

SUTHERLAND SHIRE HISTORICAL  
SOCIETY INC  
QUARTERLY BULLETIN

Design by (the late) Fred Midgley



No. 80

MAY 1993

Price: \$1.00



"HOMELEA"

Woronora Road, Engadine

Built by Charles McAlister around 1890 on his "Engadine Estate" - named after the Engadine district in Switzerland, it was thought to be related to coach services which used to travel along Woronora Road, as part of the original Sydney to Wollongong road via Lugarno ferry.

COVER ILLUSTRATION by courtesy of Sutherland Shire Council. It is one of a set of ten drawings by George Youssef, produced by the Town Planning Department (Design Section) in 1988 as a Bicentennial Project.

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QUARTERLY journal of the Sutherland Shire Historical Society, Inc.

Vol.2a No. 2

May, 1993

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GENERAL INFORMATION - Sutherland Shire Historical Society, Inc.

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JUNE MEETING

Friday, June 11,

MEMBERS: Please note that the above meeting will be held in the Entertainment Centre RAINBOW ROOM, (ground floor to right from Eton Street entrance door), next to the Council Building, at 7.45 p.m.

On this evening, there will be a Citizenship Ceremony in the Council Chambers, thereby making the Suite unavailable to us.

We are appreciative of Council's action in this matter and ask that you remind your friends of the change for June.

M. Blackley

Honorary Secretary.

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UNFINANCIAL MEMBERS

A reminder notice is enclosed herein to members who are unfinancial for 1993. Your attention to this matter would be appreciated.

M. Blackley

Honorary Secretary,

## HERITAGE WEEK

Heritage Week was a huge success, but I am told the numbers attending were down on previous years. Perhaps this was due to all the functions in the Shire during that special week.

I very much regretted not being there, but as explained previously the change of "Heritage" date caused this.

To everyone who assisted in any way with the Setting up, day to day needs, and taking out of the display, the Society is very much indebted. It is not possible to list all the names of those who assisted, but special mention should be given to Mr. and Mrs. Ivers, Mr. and Mrs. Platfoot, together with Mr. Allan McGrath, and to Mr. Will Newton and his non-member friends and supporters for the ideas and other help, which allowed us to choose "Golden Days of Radio" for a theme.

A full report has been prepared by Mr. Ivers and is included in this Bulletin.

Aileen Griffiths  
President

## BULLETIN

As we welcome Mr. Harold Ivers as the new Bulletin Editor, together with Mr. Andrew Platfoot. as the Deputy Editor, we need members to send items to make up the Bulletin pages.

We are prepared to do any typing of an article you make available, or to help you with its preparation. Many have knowledge of early days and if our generation does not do some recording the history will be lost forever

The future of the Bulletin depends on your contributions: please support those members trying to make it an enjoyable and respected publication.

Aileen Griffiths  
PRESIDENT.

### PRESIDENT'S REMARKS

Following our, return to Sutherland Shire Council Executive Suite for meetings, I'm sure all members will agree the comfort and amenities are of much value to our Society, and the new starting time of 7.45 p.m. seems to be very suitable for everyone.

At the Annual General Meeting some members retired from office and we thank them most sincerely for their contribution to the running of the Society. To the members who accepted office for the ensuing year, on your behalf, I express our appreciation of their support. It is hoped the vacancies will be filled at the forthcoming Executive Council Meeting.

For the past twelve months Mr. Will Newton has been carrying on as Acting Editor of the Bulletin and reluctantly he has advised this cannot be ongoing. We must respect his need to give time to personal projects set aside because of his commitment to this Society and on your behalf we again thank Mr. Newton for stepping in at such short notice when Mr. Fred Midgley passed away. The copies he produced, were outstanding and no words can express our gratitude to you Will, for your devotion to the Bulletin.

We are now appealing for a member to offer to prepare the Quarterly Bulletin, together with an Editorial Sub-Committee of your choosing to assist you where required. The Bulletin is a very important part of our Society and like the show - "it must go on".

This, the May issue is an emergency edition -- please bear with those members who have assisted me with the production and distribution.



PRESIDENT

### GUEST SPEAKERS

May -- Ald. R. Rathbone, Mayor of Rockdale. "Viscount Sydney"

June -- Mr. H. Cuddy - Dams of the 'Water Board

July -- Chief Inspector Neil Gould - Cronulla Police Command

August - Professor Dr. P. Orlovich - To be advised

In November we will be welcoming Burnham Burnham as our guest --to recognise the Year of the Indigenous Peoples.

CRONULLA'S UNIQUE SISTER PATROL - PLYMOUTH, U.S.A.



Chief Inspector Neil Gould (Left) and Plymouth Police Chief George Madsen Junior (3rd from Left) outside Plymouth Police Headquarters at the exchange of State Flags Ceremony.

THE COMMANDER OF THE CRONULLA POLICE PATROL AND THE POLICE CHIEF OF THE AMERICAN TOWN OF PLYMOUTH, MASSACHUSETTS, HAVE ESTABLISHED AN UNIQUE 'SISTER PATROL' RELATIONSHIP.

This arrangement was confirmed on 29th September, 1992, when Chief Inspector Neil Gould, Cronulla Patrol Commander, exchanged State Flags with Plymouth's Chief of Police, George Madsen Junior at a ceremony in Plymouth.

The concept of a Sister Patrol relationship began when Chief Inspector Gould identified that Plymouth and Cronulla as Police Patrols had remarkable similarities.

Both Cronulla and Plymouth have similar geographic and demographic features, as well as crime trends and community attitudes. Chief Inspector Gould said, "There are even historical similarities in both Patrols when one considers the significance of Plymouth Rock in 1620 and Captain Cook's Landing Place at Kurnell in 1770".

Chief Inspector Gould and Chief Madsen began corresponding with the aim of establishing professional and social relationships.

While holidaying in Massachusetts in September, Chief Inspector Gould visited Plymouth and its Police Department and said he was most impressed with what he saw. Known as 'America's Home Town', Plymouth's Police Department is one of America's oldest.

Plymouth Police Department is commanded by Chief George Madsen, Jnr, a veteran of 27 years, who progressed from Patrolman to Chief of Police. Chief Madsen has a staff of 64 Police Officers, 10 Sergeants, 4 Lieutenants and one Captain. In addition to these full-time sworn officers, they have 11 part-time police, 20 parking police, 5 civilian dispatchers in Communications and 5 other civilians in their clerical department. The town of Plymouth covers 101 square miles with a population of 50,000. The main tourist attraction of Plymouth is its links with the "founding fathers" in the year 1620. Plymouth has a beautiful waterfront area that is the home of several fishing vessels. South of Boston, Plymouth is currently experiencing the influx in social and economic problems caused by growth through decentralisation.

At the ceremony when flags were exchanged, Chief Madsen said, "The Plymouth Police Department is very pleased to enter into a 'Sister Patrol' relationship with the Cronulla Patrol of New South Wales, Australia. After reading your initial letter, I could see that we had many similarities, but only after meeting with you and discussing these facts further, I found that our Police organisations

and the area we patrol are amazingly alike. As a result, I believe that we can only improve our policing methods by sharing experiences and professional knowledge. I feel we will gain insight and understanding of our mutual problems and concerns in hope of better serving our respective communities".

Chief Inspector Gould said, "I spent three days with the Plymouth Police Department enjoying their hospitality and observing their patrol practices and discussing policing trends and issues. A highlight of my visit was an invitation to attend the Fourth Annual Local Law Enforcement Conference in Plymouth. This conference is sponsored by the Boston Edison Nuclear Security Sections and I was able to inspect the Pilgrim Nuclear Power Station to observe a simulated emergency in the Station Control Room".

Chief Inspector Gould said, "I found the Town of Plymouth Police Department to be a progressive and professional organisation, providing a high level policing service to its local community".

The above article was contributed by Chief Inspector Neil Gould, Cronulla and published in the "Police Service Weekly", 14th December, 1992. NOTE: Chief Inspector Neil Gould will be Guest Speaker at our July meeting.

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### TO GO TO HORNSBY

Travel information taken from an old street directory  
(Contributed by George Heavens)

Leave Sydney by vehicular ferry at Fort Macquarie and cross over to Milson's Point.

On leaving, keep straight up the hill till trams are met. Follow these to North Sydney Post Office.

Follow the tram line past the post office. The lines to the right go to Mosman etc. When the top of the hill is reached at Crow's Nest, the Willoughby and Chatswood trams branch to the right. Keep straight on.

Cross railway at St. Leonards. The road is in a very bad state, but easy to follow for 1 ½ mile (where trams turn left) to fire station. The road is not any better till Chatswood is passed and the new Gordon-road is reached.

For the next five miles the road is in splendid condition and easy to follow through Roseville, Lindfield, Gordon to Pymble.

The railway is crossed by bridge and again before entering Turramurra, one mile beyond. The road from Pymble to Hornsby is in fair condition only. At Pearce's Corner, turn right and run to Hornsby 1 ½ mile further on.



HISTORY OF LAND AT CORNER OF KINGSWAY  
AND GANNON'S ROAD, CARINGBAH.

On 30th October, 1857 John Connell Laycock was granted 143 acres (Portion 42 of Parish of Sutherland, County of Cumberland).

His grant extended to Burraneer Bay and included the property now called "Fernleigh".

Over the years this was split up to become residential blocks. One of the first subdivisions, if not the very first, took place on 8th June, 1909. At this stage the owner being Mr. L. A. Curtis.

The whole area between Dolan's Rood and Port Hacking Road, Caringbah, was given the name "Village of St. Mervyns at Sutherland, (D.P. 5605).

This subdivision gave twelve blocks to the section of land bordered by Kurranulla Beach Road (now Kingsway), Gannon's Road, Caringbah (on the plan for the subdivision Caringbah had an extra "A"). and Coral Road.

On 12th November, 1941 the ownership of Block No. 1 (corner of Gannon's and Kingsway) was changed (Cert. of Title Vol. 5281 Fol. 145) the owners were Alburn stationers, Arthur and Minnie Isabel Hewish. The area of this block was 3 roods, 6 and one quarter perches.

Arthur Hewish died in January, 1945 and the corner block was sold to my father, Reg. N. Dallimore on 13th February, of that year.

The block, which fronted onto the Kingsway and went up Gannon's for a distance was subdivided into a large block fronting on the Kingsway, which Reg. intended to build six shops. Behind that a lane was planned and beside the lane three house block all coming out into Gannon's Road.

Five shops were built in 1952 & 53 instead of the proposed six in the name of a company called "Crestacar". Dad taking letters from each my sisters' and my married names -Creighton, Stafford and Carmichael- much like he did in the 1930's to name our home "Jenola" with letters from our Christian names - Joy, Norma and Elva.

A lane is shown at this time (D.P. 26124), behind the shops which was passed by Sutherland Shire Council on 17th January, 1955, but it wasn't until C 1984 that a sign was actually erected with the lane name displayed as "Jenola Lane".

Almost exactly 100 years after John Connell Laycock was given the grant the shops opened as "Jenola Centre of Service". The original shopkeepers were, on the corner R.H.Dobson, milkbar, then came Kev West in his grocery shop, Oscar Hayes a butcher, Mr & Mrs Flavelle with a clothing store and Harris & Hoffman in a toy shop.

A transfer of ownership of lots 6, 7 & 8 (the house blocks on Gannon's Road) took place on 18th March, 1955 to Eugene Henry Newman. where three houses were built by a builder named Kelly of Kingsway, Caringbah

Reg. Dallimore passed away on 23rd April, 1965 and the R.G. recorded on 6th September, 1967 his widow, Phyllis of Cronulla took over his quarter share.

cont'd



On the 26th January, 1972 the shops were sold to H.V. Arnold & sons P/L and again on 18th May, 1973 to Roing Investments P/L. and yet again on 7th July 1983 to Leroy Properties P/L. It was the last owners (to this date, May '85) who demolished Peg's five shops reallocated and redesigned them giving off-street parking to seven or eight new shops. The original five shops had plenty of parking in front when originally built but with the widening of the Kingsway this was taken to form the road. Where that parking was the position of the steam tram track and on the corner of Gannon's & Kingsway a tram shelter shed stood. I remember the shed in my childhood but not the trams as they were discontinued in August 1931 when I was only four months old.

Elva N. Carmichael.

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"IF ONLY I HAD TAKEN NOTES."

During the nine years my Dad, Reg. N. Dallimore, was a Councillor in the Sutherland Shire Council (1941 to 1950), he gradually collected historical photos of the Shire from the Lands Department and many old residence then living in the Shire.

Dad was a keen photographer, having his own darkroom, made negatives from some of the photos and copied them, keeping some copies for himself. Just as well because I was told some years ago that the Council's copies no longer exist as white ants had made their nests in the photos (as nothing was done with them) and the lot was destroyed when the Council moved from the old Chambers on the corner to the present building.

I have still some of these photos and negs. of Dad's.

One is a well known photo of Miranda Public School of 1908. It shows the old school with all the children gathered in front for the photo with four horse drawn carriages.

I remember showing Len Fletcher the photo. Len, who had lived all his life in Miranda, was about 80 at the time, identified himself, his brother, Norm, his cousin and friends, and the list kept going on. He even identified the carriage drivers telling me who drove to Sylvania, Caringbah etc. etc.

Why hadn't I taken more notice at the time and written it all down as Len spoke???

Elva N. Carmichael.

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## Willem Siebenhaar:

Poet and Translator

by

Edward Duyker

Willem Siebenhaar - the translator of the first printed book dealing with Australia, Jan Jansz' Ongeluckige voyagie van't schip Batavia (1647) - was born in The Hague on 28 July 1863. At the age of fifteen he began a life-long interest in the game of chess and, in 1881, won a divided 3rd prize in the Dutch Chess Federation's annual tournament in his home town. The following year he graduated from the University of Delft. Shortly after attending the Gouda Chess Tournament of 1884, he left the Netherlands to become a teacher in England

In 1891 Siebenhaar emigrated to Australia and joined the staff of Perth High School. In his adopted city he continued his interest in chess. After a match with the South Australian player Ernest Hack, in 1892, he became the unofficial West Australian Chess Champion and also took over Hack's chess column in the Western Mail. Siebenhaar lost his honorary title to Arthur Stevenson (who played under the name A.L. Hudson) in 1894, but remained a high-profile player in subsequent annual official championships and inter-state matches. In 1895 he joined the Western Australian Public Service and became sub-editor of the State's Year Book. It was during this period that Siebenhaar began his English translation of the Ongeluckige voyagie or "The Unlucky Voyage" which deals with the wreck of the Batavia on Morning Reef (off Geraldton, Western Australia) in 1629. This was at the behest of Florence Broadhurst whose firm was working the Guano deposits on the Houtman Abrolhos and who had acquired a vellum-bound first edition of Jan Jansz's account in July 1895. In Voyage to Disaster Henrietta Drake-Brockman tells us,

"William Siebenhaar, a Dutchman living in Perth, pored over the difficult black-lettered type and eventually made an excellent translation. This went no further than the pages of a local weekly [the Western Mail, Christmas 1897], but excited an interest that eventually spread across Australia and has never completely faded."

Willem Siebenhaar eventually rose to become Western Australia's Registrar-General and Government Statistician. In 1910 he founded and co-edited the literary magazine Leeuwin, but only six issues were published. In the same year his Dorothea: A Lyrical Romance in Verse was published in London by Jarrolds. From a letter

he wrote to chess champion W.S. Viner, we know, that suffering from ill-health, he visited Britain and attended the Scheveningen Chess Tournament in the Netherlands in 1913. From Europe he also wrote to both the *Argus* and the *Sydney Morning Herald* seeking "patriotic" financial support for Viner to attend the 1914 St Petersburg tournament. After "a lot of walking exercise" his health improved and he apparently returned to Western Australia in late 1913. After the First World War, Siebenhaar and A.T. Chandler published *Sentimental Sonnets* (Australasian Author's Agency, Melbourne, 1919).

Siebenhaar's "Abrolhos Tragedy" certainly helped inspire the work of a number of Western Australian historians and writers, in particular Henrietta Drake Brockman and Nicholas Hasluck. And his translation ultimately contributed to the eventual discovery of the Batavia wreck site off Morning Reef in 1963. Siebenhaar's other great translation was of Eduard Douwes Dekker's masterpiece *Max Havelaar*. This bitter indictment of the Dutch administration of Indonesia, first published in 1859, had an enormous impact on public opinion; it remains one of the great works of anti-imperialist literature. Siebenhaar's 1927 translation carried a preface by D.H. Lawrence. He died in Sussex, England, in 1937.

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(3rd and extended edition), Dept. of English Language and Literature, University of Adelaide, 1984, pp. 96-97.

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DOROTHY ROSE SWEENEY  
1899 - 1920

Following the recent Open Day at Garrawarra Hospital for the Aged (Saturday 27th March), it might be appropriate to recall a previous role as Waterfall Sanatorium for tubercular patients, and chart one such case. Medical details have been provided courtesy Dr Tony Burns.

Founded by the appropriately named Sister Sarah Stork (later Mason) in 1911, when inroads were already being made against the disease, which had peaked with late nineteenth century industrialisation, although it still claimed more lives than the total of all other communicable diseases.

Dorothy Rose Sweeney was born at Waterloo in 1899; father Hugh Joseph was described on her admission papers as a road worker. A simple calculation indicates her mother Jessie, nee McIlhenney, was about twelve years older than her father. By 1919, the family were living at No. 13 Cambridge Street, Peshurst, opposite Peshurst Park, rather distant from the railway and shopping centre, and which must have seemed like the country after the factories and rows of single storey terraces - and some very real slums, at the time - of Waterloo. In 1919, Dorothy's occupation was described as "printing worker".

Earlier, she had developed a persistent cough after contacting measles at fourteen; thereafter the disease remained inactive until September 1919, when she spent a week in bed with influenza and she suffered night sweats, a steady loss of weight from 7 stone to 5 stone 8 pounds, and began coughing blood in early November.

On admission (26th November, 1919) she was diagnosed as having both lungs severely affected; lesions were discovered at the right apex and an area near the vertical border of her right scapula. Noises were heard throughout her left lung. Although her appetite was not too bad, her breathing was severely restricted. Customary elevated temperature of tuberculosis was checked at 102.6 degrees.

Dorothy passed Christmas of 1919 and celebrated her twenty-first birthday at the Women's Hospital, Waterfall Sanatorium, where convalescences were often calculated in years. She died on a cloudy and unsettled Friday, 17th September 1920 after a 296 day stay; cause of death was attributed to heart failure, which properly refers to inability of the heart to maintain blood pressure.

Although Waterfall Sanatorium possessed its own cemetery, Dorothy was interred in a family plot in the Roman Catholic section of Woronora, which she eventually shared with her mother, who died in 1938, and her father, who died in 1951; and also one James Hayes, possibly a maternal uncle, who had died in 1915 aged 90. (This person has proved very difficult to trace).

Electoral rolls attest that Hugh Sweeney, labourer, continued living at No.13 Cambridge Street until 1938, when his wife died and he would have been close to retirement. His son James, a butcher, lived with his family during the 'thirties at No.9. Both these houses, built on narrow allotments, have long since disappeared beneath home units.

Growing incidence of tuberculosis, as the germs become immune to many drugs, is becoming a matter of concern again.

-- Rhys Pidgeon

## HERITAGE WEEK 1993

### GENERAL

The topic chosen for 1993 Heritage Week was "The Golden Years of Radio" and it provided a very different atmosphere. The principal displays were the schoolroom, a collection of vintage radios, photographs of radio personalities of the Golden Years, a limited collection of household items, a photograph and camera display, a stand of photographs of old Sutherland Shire, and recorded programmes of those days from the Archives.

Display items and furniture were provided by members and the museum. Transport was provided by members, members' family and the library. Handling and positioning was done by the same group. Assistance on site was given by Entertainment Centre Staff.

### ATTENDANCES

Attendances were well down on previous years. Recorded attendance of adults at the entertainment Centre is 638 (750 last year). Attendance at the museum during the week was negligible, the only recorded attendance was on Sunday 4th April when 50 adults and 20 children attended as a result of the tourist bus stopping there. Last year many school students passed through the museum after see in plays, but this time they did not "because they did not have the time". Many did not attend the Entertainment centre for the same reason. Children this year 458, 920 last year.

### SUMMARY

Interest among the adult population was much the same as in previous years, but attendance was lower. Attendance by school children was only half of 1992 figures, and none of these attended the museum whereas last year more attended the museum than the Entertainment Centre.

The work in setting up and clearing the displays is increased by the new arrangements in Eton St. The need to raise and lower items by stairway remains as usual.

### THE FUTURE

While the age of workers increases, the number of these people decreases.

Choice of a topic has become difficult as most applicable subjects have now been presented.



Harold Ivers 3/5/1993

## GEORGE HEAVENS REMEMBERS

### ST JOHNS CHURCH - ROCKDALE

As a small boy I, along with my family, always attended Church on Sunday - St John's Church of England, as it was then known. At a tender age I became a choir-boy, as I was considered to have a good voice and this went on for many years. Mr Mashman was the Rector and Mr Alderson was the choirmaster/organist, but eventually Mr Alderson left us as his views and the Rector's didn't seem to be the same. We then acquired a new choirmaster/organist - a Mr Heuston. He was a real queer type of bloke and, as I see it now, he was a real queer but, in his favour, he could sing. He had an excellent voice, understood the job, an excellent organist and a great organiser. He was a wonderful acquisition to the Church and during his first six months the congregation doubled through his efforts. He purchased a large (second-hand) pipe organ out of his own pocket, an interest free loan. He pulled the organ to pieces and erected it in the Church; on his own and in his own time. Against the wishes of the Rector, he advertised locally for choristers and, when he secured several, he promptly dismissed many of the old hands and all the ladies, replacing them with boy sopranos. This upset the Church Wardens and the Rector, but the people still came in dozens to all services. He would get guest singers to come to the evening services, not necessarily to sing hymns. I can remember on a few special occasions having a full string orchestra there to play along with him on the organ to a packed congregation. We, the choir, rendered many anthems including 'The Messiah', as well as many excerpts from the operas, after the evening service.

In 1921 H.R.H. the Prince of Wales (eventually the Duke of Windsor) came to Australia and attended St Andrews Cathedral for the morning service. I was one of the choir-boys selected to attend and sing in the presence of the Prince. I had the 'best seat in the house' for I sat facing the congregation about 15 feet from the Prince, who was only 23 years of age. The Prince was quite amused by the antics of all the choir-boys for he winked repeatedly at us. As a reward for the parts we played, each visiting choir-boy was given a one year free scholarship to the St Andrews' Choir School for the year 1922. Yes, Mr Heuston was a great choirmaster.

One night I recall he had Mr Massey, the top organist from St Andrews to play for us while he, Mr Heuston, played at the Cathedral. Two boys had to be at the back of the organ to pump the bellows. You pumped like mad and the 'mouse', as it was called, would come down; then you could rest until it went up to the red line - then pump again. On this particular night I recall one boy slipped out through the little door for personal reasons, while the other boy pumped alone. The organist hit a lot of thunder notes and the 'mouse ran up the wall' so fast the boy couldn't keep up the pumping and silence spread over the Church. The organist stopped, jumped up and ran around to the back of the organ to see what had happened. We lost one of our mates over that dreadful accident.

However, for all his good work and foresight, Mr Heuston could not get along with the Rector and his Wardens so, when they had paid him for the organ, he was paid off too. We retained a good congregation for about six months, then it dwindled off to what we had before Mr Heuston came. I guess the organ is still there.

While I was a member there a gifted deaf boy (about 20 years old) made a lot of new church furniture for us - including a lectern - and I remember our old lectern was given to St John's at Sutherland. It was in the shape of an eagle or, as I was once told, a falcon, for when sustenance is short the falcon tears its own breast to let its young feed on its blood. The last time I visited St John's at Sutherland, the lectern was still there.

St John's at Rockdale built the school hall first, used it as a church, then later built the Church. I have photos of the hall only standing next to Burns' Timber Yard and later, the Church and hall. Both buildings are still standing opposite the Rockdale Town Hall.

St John's did not have a graveyard, although St Andrews at Kogarah did, as did the Methodist Church in Pay Street, Rockdale.

My father was a Lay Preacher in those days and would often take the evening service at St Marks, Brighton-Le-Sands. In those times it was a very bushy area and the sandflies attended church too. St Marks Church was a ready-cut church; sent out in a pack. It was erected by the male members of the Church one Saturday and a service held in it the next day before it was consecrated. During the following week, gale-force winds blew the Church down and professional carpenters had to rebuilt it.

I bring to mind the McNeals, Dr Graham, the Moins, Steven Goodwins, Mr Sharp (who had a patch over one - like a pirate), Mr Petchler, Mr Rickards, the Strongs, the Deaseys, the Fieldhouses, the Boddingtons, not forgetting Ptollar de Schmidt (Percy's sister), the Clarrages and the Greens - just to mention a few.

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A typed copy of the hard to read, hand written original in my possession. (21st November, 1991 - G.H. Heavens)

Public School  
COOGEE  
4.8.1922

Memo to Mr Wyatt:

In reply to yours of 2.8.1922 -

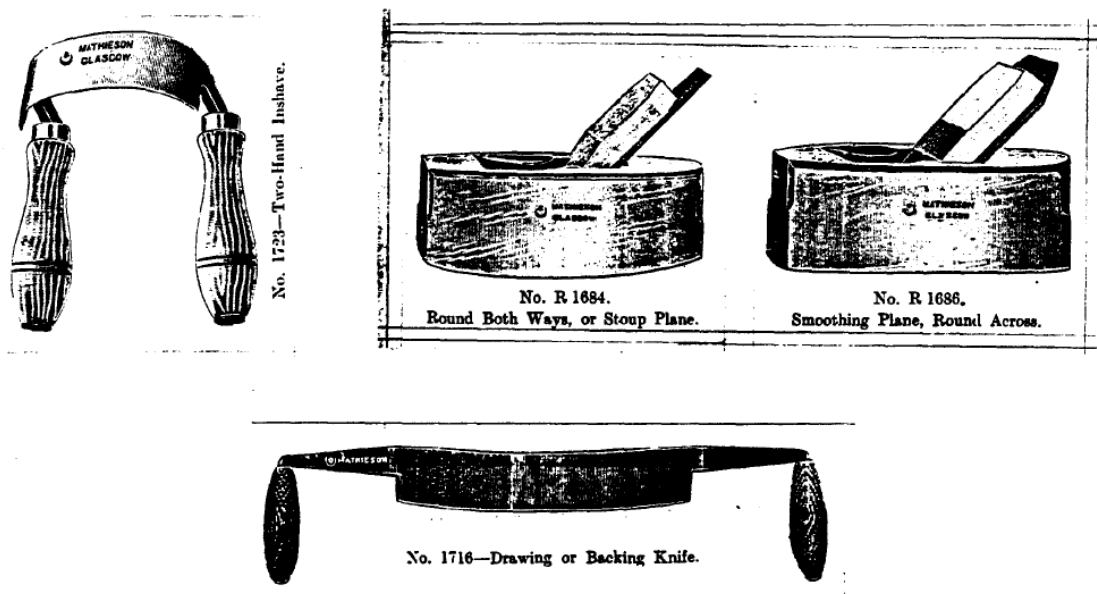
1. Flag Pole: The pole was supplied through Col. Vernon, Department Architect, in 1906 or 1907. It was altered, the cross trees added, wire supports and etc. by the P. & C. Association in connection with the erection of monument.
2. Monument: At my request a working bee was formed of local residents, the stone was quarried and carted, and the Monument erected by voluntary labour under the direction of Mr J. Dunlop. The marble slab containing names was paid for from funds subscribed in connection with the Monument.
3. Flags: The Empire Flag was donated by Mrs Hugh Dixon, President of the Women's Empire League through Mr Elliott (at present gardener to Sutherland Shire Council). The Australian Flag was purchased by me out of school funds.

Date of monument I cannot remember, but that can easily be found on inquiry. Flags: Date about 1906 or 1907.

(Signed) N.J. Chiplin

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## BREWING IN NEW SOUTH WALES - PART VII

(Stewart Roberts Collection)

It would seem, then, that 1804 was the first year in which Squire's name appeared in Australian published records.. But this fact, while significant, is not so damning to his claim as it might look at first glance.

Squire came out with Phillip's first fleet, and the circumstances under which he did so, which will be found on page 379 of Phillip's "Voyages to Botany Bay", 3rd edition, 1793 must have been common knowledge in the small colony.

As an emancipist, there would have been a very distinct gulf between him and the governing classes, a gulf which even Squire's increasing prosperity and growing commercial and land holding importance would find difficult to bridge. Social inequalities were more marked in those days than they are now, and, in a community such as the Colony was then, the division between those who governed and those who were governed was, necessarily, even more pronounced. It is natural to assume that Squire would have had to rehabilitate himself beyond all doubt before official approval and encouragement could publicly be bestowed on him.

But while bearing these circumstances in mind, it is difficult to imagine that they should account for such an utter lack of reference to Squire and his business in the public records had he commenced brewing as early as some writers claim. There is a space of thirteen years between 1791 and 1804, and it is hardly credible that, had an Australian beer been brewed steadily during that period, and supplied to the settlers, some references to it should not have survived in more concrete form than tradition.

Furthermore, it must be remembered that from 1792 to 1795, the Colony was under the control of the military, who had monopolised the whole of the liquor traffic for the benefit of themselves and their friends. Boston and Ellis were definitely refused all trading facilities, and while there is always the possibility of personal dislikes having led to the victimisation of one trader while another was allowed to carry on, the whole attitude of the officer-traders was

such as to render it unlikely that they should have tolerated the competition, or even the co-operation of an emancipist.

#### Lands Department and Registrar General's Records

In the Cumberland Land Register, No.1, folio 58, there is recorded a grant of land from Lieutenant-Governor Paterson to James Squire comprising 30 acres.

"Laying and situated on the south side of the allotment granted to James Wood in the district of the Eastern Farms". The date of this grant is July 22, 1795.

Examining a plan of the early Ryde Land Grants, it will be seen that Squire's grant, numbered 19 on the plan, had no river frontage. In fact, it was between half and three-quarters of a mile distant from the Parramatta River. As Squire's Brewery was erected on a property having a river frontage with wharf and jetty, this brewery could not have been erected on his original grant, nor upon any other grant of land to him direct from the Crown, which had no water frontage.

Squire's Kissing Point Brewery, in fact, was not erected upon any grant originally made by the Crown to Squire. It was built on a grant of land made by Governor Hunter to one John Pollard on September 15th, 1796, described as consisting of 25 acres of land, known as Kissing Point Farm, and bounded on the east side by the allotments of John Beasley and John Callaghan, (see Register No.1, folio 73). This land was not acquired by Squire until the end of 1796; according to the Registrar-General's Department Records, Squire paid Pollard £5 for it.

Squire, of course, could have been brewing on his original grant, No.19, but not only is there no evidence whatsoever to support such a belief, but what information is available makes it appear most improbable. Squire, indeed, appears to have made very little, if any, use of his first grant; he sold it in 1799 to James Shepherd for £50.

As regards the Kissing Point Brewery, this could not have been in operation until some time between 1797 and 1800. Squire did not buy the land until the end of 1796. The erection of a brewery, malt house, kiln and coolers, the digging of cellars, the construction of a wharf and jetty etc. must have taken quite a considerable time. If then, Boston and Ellis were brewing in 1795 while, as has been shown, 1797 was the earliest date on which Squire could have produced beer, then the former were Australia's first brewers.

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### OUR FIRST REAL GOLD SOVEREIGNS

(Contributed by George Heavens)

The Royal Mint opened in Sydney Town in 1855 and on the 23rd June of that year this country's first gold sovereigns were struck. The coins bore the head of the then young Queen Victoria and only differed from the English sovereigns in that they were marked with an "S", denoting Sydney Mint design. At auction in 1981, one of these early coins fetched \$85,000.

From 1857 the design of the sovereigns was given a more Australian flavour by having the Queen's head adorned with a wreath of waratah.

## THOSE MAGNIFICENT MEN — PART IV

A Story of Sydney Airport

Ada Cutbush Collection



**BRUCE COWAN**



**JOHN CHAPMAN**

IN 1935 pilot JOHN CHAPMAN and co-pilot/engineer BRUCE COWAN took off from the city of Adelaide in VH-UXX FAITH IN AUSTRALIA to establish the Adelaide-Darwin airmail service — another milestone in Australian aviation. Chapman and Cowan were protégés of our most famous aviation pioneer, Sir Charles Kingsford Smith, and it was perhaps fitting that they should be chosen to make the inaugural Adelaide-Darwin flight.

That historic flight was also to dramatically change the previously uneventful course of the FAITH IN AUSTRALIA which had arrived in Sydney in 1929 as the SOUTHERN MOON. It became part of the fleet of Australian National Airways Limited, owned and operated by Kingsford Smith and Charles Ulm. The ANA fleet consisted of Southern Cloud, Southern Star, Southern Sky, Southern Sun and Southern Moon — all sister planes of the famous Southern Cross. Many of the men who flew then were destined to become world famous in aviation. As well as Smithy and Ulm the team included Jim Mollison, P G (later Sir Gordon) Taylor, Scotty Allen, Pat Lynch-Blosse and Jerry Pentland.

ANA went into voluntary liquidation in 1932 — a casualty of the Depression. Charlie Ulm bought the Southern Moon from the liquidators and discussed plans for its rehabilitation with the famous aircraft designer, Sir Lawrence Wackett

then the most influential name in the industry. Under Sir Lawrence's eye a team of former ANA tradesmen gave the 'Moon' the most extensive overhaul that ever an aircraft could have undergone. Sections of the airframe were removed and stronger braces were fitted. The wings were lengthened and strengthened, long-range fuel tanks were built into all empty space in the cabin where once had been luxury fittings. The fabric covering was stripped from the fuselage and replaced with Irish linen treated with a special mixture until it was drumskin tight.

Hand-operated pumps were installed to allow the fliers to transfer fuel from the belly-tanks to the gravity-feed wing tanks when necessary. The undercarriage was strengthened and fitted with three 240hp Whirlwind J6 motors to replace the old 215hp Armstrong Siddeley Lynx units. As a finishing touch Charlie Ulm renamed her FAITH IN AUSTRALIA.

After Charlie Ulm's tragic disappearance (along with Smithy) whilst attempting a flight from California to Australia in 1934, FAITH IN AUSTRALIA was bought from his estate by Australian Transcontinental. In August 1935 John Chapman and Bruce Cowan made their inaugural Adelaide-Darwin flight. The actual flying time was 14 hours 20 minutes on the northern leg — with intermediate landings at Quorn, Farina, Oodnadatta, Alice Springs, Tennant Creek, Newcastle Waters, Daly Waters, Katherine and Pine Creek. (Today a modern jet makes the same flight in about six and a half hours.) The return flight by Chapman and Cowan took more than four days due to an engine failure while approaching Daly Waters. The pilot managed to land the aircraft safely — but they were stranded at Daly Waters until replacement engine parts could be flown in and the aircraft repaired.

The southbound mail was transferred to another aircraft that had been sent up from Adelaide. The FAITH IN AUSTRALIA had quite a few more years of useful

cont'd

service and, after being sold, went into operations for a company in rugged New Guinea. Her ultimate and sad end came in 1942 when her derelict remains were bulldozed by the United States Air Force to make way for a runway in Townsville during World War II.

JOHN CHAPMAN was born with flying in his blood and, at 24 years of age, was the youngest pilot ever to fly Smithy's SOUTHERN CROSS solo. He learned to fly at the Kingsford Smith Flying School at Mascot (now Sydney Airport) in 1933 -- and it took him just one month to qualify for his A licence.

Years later, and after a stint in mountainous New Guinea -- where he flew a great variety of aircraft — Chapman became chief pilot for Guinea Airways which then held the Adelaide-Darwin airmail contract. When TAA was re-formed in 1946 he was appointed Manager of its Flying School, later becoming Operations Manager and then Assistant General Manager.

One of Australia's most accomplished aviation pioneering identities JOHN CHAPMAN now lives a life of happy retirement on Queensland's Sunshine Coast.



"SMITHEY"

BRUCE COWAN joined ANA in 1929 as Kingsford Smith's first aircraft engineer apprentice. When that company went into liquidation at the end of 1932 Bruce was able to stay on and work with the great Smithy and Tommy Pethybridge, later gaining a pilot's licence. He was to later work for Airlines of Australia and the newly formed ANA up till the outbreak of World War II when he was appointed Inspector and put in charge of the Flight Shed at the Department of Aircraft Production at Mascot.

It was there that the Beaufort Bombers and Beaufighters were built on a 24-hour schedule and Bruce Cowan was to receive high commendation of his work and expertise in aircraft engineering. After the war he bought, ferried and sold war-surplus RAAF aircraft. In one such operation, and in company with two partners, he purchased four DC3 aircraft from TAL and had them ferried to Nigeria, West Africa.

BRUCE COWAN now lives on Queensland's Gold Coast. He is an aviation historian and maintains a lively and active interest in anything associated with flying.



#### TRAILBLAZERS --

CHARLES ULM, a pioneer of long-distance aviation, accompanied Smithy on many famous flights. In 1928 Smithy and Ulm, in the Southern Cross, made the first crossing of the Pacific. In the same year they flew to New Zealand and back the first trans-Tasman flight.

Charlie Ulm 'got his wings' during World War I. In 1932 he organised the first all-Australian airmail flight between Australia and England — and in 1933 he set a new record from England to Australia. In 1934 he carried the first air mail from Australia to New Zealand. Later that year he flew mail between New Guinea and Australia. Still later in that same year Ulm, with J Littlejohn and J Skilling, disappeared without a trace on a flight from the west coast of America to Australia.

## THE GUNDAGAI FLOOD OF 1852

Information supplied by Oscar I. Bell of Gundagai  
(Contributed by George Heavens)

Being the only crossing over the Murrumbidgee between Sydney and Melbourne, Gundagai township was dedicated in 1838 and surveyed into town allotments on the flood plain. All the streets were named after poets and writers.

In 1844 the Murrumbidgee flooded and water covered all the low parts of the township. Some of the houses, shops and inns had up to four feet of water in them. This flood came from a long way up the river and was slow moving, like a backwater. The residents were all able to get away safely to the hills and none were drowned. They held a meeting and, as a result, petitioned Governor Gipps to exchange allotments of land on the hills - north and south of Gundagai. Mr Edward Deas Thompson, Colonial Secretary, replied and I quote: "You bought for better or for worse. You must therefore put up with your bad bargain". So, they cleaned up their homes and again settled down to live a peaceful life once more.

Early in June 1852, the dry spell they had been having broke and, for three weeks, it rained almost every day. Every creek and gully sent forth its flood until all the lower parts of the flats were covered by flood waters. Some of the townsfolk moved by boat across the river to South Gundagai and some crossed Morleys Creek to the hillside, where they stayed with friends who lived there. On Friday, 25th June, it was a beautiful sunny day; the river stopped rising and everyone thought the river would fall back to its normal height.

A youth, Fred Horsley, who lived on the hillside, swam his horse across flooded Morleys Creek and rode up through the town to Hemphills Inn; his girl-friend, Jane Hemphill, lived there. They were engaged, although only in their teens. He stayed the afternoon and they were all having tea when they heard the roar of the flood just outside. It was dark, the water started to rush under the doors. They all got on to chairs and tables; then through the ceiling and out on to the roof top. There were 27 people altogether on the roof.

Great waves of water kept coming down the river, sweeping all before it - houses, furniture, haystacks and sheep, pigs, horses and cattle screaming in terror as they swirled past. Above this frightful noise could be heard the screaming of people drowning - floating past on logs or parts of their houses, as well as in trees.

The Murrumbidgee had gone clean mad. About midnight the floodwaters swept over the top of the Inn drowning all, but Fred Horsley and Jane. They swam together in the flood to a large gum tree just below the Inn and climbed well up into the branches. Then, Fred tied Jane to some branches with his belt and said he would try to swim out and send an aboriginal with his bark canoe to rescue her. Fred then swam over the top of the town to a tree, which stood on the bank of Morleys Creek. By this time he was exhausted and stayed in that tree for 38 hours before being rescued by Yarri, a full-blooded aboriginal, in a bark canoe. Fred then sent Yarri to rescue Jane but, while circling around the tree to find a way through the branches, Jane started to scream and wave her arms about; the belt broke and she fell into the flood and drowned. Her body was never found.

Altogether, 89 local residents were drowned. Yarri, the aboriginal, saved 49 people in his bark canoe. Out of the 79 buildings including the Court House, jail, police residence, national school and seven inns, 74 buildings were swept clean away; the other five had only parts of walls and brick chimneys standing.

From about 6.00 p.m. until midnight on 25th June, 1852 the Murrumbidgee came down in such a body as to overwhelm the surrounding countryside for miles; the entire valley became an inland sea. The swollen waters rolled with such fury and impetus as to carry away everything before them. The awful scene of wreck and devastation, which presented itself the next day, clearly pointed to the limits of human foresight and the absence of that instinct of man which is wisely bestowed by the Almighty upon his inferior creatures.

The following letter was written three days after the flood:

"Sir,

In the absence of the local patrons, I do myself the honour to report to you for your information of the Board of National Education, the deaths of Mr and Mrs McKenna, Master and Mistress of the National School here. On Friday night, the 25th inst., the Murrumbidgee overflowed its banks, laying the whole town underwater, when Mr and Mrs McKenna and their five children, along with 82 other residents, were drowned. I have the honour to be Sir, your most obedient servant.

D. Smith, C.P.S.

28th June, 1852 "

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### SIR GEORGE TAVERN - JUGIONG

(Contributed by George Heavens)

This hotel or tavern was built in the early 1840s and the licence was granted to John Phillip Sheahan in 1844. Thus the hotel licence at Jugiong has been in the Sheahan family for 156 years, and is the oldest liquor licence in the Commonwealth of Australia.

The disastrous flood of 1852, which destroyed old Gundagai on the flat, also destroyed the Sir George Tavern and a lot of Mr Sheahan's valuable goods and chattels etc. Thirty-two people took refuge in the tavern during the rising of the flood and these were all delivered to safety by Mr Sheahan in five very perilous trips in his boat.

'The Goulburn Herald' of 9th July, 1852 commented that the deep gratitude and thanks of those people, whom Mr Sheahan saved, could be better imagined than expressed.

On 22nd July, 1852 Mr Sheahan petitioned the Colonial Secretary requesting the sale of an allotment of land on which to erect an Inn and dwelling place. This request was granted and is the present Jugiong Historic Inn, and is still conducted by a member of the Sheahan family - Mr Bill Holm.

EXCURSION REPORT

The February tour of the Eastern Suburbs was most interesting and the luncheon at Yarra Bay Sailing Club very enjoyable.

We were unable to do the Waverley Cemetery section of our outing, but we have been asked by Captain Costello to make another time for it. May 29, 1993 we will be visiting Mittagong-Bowral area, with emphasis on the former town, under the guidance of a local historian.

Tickets have sold very well; it may be too late when this Bulletin is in your hands but if not enquire from Mrs. Betty McGrath if you wish to accompany us. Leaving Cronulla 8 a.m., Sutherland 8.30 a.m. Members \$18.00 and Visitors \$21.00. Take morning tea and luncheon as is usual.

Our Saturday, July 17 outing will be closer to home; thanks to our member, Mrs. Daphne Salt, Author of "Sylvania, Gateway to the South" we are to "do" the tour undertaken by the Royal Australian Historical Society prior to their visit to our Museum on April 24, at 3 p.m.

Our guests spoke in glowing terms of the outing, and members who joined us on that afternoon suggested it would be of interest to our group. Bearing in mind the short mid-winter. days. at that time, we will leave Cronulla at 9 a.m. and Sutherland 9.30 a.m, and meet Daphne at Georges River Bridge. Cost to Members \$8.00 and Visitors will be \$11.00. You could expect to be home much earlier than usual.

Bookings: Mrs. Betty McGrath - 521-2227

Enquiries: Mrs. Betty McGrath 521-2227

OR

Mrs. Aileen Griffiths 523-5801

Aileen Griffiths

EXCURSION CONVENER



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Meetings of the Society are held monthly, on the second Friday, at 7:45 pm at the Council Chambers (2nd floor Admin Building) Eton Street, Sutherland

VISITORS ARE ALWAYS WELCOME

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