

SUTHERLAND SHIRE HISTORICAL SOCIETY INC QUARTERLY BULLETIN

Design by (the late) Fred Widgley



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The Inaugural trip of the ferry service between Cronulla and Audley, National Park, took place from the new wharf at Gunnamatta Bay, on December 18th, 1909. The location of this wharf was just south of the present baths at Gunnamatta Park.

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SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

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Meetings of the Society are held monthly, on the third Friday, at 7.45pm at the Multi-Purpose Building, Flora Street. Sutherland (next to Council Car Park.)

VISITORS ARE ALWAYS WELCOME

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QUARTERLY JOURNAL OF THE SUTHERLAND SHIRE HISTORICAL
SOCIETY INC.

Vol.2 No. 15

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AUGUST	-	MR. STEWART ROBERTS
		THE 30TH BATTALION - THE BLACK WATCH.'
SEPTEMBER	----	MRS. JEAN MANUEL M.B.E.
		THE 1st. LADY PRESIDENT OF THE SUTHERLAND
		SHIRE.
OCTOBER	----	MRS. GOODGER.
NOVEMBER	----	TO BE ARRANGED.

PRESIDENT'S REMARKS

The Society is delighted to congratulate Sutherland Shire Council on winning two Local Government Association Australia Day Awards --these are presented annually to Councils for community based celebrations of our national day. The first was as the winner of the "Most Creative Cultural Event" for the Sandsculpting of the Australian of the Year. The second was a highly commended award for the Open Category for the overall Australia Day programme.

Allan McGrath and I are proud "Indians" (representing this Society) on the Australia Day Committee, and are very happy to assist the hard-working "chiefs". If you have not attended Australia Day at Cronulla Mall and in Dunningham Park, North Cronulla Beach, make a note in your diary to be there in 1997.

Unfortunately, it has become necessary to cancel arrangements for the 30th Anniversary Dinner, which was to be held on Friday 20th September; monies paid by members for their tickets have been returned by Hon. Treasurer Maurie. The usual general meeting for that month will be held on that evening, Friday September 20, at 7.45 p.m. in the Multi-Purpose Building, Flora Street, Sutherland. The Guest Speaker will be Mrs. Jean Manuel, M.B.E., first lady to be a Councillor and also Shire President, in the Sutherland Shire.

Don't forget, members, to add the "9" in front of telephone numbers after July 29!!

The theme for 1997 Heritage Week will be "Culture Down Under" and the date is from Sunday April 20 to Sunday April 27, 1997. Allan McGrath has already commenced working out the Society's display and we shall be asking for much assistance at that time.

Aileen Griffiths O.A.M.

The Diary of an Immigrant Harry L'Oste, Brown

I recently had the privilege of transcribing the diary of Harry L'Oste, Brown. L'Oste, Brown who was born in 1851 travelled out to Australia on the vessel Sobraon in 1870. Harry kept a diary from Wednesday the 5th October 1870, when he left Plymouth until Saturday 28th January 1871, one month after he landed in Sydney.

Harry's intention was to record the events of the voyage for his family in England. It would appear that I transcribed the original diary which I suspect Harry kept, sending a copy to his family. Included in the diary is a copy of the letter which accompanied the copy back to England.

Harry faithfully recorded latitude, longitude, temperature and distance covered daily so that his family could plot his journey on a chart. With this in mind he included the information that Track charts were sold by H Hughes of 59 Fenchurch St, London at the cost of 3/- to 5/6.



Harry L'Oste Brown.

The Sobraon was of the class of clipper ships made famous by the Cutty Sark and she made the journey in 83 days, not touching land between Plymouth and Sydney.

Boredom quickly set in once seasickness was overcome and the initial excitement of the voyage and new friends had passed. In order to pass the time Harry, like his fellow passengers borrowed books from others, played whist, bezique, back gammon, draughts, chess and euchre. He caught fish and birds by trailing lines from the ship. The birds such as albatross and whale birds he skinned, both for himself and fellow passengers. He cleaned his guns which rusted up quickly in the damp sea air. On one occasion he and other passengers threw bottles over the side and shot at them with revolvers.

One of the passengers was a squatter, Charley Rawson who with his new wife was returning to Australia. Charley, 28, was from Jemungering "somewhere up the Pioneer River" who had gone "home" to find a wife. Obviously Charley had found the voyage to England tedious and thus had the foresight to pack lots of plays and farces which he convinced the passengers to stage. Harry obviously wasn't a shy young man playing the part of Distaffina in Bombartes and Mifs Lucretia Buzzard in Whitebait at Greenwich. To quote Harry... "I bought down the house." Other plays staged were Sei On Parle Francais and Poor Pillicoddy.

The crossing of the line was another excuse for a party which Harry has described in detail. On other occasions, dances were held on the deck. Sundays, the Captain conducted a church service under an awning on the deck while one of the passengers, Mr Paling played hymns on the piano below decks.

Meals were served at 9AM (breakfast), 12 (Luncheon), 3.30PM (Dinner) and Supper was served at 9PM.

Breakfast consisted of last night's leftovers such as , ham, sardines, beefstakes, mutton cutlets, currie and rice as well as tea, coffee, bread, butter, toast and eggs. In the course of a week the following would be served for Dinner:-roast and boiled beef, fried chops, beefstakes, cutlets, currie, beefstakes and kidney pudding, apple pie, gooseberry pie, current jam puddings and treacle puddings. Accompanying the meal was beer, porter, sherry and port and on Sundays, champagne. The menu for luncheon was the same as for Supper which was wine and beer, bread and cheese or biscuit. For Tea:- bread and butter, toast muffins, cake, biscuits and jam.

L'Oste, Brown was obviously an intelligent man who was eager to see and learn from his travels. He describes in detail the birds, fish, dolphins and whales he sees. He was quick to judge his fellow passengers, whom he describes in some detail, although he is forced to admit in one case that his judgement is far too harsh. He can be forgiven for being harsh in his judgement of a Mr Murray who Harry writes spits under the table at dinner!

While the time may have dragged on occasion, especially in the warmer latitudes, the journey was not without its moments. For instance, after being towed to opposite the Eddystone Lighthouse, the Sobraon nearly ran down the tug when the wind caught the sails. The journey across the Bay of Biscay was very rough with the decks at times perpendicular. One Sunday, with the thermometer reading 53F the service was held in the saloon. Immediately afterwards, the passengers went on deck as the ship was putting about. Just then, the main top galley yard snapped in half and crashed to the deck. Fortunately no one was hurt.

As they neared the southern latitudes the temperature dropped even further, getting down to 44 degrees. The sea was very rough and the winds fierce. Suddenly, the Royal Mast snapped and fell to the deck all but killing a sailor named Donahue.

As the vessel rounded Tasmania on Christmas Day the weather turned nasty. The Captain could not leave the deck forcing the cancellation of the evening service. Most of the passengers found themselves on deck helping to haul on ropes. Harry describe his first impressions of the Australian

coastline as "as wild a shore as ever I saw." He also writes that the cattle on board sensed the land long before it came into view and began to bellow and neigh. Equally the passengers could smell the land long before it came into view.

The weather was still bad when they arrived off Sydney's Heads forcing the Sobraon back out to sea when the pilot vessel failed to answer their signal. The next morning they again approached the Heads. The swell was still so rough that Harry thought the pilot vessel would be swamped as it attempted to come along side the Sobraon. After conferring with the pilot, the Sobraon again put out to sea and did not enter the harbour until later in the day.

On arrival Harry's uncle came out to meet him and took him ashore once Customs and the doctor had cleared the vessel. He then spent the last month recorded in his diary staying at The Terraces which he describes as within half an hour of Woolloomooloo baths. His uncle's home had a garden which Harry was quite struck with although he expresses disappointment that the geraniums don't look as nice as the fresh green shrubby plants of home, instead being great ugly straggling woody plants. The family kept ducks and poultry and down the backyard had "a kind of summer house cunningly concealed by creepers inside of which was a jolly stone bath" where the family bathed.

To keep himself occupied Harry collected butterflies in the back yard. In a matter of ten days he had collected over 24 different butterflies. He was obviously fascinated by the insects he saw describing in detail Cicadas which he writes are "the most rum things imaginable." On several occasions he walked with a family member, Gordon, to Bondi where they swam in a very large lagoon surrounded by lots of trees. On this occasion he saw many snakes. It appears that Gordon was terrified of snakes and during one such encounter dropped the eels that they had caught off the rocks at Bondi. Alas, the eels were never located again!

Again, Harry describes in detail the snakes he sees and makes it clear he knows of their venomous nature and their particular species.

On another trip to Bondi, Harry shot small birds such as a kingfisher, honey eaters and a large hawk. Unfortunately Harry encountered a large snake when he went to collect the hawk and by the time he had killed the snake had lost the location of the hawk. The other birds he skinned and took home for his collection.

Harry describes a picnic attended at Long Bay. Unfortunately he and his companion were late leaving and missed the rest of the party so they were forced to catch an omnibus which dropped them a distance from their destination. Harry claims it was a pleasant walk "only you had to mind and not tread on the snakes." The other problem was the wild cattle which

ran after them and which they had to chase off with stones.

After a pleasant lunch Harry and his companions explored the bush where Harry found a number of very hairy caterpillars about 7 inches long. Poor Miss Young helped Harry collect them and ever the gallant, Harry then spent some time extracting caterpillar prickles from her fingers with the tweezers of his knife. Harry took the caterpillars home wrapped in paper.

Harry and the family attended church services on Sunday. On one occasion the church was situated about a mile from the Terraces and is described as a "little scrubby place ...[where] ... the singing was most awful and the sermon was worse." On another Sunday he worshipped at St James where he complained that the service "was abominably performed as usual and the sermon the same over again with few alterations."

In the 17 years Harry lived in the Colony he married and fathered four children. He worked as a surveyor and his surviving field book indicates that he surveyed sections of the Forbes area. I believe that Harry would have enjoyed his work as it gave him the opportunity to travel and see much that was new and of interest to him.

Harry's life came to a sudden and tragic end on the 18th January 1888 on the eve of the Centennial Celebrations. After boarding the train at Petersham and seeing his wife to the first class carriage, Harry went to the smoking carriage. He decided to return to his wife after the train began to move but unfortunately slipped and fell head first beneath the train severing both his legs and an arm. He died within the hour. He was just 37 years old.

Shortly after Harry's journey on the Sobraon, the vessel ceased the run to England from Sydney and instead plied between Melbourne and England. In 1891 it became a reformatory for boys. It eventually became an Australian Naval training ship. It was broken up in the 1940s. By sheer co-incidence I had given a copy of a book containing a photograph of the Sobraon taken two days after Harry had disembarked 1871 to Carl Rogan, a descendant of Harry's several years before Carl asked me to transcribe Harry's diary.

Cheryl Szpak

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Noble, J 1988 Tall Ships: The Golden Age of Sail Viking
O'Neil

THE SAILING SHIP SOBRAON.

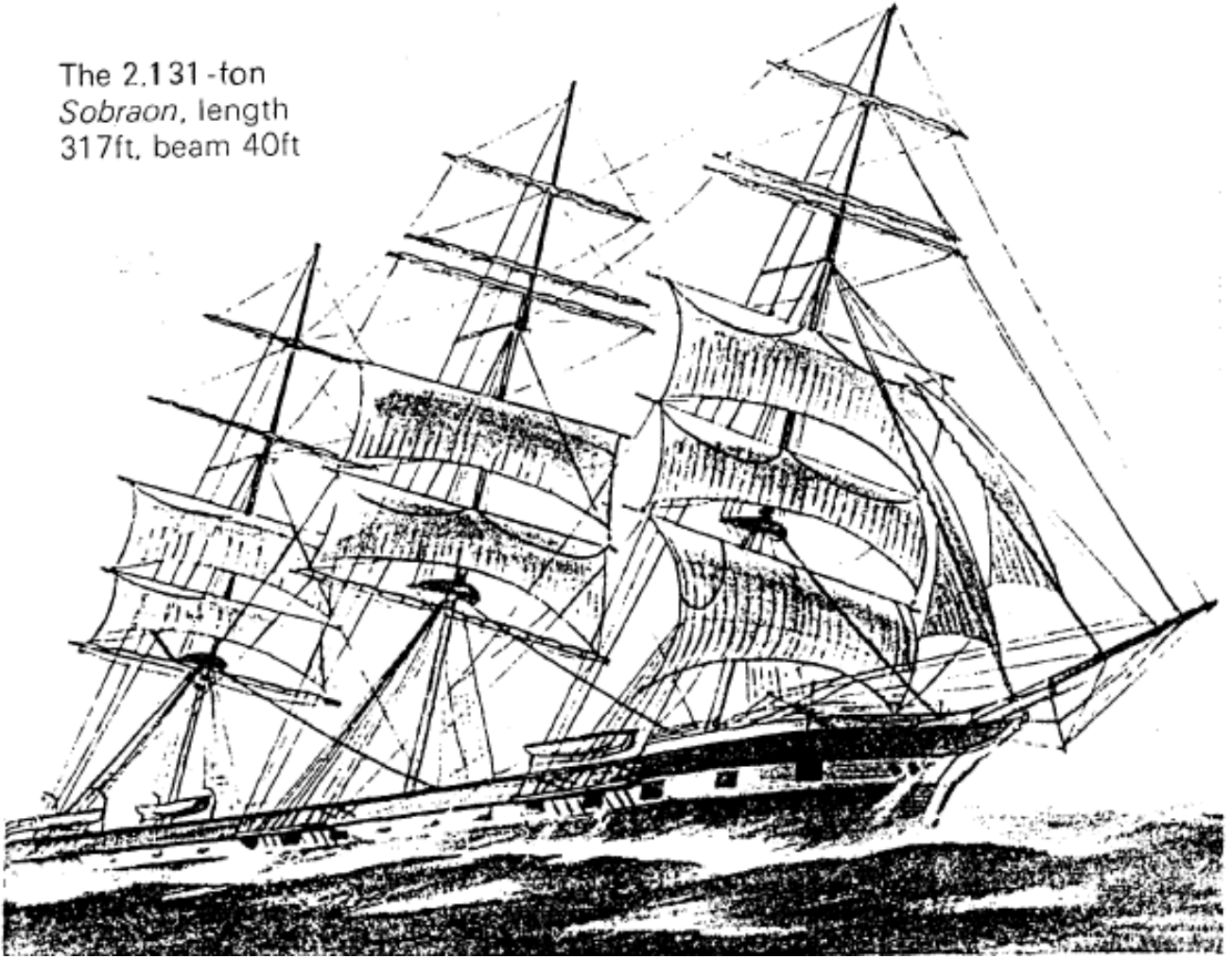
Built as a Blackwall passenger ship in 1866, Sobraon was the largest-ever composite ship, with teak planking on iron frames. She was 317 feet long, with a beam of 40 feet, and her sails totalled two acres of canvas. She had a registered tonnage of 2,131, and her hold was 27 feet deep. Yet in spite of this mountain of driving power Sobraon, unlike Coonatto, was a dry ship. In fact, she was so comfortable and luxurious that doctors frequently recommended her for health cruises. It was said that some of the cures achieved aboard this beneficent ship were little short of miraculous.

She was, however, no floating convalescent home: she could reel off a steady sixteen knots hour after hour and was probably the crack vessel of her time. During one voyage she covered 2,000 nautical miles in one week, whilst her best day's run was 340 nautical miles — both feats which few steamers of her time, or even later, could hope to equal. Sobraon was indeed a singular ship, for she carried her own animals for fresh meat, milk and eggs. She also carried several tons of ice and a fresh-water condenser — an almost unheard-of luxury in those days. And she was as seaworthy as well-found for in 1889, whilst northwards of the Crozets, she ran into hurricane-force squalls, which ripped her great sails to snapping 'Devil's bull-whips', and huge seas which, swept away the entire length of the port bulwarks, together with a ship's boat and davits, and flooded the passenger accommodation.

When the wind dropped after three days, Sobraon rolled so violently in the huge swells while the damage was repaired that, but for the magnificent order of her standing rigging, her masts would have gone clean by the board.

After her last trip in 1891, she became an Australian Government reformatory ship for twenty years, and then was refitted as a training ship for boy seamen of the Royal Australian Navy.

The 2,131-ton
Sobraon, length
317ft, beam 40ft



Contributed by Jim Cutbush.

THE WORD WATTLE.

Early settlers brought the name Wattle to Australia. They used the pliable stems of Acacia for weaving primitive wattle-and-daub walls or wicker fences.

In Britain, this technique was called "wattling". Most of the World's Acacias are in Australia, where more than 700 species have been named (and more are being found) out of the World total of about 1,100 species. Africa has the next largest representation.

EXCURSION REPORT

The tours to Pittwater and Wollongong were both outstanding trips and from remarks passed, much appreciated by the members and friends.

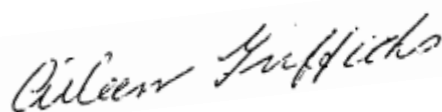
The usual September outing has been changed to October 12, by vote of members and arrangements are in hand to make a return trip to Newcastle -- we haven't visited that city since before the Earth-quake, when we went by train to Newcastle Station and booked a coach on arrival. This time we will go by Coach all the way, and although an early start is necessary, it is not as early as that by train. Leaving Cronulla at 7.30 a.m., Sutherland 8 a.m. we will have an early comfort stop and hope to arrive in Newcastle for an early lunch about 11 a.m. to 11.30 a.m., when we will be met by the President of Newcastle Historical Society, Mrs. Marjory Cramp. All inclusive price will be \$22.00 members and \$27.00 visitors, which is cheaper than repeating the earlier travel arrangements. (Take lunch & M.Tea)

Then comes the week-end visit to Orange; leaving Cronulla 5.30 p.m. and Sutherland 6 p.m. Cost fully inclusive of Bed and Breakfast two nights, Luncheon Saturday and Sunday, with Dinner Saturday evening \$155.00 members and \$160.00 visitors. Take your "cuppa" for when we have our comfort stop on Friday evening, as usual, but all other needs will be supplied.

At time of writing I understand there are only six tickets available; please pay a deposit to confirm your booking, and all costs must be finalised by October meeting to enable our commitments to be met.

Bookings and details from Mrs. Betty McGrath, 9521-2227 -- 141 Loftus Avenue, LOFTUS, 2232, enquiries from either Betty or myself, on 9523-5801.

PLEASE NOTE EXTRA "9" has been added to 'phone numbers from July 29, 1996, if you call Betty or me.



CONVENER

RAILWAY OVERBRIDGE AT SUTHERLAND

Completion of a new bridge and approaches over the Illawarra Railway Line at Sutherland will eliminate major traffic congestion experienced on the previous narrow crossing.

The \$7.6 million project has been fully funded by the State and includes the bridge (\$2.0 million), approaches (\$4.7 million) and public utilities (\$0.9 million).

The bridge links the Grand Parade west of the railway line with the Princes Highway on the eastern side.

The 122.2 metre long steel and concrete structure comprises four lanes with a pedestrian footway on the southern side.

A tender for construction of the bridge was awarded to Citra Constructions Ltd in September 1985.

Sutherland Shire Council constructed the approaches to the bridge and carried out associated roadworks, including construction of a roundabout at the Grand Parade/Linden Street intersection and major upgrading of the Grand Parade/Princes Highway intersection.

The bridge is an important part of the New South Wales Road Improvement Program. It has been constructed to cater for the projected traffic growth in the area, particularly in view of the population growth in the Menai and Yarrawarrah regions. It will bring improved, safer traffic conditions to road users in and around the Sutherland area.

Contributed by Jim Cutbush.



WARATAH, THE SPIRIT THAT MOVES.

HOW TO REACH MAIN POINTS

STARTING FROM G.P.O.

TO GO TO SUTHERLAND

Keep along George-street to Grace Bros. Turn left along City-road and follow trams to Newtown Bridge; bear left and St. Peters Station is soon reached. Cross bridge here and turn down second road on right (May-street). This road runs straight into Unwin's Bridge-road; passing Sydenham and Tempe stations, where the road bears left and Cook's River-road is rejoined. This road is good except for two broken patches of about 100 yards each.

On rejoining Cook's River-road, turn right, when bridge over river is immediately crossed, and the road is good and easy to follow to Rockdale, where tram lines are crossed. Continue straight on down hill then up and then down and up again, where Moorefield Racecourse is passed on left. The tram lines are met here and followed for about 100 yards, when turn right, around Gardener's Arms Hotel, and a long, straight road, in excellent condition, is followed. The road is easy to follow from here to Hurstville-road, which is met at right angles, turn left, and so to Tom Ugly's Point (12½ miles).

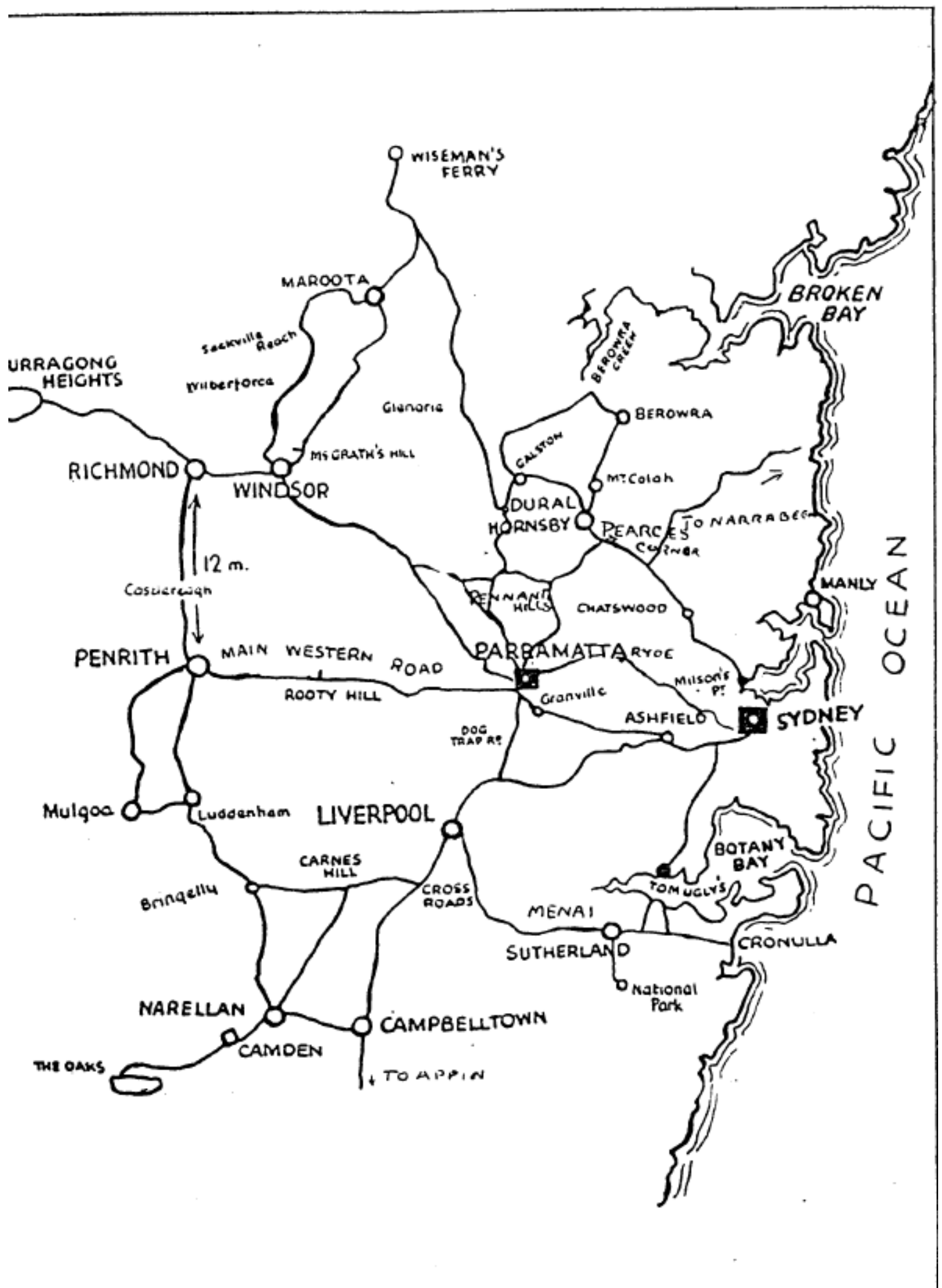
The George's River is crossed by punt here.

On leaving the punt the road is excellent and easy to follow, past Cronulla-road on the left at top of hill.

And two and a half miles further on tram lines are met, running through bush on the left, and another road to Cronulla turns off here.

These lines are followed along an excellent road to the Sutherland Council Chambers, where turn left and cross tram lines and Sutherland is entered.

LOWNDES' West India RUM



WARATAH MOTOR SPIRIT--At the Blue Pump.

NEWTOWN, COOK'S RIVER, TOM UGLY'S POINT,
CRONULLA, SUTHERLAND, NATIONAL PARK,
ARTILLERY HILL,
and WARRUMBUL.

To go to Torn Ugly's Point. starting from the G.P.O.. drive up Pitt-street, past the Railway Station, and on to Grace Bros., where turn left along City-road. Follow tram line through the crowded streets of Newtown till you reach Newtown Railway Station, about 3½ miles from the start.

Keep to the left-hand road and tram line (the right goes to Enmore and Marrickville), and follow tram line right through dirty and narrow streets to Cook's River.

Cross the river and follow good road, known as Rocky-Point-road, or the Prince's Highway, until Rockdale-Brighton-le-Sands tram line is crossed at Rockdale Station. Drive straight on until another tram line is reached. Follow it for about 200 yards, when turn sharp right (the left turn takes you to Sans Souci, Taren Point, and Cronulla). Follow this road until you come to a dead end. You will notice a good road to the right. This leads to Hurstville, and is known as the Woniara-road.

However, on this trip you turn left, and about 1½ mile on Tom Ugly's Point is reached, some 11 miles from Sydney. Here you cross by the punt and follow the good road until once more you reach a tram line. By turning to the left here and following the tram you will go to Miranda, and later to Cronulla. But you turn right on this trip, and follow the tram line past Sutherland Council Chambers, past Sutherland Station, and down Rawson-avenue, just past the tram sheds.

At the end of the Avenue the right hand broader road is the Prince's Highway, and leads right through the South Coast to Melbourne.

The left-hand track takes you into National Park proper. The railway line has to be crossed. Exercise caution and watch carefully for the trains. Presently you pass National Park Railway Station, where the road turns sharply. to the right. Follow it down to the river, watching your brakes as the long decline is steeper than it appears, with a nasty and very steep turn near the end.

At the Dam, park your car unless you have decided to

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lunch at The Rest House. If so, stop 100 yards before reaching the Dam, and directly after passing the steep turn referred to.

Should you wish to push on cross the Dam, and about 200 yards on turn left up Artillery Hill. Follow on and you will finally arrive at Warrambul, a beautiful spot on the water side.

TO CRONULLA.

Follow the same route till after the punt is taken at Tom Ugly's Point. Then go on, taking the road on the left about a mile from the punt, which leads to Cronulla. There is only one road, and you cannot possibly go wrong. When you meet the tram line follow the road alongside it right into Cronulla. Cronulla is just a little over 18 miles from Sydney.

**THE SPIT, NARRABEEN, NEWPORT, BARRENJOEY,
FRENCH'S FOREST, GORDON, MILSON'S POINT.**

Leave Sydney by punt at Fort Macquarie, reaching Milson's Point. Keep straight up till tram line is reached, which should be followed to the post-office (where several roads diverge). Turn right and follow tram lines to Ridge-street, past the Reserve. Then bear right and keep along an excellent road to Spit Junction. Turn left, still keeping on lines till tram turns sharp right. Keep straight on along a new road which leads down to the punt. Crossing the punt, you immediately commence to climb the hill (beware, there are numerous. bad turnings. Keep to the left, and sound a warning at any concealed turns). On reaching the top of hill, turn right and go straight on to Condamine-street, then turn left; this road takes .you through undulating country for two miles until the main road is reached.

Following this road, which is metalled and for the most part in good condition, pass through Dee Why. Dee Why is a pretty little bay, and there are numerous picnic spots available. About two miles further on, Collaroy is reached, and Narrabeen is entered 2½ miles beyond.

BURKE'S * IRISH WHISKY**

Contributed by George Heavens.

NORFOLK ISLAND MUTINY - 1834.

The Norfolk Island mutiny took place January 15th 1834. A special Supreme Court was commissioned to try the mutineers who attempted to overpower the garrison under Colonel Anderson and Captain Fyana. Sir William Burton, the presiding Judge, was conveyed to the Island in H.M.'s ship "Alligator" commanded by Sir George Lambert, arriving the following July. The trials commenced on July 10th, details of the mutiny suppressed with all the ferocity of the period, were forwarded to the Home Authorities by Governor Bourke the following year.

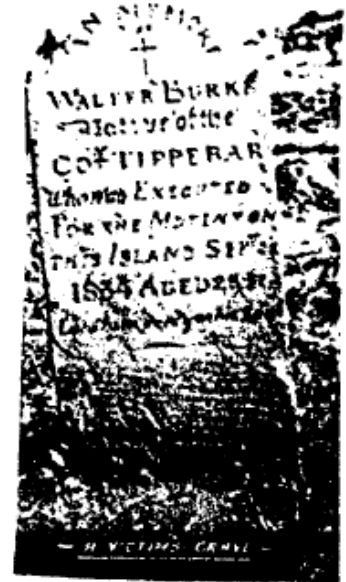
He stated how thirty convicts "of the worst character" had attacked the goal guard. About an equal number "under false pretexts of ill health" had been taken to the hospital behind the goal; but breaking out of the lock-up where they had been detained for examination, they overpowered and confined the hospital attendants.

Having knocked off each other's irons and armed themselves "with such implements as the hospital afforded" and being joined by other convicts from the saw pits and various places they rushed the guard. The Governor admitted, that for a time the latter were nigh defeated. Reinforcements from the barracks, and the use of firearms, quelled the mutiny, killing two and wounding eleven; seven of the latter died. The outbreak had been carefully planned, for convicts at the agricultural station, Longridge, armed with implements, attempted to join their confederates, but they arrived in time only to increase the number of fugitives.

Fifty-five convicts were tried, -of these 29 were capitally convicted (by a military jury) and 13 were ordered for execution, -the remainder for various terms of additional servitude on the Island. The executions took place on September 22nd and 23rd in the presence of the other convicts. The Governor reported that the Sheriff's deputy, who proceeded from Sydney to Norfolk Island, was attended by Rev. H.T. Stiles, a chaplain of the Established Church. and by Rev. W. Ullathorne, the Roman Catholic Vicar General, to prepare the victims for execution.

Father Ullathorne went straight from the vessel to the condemned men in the prison on the opposite side of the Island. In one cell, where the stench was vile, he found five of them chained to a traversing bar. "It is a literal fact" he declared, that each man who heard his reprieve wept bitterly, and that each man who heard his condemnation of death, went down on his knees and thanked God.

At the time of the outbreak, there were 2000 convicts at Norfolk Island. On three previous occasions the prisoners had attempted to take the Island. As Col. Anderson had only three companies of military, it was difficult to obey the order, that all prisoners should attend the executions. Eventually the convicts were divided into two bands of 1000 each. The executions took place on subsequent days. An incident, as related by the Archbishop. There was a protest against the executioner, a "broad-chested, sturdy-limbed figure, who had won his freedom by taking two bushrangers single-handed at Port MacQuarie" following the coffins as chief mourner. Yet the man had acted in all simplicity, for he had a friend among the dead. As he was pinioning one of the men he had noticed an old friend. Shaking him by the hand he remarked, "Well, my dear fellow, it can't be helped."



Contributed by E.A. Suann.

GRANNY DAWSON FROM MENAI -

In the early 1900s Granny and Granpa Dawson went to live in Menai. five miles due West of Sutherland, which was the first Railway station on the South Coast Railway line. Menai was a very remote area, a little village consisting mostly of poultry and small vegetable farms. There was no river or regular water supply which didn't make the job any easier, there was good land when cleared it was very productive, Water was the only problem. Living in Menai in those days was very hard it was a lonely life the nearest shops, store and Pub was in Sutherland 5 miles away,

To take your farm produce to the Sydney market was an overnight drive over the Lugarno ferry the old horse wandering along while the driver semi slept on the way, to be at the market when it opened at five in the morning.

To get to Sutherland for supplies meant a trip by horse and cart to the top of the hill then down a terrific drop to the bridge and up the other side to the town of Sutherland. And the same in reverse on the homeward journey,

The Dawsons lived on a 16 acre property on the bend of the road in a stone one room house with two Wattle and Daub bedrooms at the back. here they raised 4 daughters and one son, who was supposed to carry on after old Grandpa gave up, but Horace thought better of it and while his sisters married local lads and became Mrs Crogan, Mrs Brown, Mrs Midgley, and Mrs Bray, Horace went to the bright lights and got himself a job as a wharf labourer, in Sydney, (Horace was an exceptionally strong man, he could carry on his back on flat land a cast iron bath from the truck into a house unaided, He later when I knew him, worked for Winspeare and Pollidore at Rockdale delivering building materials.)

Horace finished up marrying a city girl who told him point blank she would never ever contemplate living in a dump like Menai.

So they settled down in the suburb of Sydenham, where they raised

two lovely daughters. Well after about twenty years Horaces' wife Emily became very ill and eventually died, leaving him and his teenage daughters alone. In the meantime they had had a new brick home built in Bexley and were living there at the time of Emily's demise in 1931. Granny being a very bossy type of woman and feeling for her sons well being, decided, seeing that they were now retired and on the pension they should come and live with him until the girls were safely off his hands, and leave the farm to look after itself, which they did, and for a short time all was well, but Grandpa couldn't stand the suburban life, he longed for the peace and quiet of the bush, and when he was repeatedly told to stop complaining he decided to die, which he did. leaving the four of them. When Granny had moved in she took control. However, only having been confronted with electricity in thunder storms, she refused to have anything to do with it, she was scared out of her wits of it. and would only switch the light on and off using a school rubber which someone told her was safe, as for using an iron or the toaster, no way. and she would sit in her bedroom in the cold rather than sit in front of the radiator where we sat, as she said risking electricution from that thing. Cooking was O.K. they had a gas stove and a gas copper,

she could see the gas flames burning but she couldn't see electricity. She knew it was a silent killer, She had heard about it. One evening Horace had gone to a Lodge Meeting, and the two girls were going to the pictures one with me and one with Jim Grant, Granny wouldn't leave the house in case of burglars. So after they had both Ironed a dress each we all set off, in those days we walked, cars were an unheard of thing for ordinary people. I had pulled the Iron cord out of the socket but had not bothered to switch the switch off, it didn't matter.

We went to the Pictures the "Victory" at Kogarah, here on a Saturday night there was always was a double feature as well as

the usual ten minute comedys and this was followed by an Organ recital by Reg. Case on the Grand Organ. So it was after midnight when we arrived home to discover Granny sitting on the front verandah in total darkness, with a blanket wrapped around her, and she was fighting mad, Even before we got in the gate she was stuck into me, I, who was trying to make a good impression on her Grand daughter. First she complained about me wasting the electricity that Horace would have to pay for, and me trying to kill her to get her out of the way, She said she had shut the kitchen door to keep the electricity in the kitchen and it was up to me to stop it poaring out onto the kitchen floor and it was my responceabiliy to go inside and switch the power point off and get a window open so the electricity could blow away, and she blatently told me she earnestly hoped it would kill me as I was such a fool to leave the switch on and have the electricity poaring out of the point, Well both of us know all idiots tried to explain to her, but she knew we were lying and said she would wait out there for Horace and we could get packing. So Jim and I walked home without our usual Kiss and Cuddle. while the girls were told off and to avoid seeing us again and sent to bed.

Horace laughed his head off when she told him what that idiot of a George had done-leaving her there alone to die of electrocution or freeze to death on the verandah, young people showing no consideration for the old. But when Granny produced her Petrol iron and started filling it with Shellite that was when Horace got serious, he told her he didn't want the house burned down, He preferred to die of Electricity. So, not getting her own way, she complained to daughter Lilly who had married Arthur Midgley and had had the twins, they knew even less than Granny did about electricity and had never even seen an electric Iron or knew of the terrors of using an electric toaster. There was none of that stuff in Sutherland so they advised her to come back to Menai to

live close to them (two miles away) She wisely took their advice.. Granny died of old age, alone in about 1936, still using a Kerosene Lamp, her Petrol Iron, and her Primus stove for cooking.

Granny Dawson was one of Menai's original Pioneers.

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It might be of interest, and it is not generally known that before October 1912, when the Woronora Bridge was opened, the people living in Menai area shopped in Hurstville, as to do any shopping in Sutherland you had to walk to where Shackel Rd. and Menai Rd intersect and then in a straight line walk to the top of the hill above where the river bends, then go down the goat track to Tom Prices Boat Shed, where old Ned Quaile would row you across the river for 3d, to Boyle park and up Prices track through the Cemetery, (after 1897) to the town. Then with your shopping in two sugar bags struggle home the same way as you came, it took nearly all day, on a horse there was a horse trail off the Menai road which ended at the top of the hill before the bridge came, The trail started at the back of Midgleys house and followed the gully down in winding fashion coming out just a little south of the intersection of Prices Circuit and Menai Road, in the bend, over to the island then aiming south, a track followed the incline along the gully to what was then the Boulevarde. (now Linden St).

Horse travel was not popular as no one had big horses, the farmers of Menai were very poor people, no one before the war came out of Menai with more money than they had taken in in the first place, The only man to come out of Menai with a lump of money was a Mr Crook, He won the first prize in the State Lottery five thousand pounds

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Contributed by George Heavens.

Sir FRANK BEAUREPAIRE

Industrialist, and Philanthropist, Sir Frank Beaurepaire, who in 1922 swam in Cronulla waters at Gunnamatta baths; Frank swam against our Sutherland Shire Champion swimmers of the day Jack McTeague and Fatty Gates, easily beating them in all events. Frank was the World Champion swimmer of that time, among other great swimmers he swam against the notable Boy Charlton and Arne Borg, in the Sydney Domain Baths.

Frank Edward Beaurepaire was an Australian born in Melbourne Victoria in 1891.

It was in 1907 at the age of 17 that he entered competitive swimming. He was coached by the well known George Farmer of Sydney. At the Australian Championships held in Perth, he won every freestyle event from the 440 yds to the one Mile.

Then in the following year he won every championship except the 100yds At the 1908 Olympic Games held in London England. Frank Beaurepaire represented Australia getting 2nd. in the 440 yds. and 3rd in the 1500 event.

In 1910 he again visited Europe and competed in 48 events from 100yds. to 3 miles, winning every race.

In 1912 he became a swimming instructor for the Victorian Education department and temporarily lost his amateur status, although he was reinstated as an amateur and returned to amateur swimming the next year


He represented Australia at the Olympic Games in 1908, 1920, and 1924. He served two terms as Lord Mayor of Melbourne, was a member of the Legislative Council of Victoria.

In 1922 this world famous swimmer, with the aid of Jack Chalmers, was decorated for Bravery when they assisted in the rescue, at great personal risk, the victim of a Shark attack on Coogee beach, Sydney. With the money he recieved from a .Public Subscription he started the Tyre Service bearing his name, which has grown to a Million dollar, Nation wide business that is still flourishing forty years after his death. He died in 1956 aged 65. and leaving an estate of 938,000 Pounds, (One million eight hundred and seventy six thousand dollars (1956)) He was a well known Philanthropist his most notable act of Philanthropy was his donation of 200,000 Pounds, (Four hundred thousand dollars (1956)) to the University of Melbourne for the building of a Sports centre. He held eight official world records for the Olympic games.

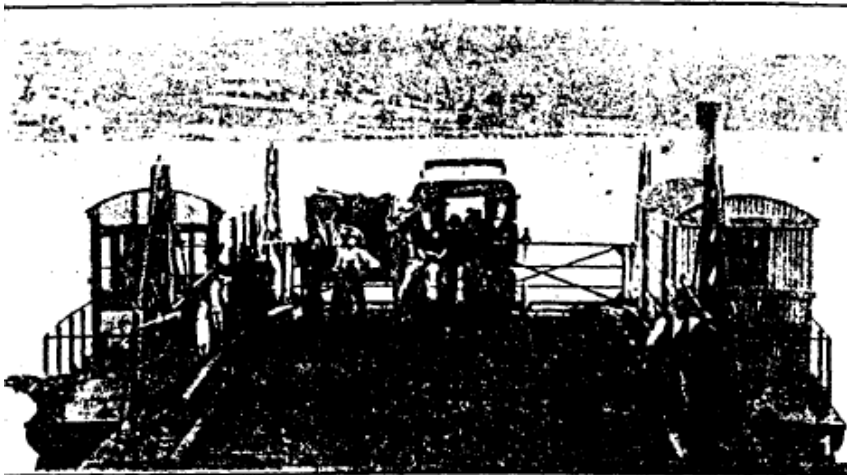
Sir Frank Beaurepaire was knighted in 1942. a most highly respected Australian Sportsman, Industrialist, and Philanthropist,

THE S.C.A.M., SATURDAY, DECEMBER 4, 1937.

Contributed by George Heavens.

 <p>SUTHERLAND THEATRE PALATIAL location.... STATION STREET Phone LY 2359</p>	<p>THIS SATURDAY 2.0 p.m. 8.0 p.m.</p>
<p>Claudette finds a new angle on the infernal Triangle.</p> <p>CLAUDETTE COLBERT MELVYN DOUGLAS ROBT. YOUNG — in "I MET HIM IN PARIS"</p>	
<p>— ALSO — Life and Love, behind the Curtain of the Law . . . LIONEL BARRYMORE in "A FAMILY AFFAIR"</p>	<p>4,000 GROUP TOKENS FREE! Sat. Night Buy your Xmas Gifts for Nothing Immediate delivery of Prizes</p>
<p>500 FULL SIZE McNIVENS THREEPENNY ICE CREAMS Free at the Matinee</p>	

Crossing the Georges River



The old bridge was opened on 11 May 1929 by the NSW Governor of the day, Sir Dudley de Chair. The steel and concrete structure was built by Sutherland Shire Council with loan funds. A toll which was levied to repay the loan was removed in 1952.

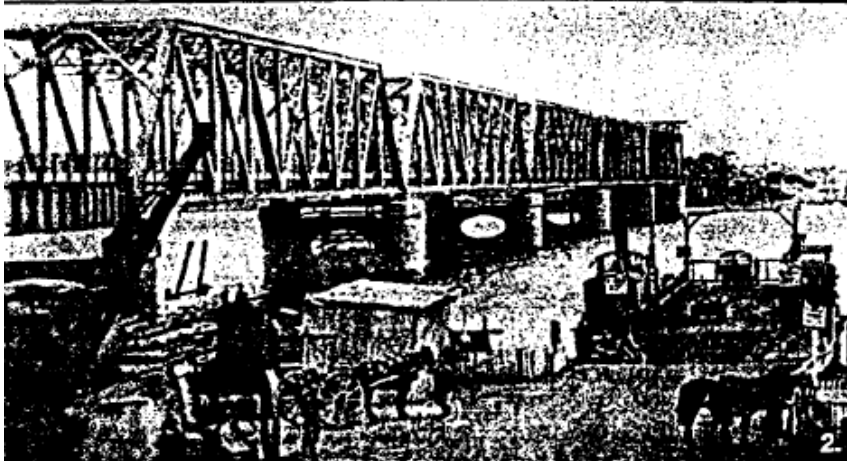
The care and control of the bridge passed to the Department of Main Roads in 1947.

Prior to the construction of the bridge, traffic was carried across the river at Tom Uglys Point by a ferry service believed to have been established in 1864.

Toll Charges Georges River Bridge 1929

Motor Cars:

Sunday & Public Holidays	1/-
Saturdays & Weekdays	6d
Motor Lorries: Over 3 tons	1/6
Motor Cycles: With side car	6d
Without side car	3d
Bicycles:	1d
Horse drawn Single horse vehicles:	3d
Two horses	6d
Horse & rider:	3d
Horses & cattle:	3d each
Sheep:	1d each



1. The ferry used to cross Georges River in the early 1900s. (Picture courtesy of Sutherland Shire Council.)

2. Looking north from Sylvania during construction of the first Tom Uglys Bridge. (Picture courtesy of D. F. Salt, author of 'Gateway to the South'.)

3. & 4. Opening day 1929. The Governor's car leads vehicles across Tom Uglys Bridge

Tom Uglys Bridge

The opening of this major new bridge over Georges River at Tom Uglys Point, Blakehurst, assists in overcoming one of Sydney's worst traffic bottlenecks.

The new bridge will double the capacity of this busy Princes Highway crossing, where high traffic volumes have caused severe congestion in the past.

Opened to traffic on 17 October 1987 by the Hon. Barrie Unsworth, MP, Premier of NSW, the new bridge was built alongside a steel truss bridge which was completed in 1929.

With the completion of associated roadworks the new bridge will provide three lanes for southbound traffic, while the old bridge will carry three lanes of northbound traffic.

Facts and Figures

The new bridge is 604m long and 16m wide. It was designed by the Department of Main Roads and constructed by Citra Constructions Pty Ltd. The bridge was funded by the Commonwealth Government under the Australian Bicentennial Road Development Programme and the State Government funded associated roadworks.

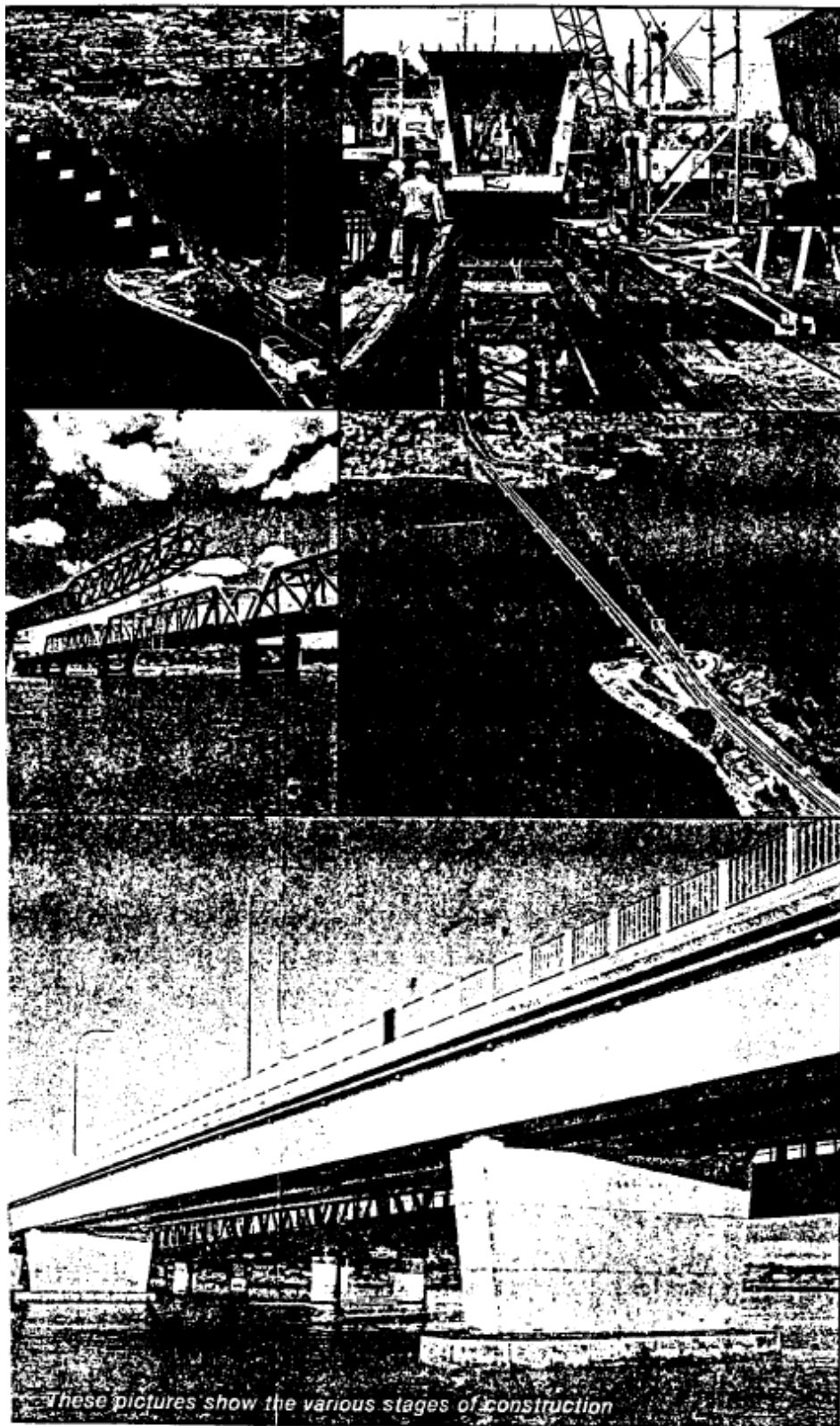
The overall cost of the project was \$14.2 million.

The bridge is a composite steel and concrete structure carried by three identical steel box girders positioned side-by-side on reinforced concrete piers over nine spans. A reinforced concrete deck has been placed on top of the box girders and provision has been made for a pedestrian walkway.

The prefabricated steel box girders were progressively launched over seven 70m main spans and two 50m end spans by an innovative engineering construction method developed for Citra Constructions by their consultants McMillan, Britton and Kell Pty Ltd.

The lengths of span and the vertical clearance above water were designed to match the old bridge so as not to impede water traffic. The bridge deck has been maintained at a low level to comply with the existing road and to minimise interference to the adjacent shopping centre.

The superstructure is supported on piers comprising single reinforced concrete walls. Each pier is supported on eight large diameter open-ended steel piles driven through river sands up to 50m deep to rock.



These pictures show the various stages of construction



Contributed by Jim Cutbush.

EDITORS DESK.

Firstly I would like to Thank our July Guest Speaker Mr. Paul Smith for overcoming all odds to get to our meeting. For those of you who don't know, Paul had been working at Bermagui and on his return had a wheel bearing collapse the south side of Nowra but he still managed to overcome this and give the Society Members present a fine presentation on the building of the replica of Tom Thumb II. Thank You Paul.

I would like to Thank George Heavens for his many contributions to the Bulletin, it's always a pleasure to hear from George.

Our Members should be aware by now of the retirement of Diana Oliver, Archivist of this Society and Society Member who has given so much support over many years - Happy retirement Diana.

This Editor was fortunate to make this edition of the Bulletin as material was in short supply, so please put your memories to paper and send it to me.

For all of our Members who have been ill with colds and flu, I hope you will soon be feeling fit and well again. I had a bit of a smile to myself when I saw the pages of Georges directory contribution with all the alcoholic ads at the bottom of the pages. I suppose one may have needed a drink or three to overcome the conditions of the roads, ?? at the time.

Cheerio for now.

Jim Cutbush.

BITS AND PIECES.29th April 1932**WHAT ARE OUR
MILITARISTS UP TO
NOW?****MILITARISTS MACHINE GUN
PRACTICE AT NATIONAL PARK****QUEER CAPERS**

STRONG protest against rifle and machine gun practice on National Park is voiced by numerous visitors on recent dates. The grave danger to visitors and the destruction of the beauty spots are stressed.

Apparently the militarists think that all they have to do is to post up a "Danger" warning and they have freed themselves from culpability.

Anyhow, what is all this military practice for? What enemy has been located? With what State is the Commonwealth at war? Why ma-chine gun practice at 25 paces?

The following letter from Mr. Thomas Hayes, of Sutherland, is typical of the protests coming in. He writes:

(To the Editor.)

Sir,—Not being too brilliant 'with the pen—otherwise I would have written to the "L.D." long before—but the fact is that the military authorities are making it that hot that it is almost too dangerous to walk about on the so-called beautiful National Park. as a person is likely to get hit with a rifle or a machine gun bullet. For Several Hours, For instance, last Saturday week (April 2) there were about 60 men at rifle practice, and after they had completed several hours at that they put three machine guns into action. shooting at a heap of clay with kerosene tins stuck in for targets—and a very large percentage of the bullets were going over the top of the mound along the crest of the ("pleasure grounds"). splashing on the rocks, and also cutting the trees to pieces. They were shooting at 300 yards range. -

And on Saturday, April 9, they turned up again with two machine guns and about 30 men, shooting at a range of 25 yards.

What does this mean?

The range is not fenced in. Why should it be? The People's Park and the bush track leading to the rifle range have got notice-boards bolted up on trees, reading thus:

"DANGER!"

"Persons moving past this notice when shooting is in progress do so at their own risk."

And when a complaint goes in about the danger- that exists on the park, shooting stops for a few months. And I think the time has arrived that the present Government should step in and put a stop to such existing dangers, and hand the park back to its rightful owners, namely, the people.

A. McG.

Local News of Interest.

6-5-39

The sale of Mr. Ern Vallance's drapery business to Mr. and Mrs. A. H. Fulton marks another mile-stone in Sutherland's shopping history.

The name of Valiance for the last 27 years has now become inseparable with the development of this grand old Illawarra town, whose business area to-day was only a dream dimly thought of when Mr. and Mrs. Adam Valiance first be-came associated with our Shire.

The establishment of their business in 1912 here was a continuation of a similar undertaking conducted at Smithfield, at which their general store and post office was the centre interest of the stir-rounding localities.

In the cessation of business activities for the old folk in 1921, their son, E.W. Valiance, undertook to carry on, and until 1929, when for health reasons only was forced from taking active participation. About one year prior to this his son, Roll, bought the garage, now known as Vallance's garage, of which he is still the proprietor. The event of this transaction marked still an earlier notch by the wayside of Sutherland's business section, inasmuch that this marked the third generation of the family to have sufficient faith in the rise of the town's development.

The retirement of E. W. Valiance from active service in his general store heralded another one of the Valiance line to take up the run and carry the old name along. A few years after their new store was built on the original site of the Congregational Church, next o the Post Office, where it now stands, the drapery section was set separately and retained by him. The other departments, grocery, hardware and produce, were taken over by his younger son, Eric, who for the last ten years has conducted this business, now known as Vallance's Stores., the drapery section being managed by his youngest sister, who now has forsaken the business world for a matrimonial position, which has now been taken over by these two young people, who have the well wishes of the three generations of the Vallances for their success.

Although the old partnership of Mr. and Mrs. A. Valiance have relinquished their business connection for many years, we are glad to record that they are still residing in Sutherland and that their combined ages total MA years, and that Mr. and Mrs. E. W. Valiance, who have just severed their business ties,

G. H

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have been drawn by the beauties of Cronulla to spend their retirement there, and in parting leaves the field open for the two boys in their separate capacities in the business world of Sutherland, to continue the good service which has been maintained throughout the growing up of our town.

Boxing at Sutherland**By "Right Cross."**

24-3-34

The second night of the amateur boxing tourney held at Boyle's Hall on Wednesday night last, 21st inst., was again well attended, and some very interesting bouts were staged. Some clever, some humorous, but for the lovers of the game a splendid night's entertainment. The following are the results:

Paper division. — Tom Mills beat Jack Kemp on points, and O. Gray beat J. Hollings on points.

Fly division.--Allan Cossey beat Bill Humphries on points.

Bantam division. Jim Hill beat Jack McLeod on points, and Roley Nichols won on forfeit from Togo Bennett in first round.

Feather division.—Sid Peters and D. Moody a draw. Harry Ponchard and Bob McDonald a draw; -this was the most interesting bout of the evening.

Lightweight division.—Harry Horner lost on foul to Clive Grealy in 3rd round, and Bob Fitzpatrick beat Alan Hardy.

Welter division.—Jack Smith beat George Mercum.

It was announced that next Wednesday, 28th inst., there would be 64 rounds of boxing, and a special at-traction would be the appearance of "Midget" Brodie from North Sydney in an exhibition bout.

The winners of each division will receive a trophy, valued at 30/., and the runner-up a 10/- trophy, and 16 trophies are to be given valued at approximately £25. It was also announced that Dr. Sandbrook was giving a trophy for the best boxer in the tourney (a silver statuette), as well as an open order.

Father Lloyd announced that Bobby Delaney had flown from Brisbane, especially to give an exhibition for the evening, and he received a rousing reception. His partner was Bill Ward, who acquitted himself admirably, considering his clever opponent

Two lucky numbers were drawn, and No. 6847, Joan Whitcher, won a cane chair, and Mrs. T. Stapleton won the utility set.

The draw for next Wednesday night can be secured from Cr. E. W. Boyle, or M. Donohoe, Sutherland.

A word of praise must be given the referee, Mr. Bert Irons, who carried out his duties quite capably, and kept the various contestants on the move, and saw that good, clean and fair boxing would only be allowed.

THE S.C.A.M., SATURDAY, JULY 4, 1936

SUTHERLAND-CRONULLA RAILWAY

CR. MONRO'S SPEECH IN THE HOUSE

"A MARVELLOUS ACHIEVEMENT"

The Bill authorising the construction of the Sutherland-Cronulla Railway passed through all stages in the Legislative Assembly on Wednesday night, and thus Cr. Monro's dream of over twenty years will be consummated.

Cr. Monro has been inundated with congratulations from all parts, both by 'phone and telegram.

It was an all-night sitting in the House, and Cr. Monro did not retire till a quarter to five, but by seven o'clock congratulations by 'phone began to roll in.

Cr. Monro has received congratulations from many old Members in the House, all agreeing that it is a marvellous achievement.

In moving the second reading of the Sutherland to Cronulla Railway Bill, the Acting-Premier (Mr. Bruxner) said that the area to be served by the railway was one of the most beautiful watering re-sorts in the State, and was destined to be largely residential. In order to relieve unemployment, the Government had reached the stage where it was desired to put in hand as many works as possible of a permanent and reproductive character.

Mr. Waddel (U.A.P., Waverley) asked if an investigation had been made and whether the proposed line was the only work of reproductive nature avail-able in the metropolitan area.

Mr. Bruxner said there were many such works, not only in the metropolitan area, but in the country. As the district contained a large amount of land suitable for building, including water frontages, the construction of the line would bring the area within easy reach of the city.

"This line will become very popular," the Minister added, "and, although at the outset, the loss will be about £22,000 a year, we expect to make up the leeway in a short period and convert it into a paying proposition."

The estimated cost of construction was £414,000, the Minister continued. Of that sum £115,000 would be spent on the earth-works, which it was intended to carry out with relief labour. Interest, sinking fund, and working expenses would amount to £49,000, and revenue to £27,000, leaving an annual loss of £22,000. The travelling

time from Sydney to Cronulla would be from 49 to 58 minutes, according to the stops; and the fares, 1/6 second class and 2/-first class. An annual second-class ticket would cost £15/13/-, or consider-ably less than the amount now involved in bus fares. The work would give much direct and indirect employment. On the earthworks, the cost of which was not to be debited to the capital cost of the line, between 200 and 500 men would be employed. The construction would require 1500 tons of steel rails and other steel work for the bridges and overhead gear. The Minister added that there were too many disadvantages associated with an alternative route which had been suggested. That route was from Rock dale to Cronulla, by way of Taren Point. Though the distance from the city would be shorter, and the fares slightly lower by that way, the cost, of the line would be doubled.' It would involve the construction of a bridge across George's River at Taren Point, costing £500,000, and with the expensive resumptions necessary through a thickly-settled district, the total cost of the line would, it was estimated, be about £1,000,000, instead of £414,000 on the route proposed in the bill. The Rail-way Commissioner, Mr. Bruxner added, favoured the construction of the line from Sutherland to Cronulla.

Owing to the. length of Cr. Monro's speech, we are obliged to hold over till next week.

Sutherland Shire Historical Society Inc.

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