building from the Brooks Point Road in the Sutherland area, and its re-erection at Ingleburn.



Como school which had opened in February, 1884, was located on the Point overlooking Scylla and Double Bays had served its purpose by the end of 1885 when it was closed. This was due mainly to the railway construction workers moved further along the line. The school was originally for the education of their children, with some of those of fishermen.

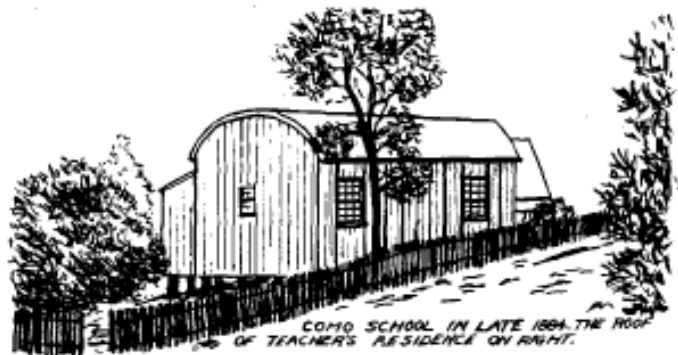
The building measured 30ft. by 16ft. and was of wood construction with a semi-circular iron roof.

Records do not state how Mr. Gee transported the building to Ingleburn, but a large flat top wagon would have been used and hauled by horses or bullocks.

Various thoughts come to one's mind of how did Mr. Gee get it to Ingleburn. The steam ferry had commenced only a few-years before and seems the most likely access. There was no bridge over the Woronora River or a road to Liverpool, and it was a long way down the coast road above Bulli before travelling via Appin to Campbell-town. To have loaded a large barge and have it towed to an appropriate site along the Georges River seems unlikely.

Mr. Gee was made responsible for any damage caused by him in taking down and re-erecting the building. Mr. Gee also had to remove and re-erect at Ingleburn, two 400 gallon water tanks. They had to be finished with the best paint. There were two water closets at the Como site with surrounding screens. Mr. Gee had to erect two new ones as well as the appropriate screens.

In the history of Ingleburn school it states that the furniture had been removed because of its requirement elsewhere by the Department. Mr. Gee had to also erect new furniture.

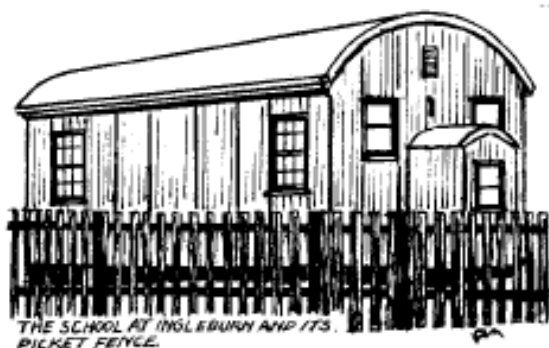


This states there was no furniture in the school at the time of its removal. James Murphy, manager of the Holt-Sutherland Estate had written to the Department of Public Instruction "that the school

furniture should be taken away at once as the doors of the building are open to the public and the furniture being damaged." The Department acted and removed the furniture.

In contacting the Department of Education they suggest in the calling of tenders in 1908 for the removal and private use of the remaining materials could be that of the school house for which the tender of Senior Constable Lewis of Sutherland for the sum of £10/12/6 was accepted.

A photograph of the school building in the book shows its wooden vertical weatherboards and semi-circular iron roof. A photo-graph of the building at Como taken in late 1884 shows the semi-circular roof and wooden structure. A sketch by the school Inspector of the proposed school building in 1883 shows the same design with the provision of a partly closed in verandah. In the photograph taken in 1884 the verandah can be seen, , and as the picture was taken from the west it faced the north with views of the Georges River.



A teacher's residence had commenced to be built in June, 1884, on the eastern side of the school. It remained on the site after the removal of the school building for it was used as the residence of Mrs. Maria Meyer, Sutherland's first teacher who had taught at the Sylvania school when it opened in April, 1884. On its closure Mrs. Meyer was appointed to Sutherland.

It has been mentioned that the school was located at Brooks Point Road. Who was Brooks, a name in those early days now lost in history over one hundred years ago? A photograph of the Point which I have shows on the caption, School Point, Como. School Point appears to be a very appropriate name. As far as I can ascertain the Point appears to have no official name, and if not it be significant to have it named as a reminder that on the Point there stood the Shire's first Public School.

The Point is marked Green Point on Inspector Murray's sketch of the proposed site of the school. Green Point Road today is located at Oyster Bay running out to the Point of the same name at Coronation Bay. All so confusing.

The old building continued to be used at Ingleburn school until a new building was opened in the latter part of 1892. It was then put up for sale and eventually was used as a School of Arts until a few years before the First World War when its useful existence as a place of learning ended.

Source: "Ingleburn Public School Centenary, 1887 - 1987"; Mr. Alan Smith; writer's records; Department of Education.

-----Fred Midgley

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In May 1945 the Department of Road Transport wrote with regard to the Shire Council's request for the extension of the bus service to Menai on Route 237 requested the matter stand in abeyance.

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

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