

SUTHERLAND SHIRE HISTORICAL
SOCIETY INC
QUARTERLY BULLETIN



Design by (the late) Fred Lidgley

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NORTHERN END OF GUNNAMATTA BAY, 1905.
NOW TONKIN OVAL.

NSW GOVERNMENT PRINTING OFFICE PHOTOGRAPH.

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THE LAST OF THE ORIGINAL ANZACS



ALBERT EDWARD (TED) MATTHEWS

was the last Australian ANZAC survivor from the landing at Gallipoli on the 25th April 1915. Mr Matthews passed away on the 9th December, 1997 at the age of 101 years.

A State Funeral Service with Full Military Honours was held at St Stephen's Uniting Church, Macquarie Street Sydney, on Tuesday 16th December 1997.

New Zealand's last ANZAC survivor Mr Alfred Douglas Dibley, passed away on the 19th December, 1997 at the age of 101 years.

LEST WE FORGET

COUNCIL OF THE SUTHERLAND SHIRE
HISTORICAL SOCIETY, INC.

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SUTHERLAND SHIRE HISTORICAL
SOCIETY BULLETIN

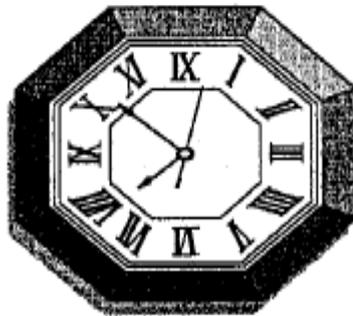
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Meetings of the society are held monthly on the third Friday at 7:45pm at the multipurpose building, Flora Street. Sutherland. (Next to council car park)



VISITORS ARE WELCOME

All correspondence should be addressed to:

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Sutherland Shire Historical Society
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President's Remarks

It is sad when we hear of the passing of one of our members. The Rev. Clive Steel passed away earlier this month, and we have forwarded our condolences to his daughter and family.

I am amazed at the number of people who write to me or ring regarding historical information on our Shire. As I am relatively "new" to the Society, compared to some of you who have been members for many years, I feel a little inadequate, but do my best to "refer on" requests to those most likely to know, and often to Helen McDonald, the Local Studies Librarian and our archivist. I think we will start a "Does Anyone Know?" section for the more difficult queries. Mrs Jourdain, nee Richards (Ph: 97873316) would like information on the old brick house and little shop, that was near the brick pit on the Highway. Her father lived in the house and she would like to know how and when the house disappeared. Helen has been unable to help.

I think we will also start a "Show and Tell" segment after our meetings. At the last two meetings members have brought along photos of interest, or photos of which they require identification, and this has proved very popular, chatting over supper and perusing. So if you have a photo you wish to share with us, bring it along and we will put it on the front desk so all can see and ponder, but do look after it—don't let it out of your sight! Often members pick up items to show others and I worry they may be lost. (We are still looking for Clr. Verlie Fowler's slides!) Where the committee see necessary, we may ask you if you would take the photo to Helen McDonald to be re-photographed for our library collection, and Helen takes your name and you are noted as the donor, so your "gift" (you keep the original) is remembered for posterity.

We did so enjoy Mr. Don Carter, former Shire President, speak about the most memorable bushfires of the district and the organization of the Rural Fire Brigade. The video shown was very sobering as to the devastation wreaked by such a calamity, and I know some of our members suffered in our recent fires.

We had a very pleasant and interesting bus trip around Bowral and Kangaroo Valley, and Mr. Colin Sproule was a great raconteur and teller of tales (which Terry McCosker stoutly asserts aren't all true, --but were fun anyway). Our thanks to Mrs. Aileen Griffiths, OAM for organising this outing, which proved scenic as well as historical. Our next trip on 11th July, 1998 is to see "Connie" the Constellation aircraft about which Mr. Lex McGowan told us last year, and then my favourite Museum (after ours!), the National Maritime Museum of which Cliff and I are founder members, and where we will have afternoon tea. See the "Spirit of Australia" the fastest boat in the world, and this Australian record holder has never been recognised for his feat.

I look forward to seeing you at our next meeting, and hearing about your particular interest in our history.



1998 Meetings:

June: Mr. Arthur Gietzelt, " A Local Government Perspective on Sutherland Shire"

July: Mrs. Pauline Curby, "Working as a professional historian"

August: to be advised

Murder at Jannali

In the months before the Second World War the Sydney real estate market was not the lucrative market place it now is. However, real estate agents still needed to make a living and occasionally took a chance if the offer to make a sale was offered.

Unfortunately for one real estate agent, just such a proposal was to prove to be a written invitation to his own untimely death.

Arthur Charles Lampshire was a successful real estate agent who was well known in the Sutherland Shire in the late 30's. He was a veteran of the First World War having served in the 18th Battalion of the A.I.F. At the time he lived at Earlwood but frequently travelled throughout the Shire collecting rent from various tenants. and generally drumming up business. It may have been through these travels that he visited a Como residence and met the wife of a man called Robert E. Hepburn.

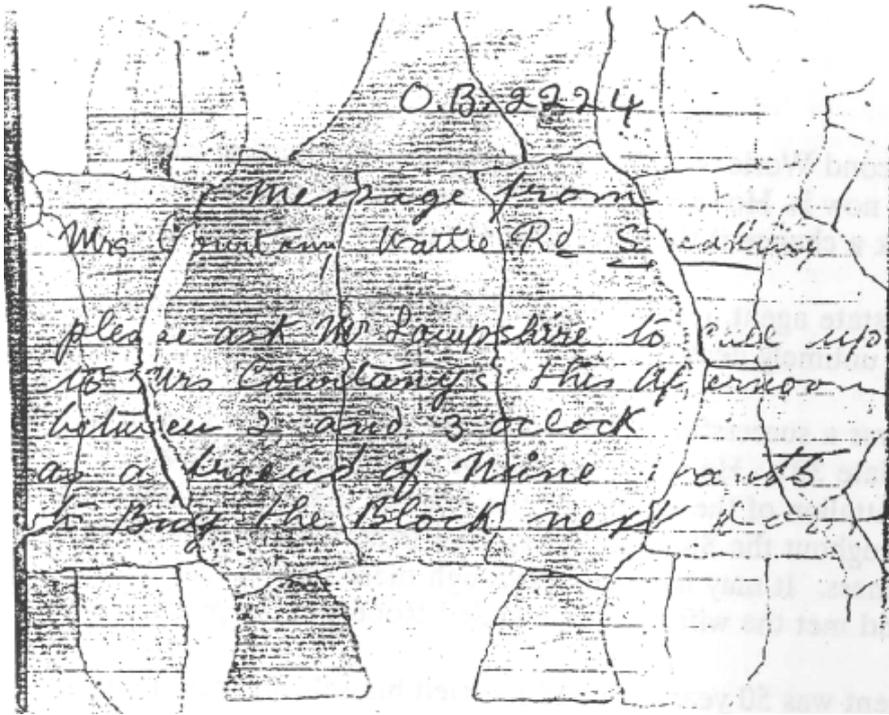
Although the real estate agent was 50 years old and married himself, the relationship with Mrs. Hepburn began to excite Robert Hepburn's suspicion. Allegedly incriminating letters were intercepted and, soon after, divorce papers were filed by the Mr. Hepburn. A hearing date was set. Despite the imminence of the court proceedings, Hepburn decided to take matters into his own hands.

What motivated Hepburn in particular is probably lost now, but, for whatever reasons, he set about destroying his enemy. He formulated a plan which lured Lampshire to a secluded part of Jannali near First Avenue.

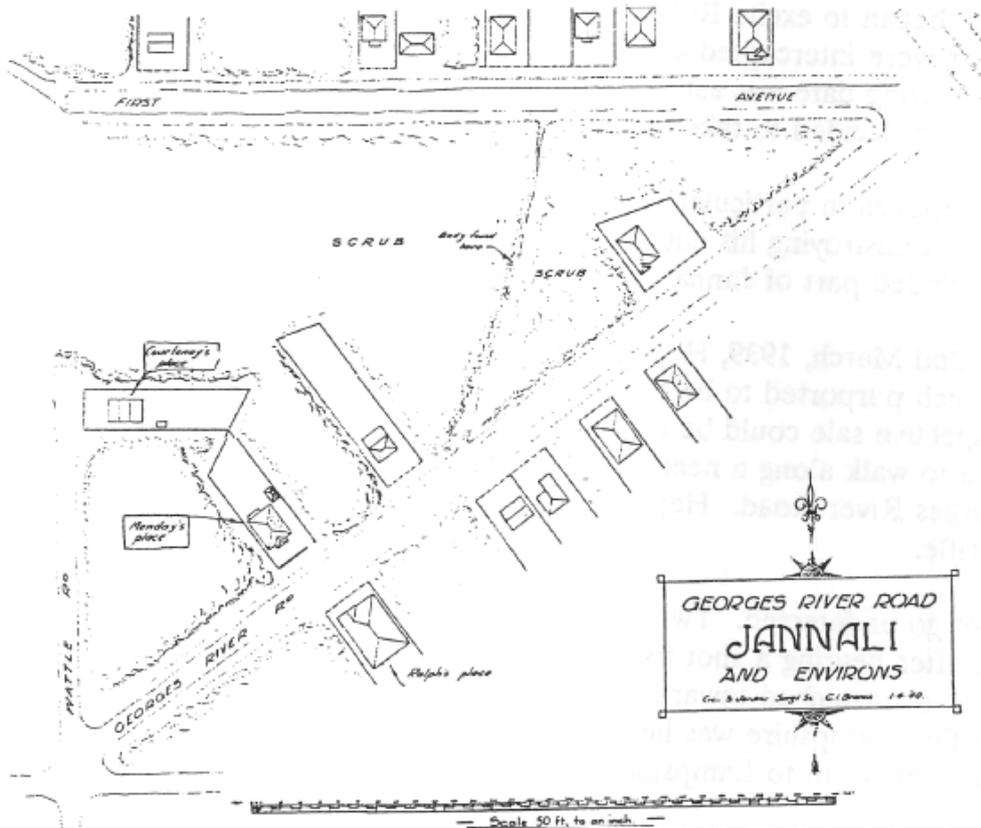
On Saturday, the 2nd March, 1939, Hepburn set his plan into action. He gave a note to a young boy which purported to be from a resident of Wattle Avenue, Jannali suggesting a prospective sale could be clinched by attending in person. This note caused Lampshire to walk along a nearby path through bushland connecting First Avenue and Georges River Road. Hepburn lay in wait on this path with a .310 calibre sawn-off rifle.

The crime did not go undetected. Two men had seen Lampshire leave the Georges River Road and, after hearing a shot fired, ran down the path to witness him lying on his back with arms outstretched toward his assailant who was standing nearby armed with a sawn-off rifle. Lampshire was heard to cry, "don't, don't" and then a second shot was fired. The men ran to Lampshire's assistance but found him shot dead.

Photographs of the scene of the crime show a well dressed Lampshire laying prone on the path. His briefcase lies next to him. Low scrub closes in on both sides of the path. The few houses that fronted onto First Avenue are shown in the background. Although newspaper reports of the time suggest he was shot in the chest the crime scene photographs show the deceased with an apparent injury to the head. The immediate landscape behind the houses is one of uninterrupted bush through to the fledgling city sky line on the far horizon. Altogether the photos portray a lonely and miserable sight.



RECONSTRUCTED
LETTER USED
TO LURE
VICTIM.



HOUSES IN FIRST AVENUE AS THEY APPEAR TODAY, 1998.

Police acted immediately upon hearing of the crime. Railway stations, and other points of departure, were kept under surveillance for anyone fitting the description of the suspect. Hepburn, however, did not leave the Shire. Several hours after Lampshire's death, police surrounded a house at Como and arrested him. Ballistic police later found a single bullet at the scene of the crime although the rifle was not discovered over the next few days despite intensive police efforts using police dogs over much of the surrounding bush. Newspaper reports of this search referred to the "ruggedness" of the bush terrain of the Jannali area.

Hepburn, who was described as a 52 year old painter, was convicted at the Central Criminal Court after a three day trial. Part of the evidence against him was the note which lured Lampshire to his death. This note, which was written by Hepburn, was read over the phone to Lampshire by a boy who was given it by Hepburn. Hepburn retrieved the note from the boy after the phone message. He tore it up and threw the pieces on the ground. These pieces were obtained by police who reconstructed it. A handwriting comparison expert gave evidence of the similarities between the note and the normal handwriting of the accused.

On the 29th May, 1940 Hepburn was found guilty. He was sentenced by Justice Maxwell to death.

References: Case notes of the former Scientific Investigation Bureau, C.I.B. Branch, NSW Police. "The Propeller" newspaper.

Writer: Cliff Hobden, Ph. 9521-2698 (H).



VIEW NORTHWARDS TOWARDS SYDNEY, APPROX. 200ft SOUTH OF
FIRST AVENUE, JANNALI. 1940

THIS STORY WAS INCLUDED IN A PREVIOUS EDITION BY RHYS
PIDGEON IN A CONDENSED FORM.

CRONULLA'S NEW HOTEL
UNIQUE INNOVATIONS.

On the glorious ocean front of the famous Cronulla Beach, one of the finest and best appointed seaside hotels in Australia - to be known as the Hotel Cecil - has just been completed. In a position which might easily be termed unique, in as much as there are three frontages, two being to 66 foot streets, and the other to Surf Beach Park, the building (which is of two stories) affords grand views of the ocean and beaches.

The full effect has been embraced from this ideal position, and the hotel is designed so that the residential and the business portions are separate. The tourist entrance overlooks the ocean and along the front of the building, which is 126 feet in length on the ground floor, is a verandah onto which opens a large lounge, entrance hall, smoke room, and another private lounge. In each of these provision has been made for the comfort of guests in every detail, including large open fireplaces for the winter months.

The entrance hall, which is 40 foot by 40 foot, has been fitted with telephone boxes, office and strongroom with a wide stairway leading to the first floor. The dining room which has seating accommodation for 180 guests, is on the ground floor adjoining the park side and affording beautiful views over the park and the ocean. A serving window from the bottle department opens into the dining room where drinks will be served from a Frigidaire freezing machine. The kitchen includes the latest cooking appliances. The public bar and the saloon bar have been fitted out effectively. The counter space is 110 feet. All the walls are tiled six feet up. The floor has a fall to a channel round the bar counter so that it can be hosed down with boiling water in accordance with the latest in hygienic conditions. Over the doors of the bar steel lathing has been set instead of fan lights to admit a current of air to the whole of the interior. The bar service has been arranged in accordance with the latest ideas and the freezing is carried out by the Frigidaire system. The bottle department is apart from the bars and also has tiled floors and counters. Everything on the ground floor has been so arranged that the whole hotel can be locked right up leaving the main entrance open after hours.

Coming to the first floor there are two stairways leading from the interior. After reaching the hall at the top a passage continues right round the building, 582 feet in length over the greater portion of which are laid carpets the full width. At the top of each stairway there is a large open space with

CRONULLA'S NEW HOTEL
UNIQUE INNOVATIONS.

lounges. The 70 bedrooms are provided with carpets of exquisite design over the whole floor with curtains and drapes to match. Hot and cold water is installed in every bedroom, also power points and electric bells. The building, both long and wide, affords most of these bedrooms splendid views over the sea and land. From the top of the main stairway there is an entrance to a balcony overlooking the ocean. It is 126 feet in length, with seagrass chairs invitingly arranged. Leading from the top of the other stairway is an entrance onto another balcony 80 feet in length, and from this guests have been provided with a concrete stairway leading to the surf. A rule of the hotel is that they must leave and return from the surf by this stairway. Every bedroom is capable of carrying two beds and some three. The furnishings are all in mission colour. There are exquisite carpets in the dining room, lounges, entrance hall, passageways and bedrooms. The colour scheme throughout the interior is blue and gold, the selections having been made by Mrs. Monro, wife of the owner. The building outside is cream and green.

CAFE AND BALLROOM

With unbounded faith in the future of the district, the proprietor, Mr. C. J. Monro, erected a fine building of three stories on the ocean front adjoining the hotel. It comprises a large cafe and oyster bar, a banquet hall capable of seating 600 people and a magnificent ballroom to accommodate 1000. This ballroom is recognised as one of the best in Australia. In this section stands a large lock up garage with roller shutters for at least 30 motors. The hotel is under the direct supervision of Mr and Mrs Monro, with Mr E.W. Hyndman as manager. Mr. Hyndman has been associated with Mr Monro for a number of years in his business as an auctioneer and for the past six years as manager of the "Cecil" before it was converted into an hotel. The bookings are already very heavy.

'THE PROPELLER'
NOVEMBER 18, 1927.
CONTRIBUTED BY JAMES
CUTBUSH.

THE SCAM.
SAT JUNE
26TH 1936

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King's First Birthday
ANNIVERSARY

at the
CECIL BALLROOM
CRONULLA

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Dancing from 8 till 11.45 p.m.

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Admission 2/-

What the Dickens?

Edward Duyker

Most Australians will have read at least one of Charles Dickens' novels by the time they have left school. Henry Lawson discovered *The Old Curiosity Shop* at the School of Arts in Mudgee; in his poem *With Dickens'* he wrote:

'Some seek religion in their grief
And some for friendship yearn;
Some fly to liquor for relief,
But I to Dickens turn.
I find him ever fresh and new,
His lesson ever plain;
And every line that Dickens wrote
I've read and read again.'

Marcus Clark, Louis Stone, Henry Kingsley and Joseph Furphey were all steeped in Dickens' prose. William Wills, in his final journal entry before perishing with Robert O'Hara Burke in Central Australia in 1861, made reference to Dickens when he wrote: 'my legs and arms are nearly skin and bone. I can only look out, like Mr Micawber, 'for something to turn up'. In the nineteenth-century those Australians who read Dickens' books were just as likely to have enjoyed popular plays based on his novels. Similarly, this century, films based on Dickens' work have become classics in their own right. Who can forget the young John Howard Davies in David Lean's 1948 masterpiece *Oliver Twist* boldly asking, 'Please, sir, I want some more', or Ronald Colman as Sidney Carton about to meet the guillotine in *A Tale of Two Cities* (MGM, 1936)?

Charles John Huffam Dickens was born in Portsmouth on 7 February 1812, the son of a naval pay clerk. When he was twelve years old his father was imprisoned in London's Marshalsea Prison (later immortalised in *Little Dorrit*) for debt and he himself was put to work in a Hungerford factory packing shoe polish. He would later write of these five months of mind-numbing toil that 'no words can express the secret agony of my soul'. So painful were his memories that he could not bear to return to Hungerford until the old markets were demolished. Yet these bitter experiences enriched his art with a moral force which helped to change the world. We have only to use the word 'Dickensian' to provoke images of the industrial revolution, slums, pollution, poverty, injustice and alienation. In 1911, William Morris Hughes, soon to become Prime Minister of Australia, declared:

'Australia, no doubt, was leavened largely by men who knew and loved Dickens, men who imbibed his hatred of shams and humbugs of all sorts, and who wanted freer and better conditions - who wanted to help the poor to live in some other fashion than on the edge of destitution, and to have some other place to look than the workhouse. Dickens, in this way, did more than a little towards making Australian democracy what it is.'

At first destined for a legal career, Dickens began to publish unpaid stories under the nom de plume 'Boz' in popular magazines and journals. These were eventually collected in two volumes and published as *Sketches by 'Boz'* in 1836. *The Posthumous Papers of the Pickwick Club* followed in 1837 and was an international success. In Australia, Pickwick parties were even reported from far-flung Kangaroo Island and the book was pirated by Henry Dowling in Launceston, Tasmania, in 1838. A copy of this pirated edition of the *Pickwick Papers*, the first of any Dickens novel, is held by the National Library and is described in some detail by John Ferguson in his *Bibliography of Australia*.

Most of the Dickens treasures in the National Library's Rare Book Collection are part of the Jamieson Collection presented by Dr Mildred Green of Melbourne, in 1970, from the library of her grandfather Dr James Jamieson. Among the Dickens works in the 360 volume Jamieson Collection are precious first editions of *Hard Times* (Bradbury & Evans, 1853) and *A Tale of Two Cities* (Chapman & Hall, 1859). There are also editions of *Martin Chuzzlewit* and *Bleak House* which, if not first impressions, were released in the same year as the first editions. The two volume 1844 edition of *Martin Chuzzlewit* is noteworthy for its illustrations by 'Phiz' - Hablot Knight Browne (1815-1882) - arguably the most significant artistic interpreter of Dickens' characters. Another important Dickens first edition in the national collection, which was not originally part of Dr Jamieson's library, is *The Mystery of Edwin Drood*. This unfinished, profoundly psychological, novel was published shortly after Dickens was laid to rest in Westminster Abbey in 1870. The great English novelist was only fifty-eight years old when he died of a stroke at his home at Gad's Hill near Chatham and Edwin Drood's mystery remains a mystery.

Had Dickens not died so young, it seems likely he would have visited Australia. Of his longing to do so, there is ample evidence. In 1850, depressed after the death of Robert Peel, he wrote: 'I think of flying to Australia and taking to the bush'. He had planned a lecture tour and a travel book on Australia. Having three times visited the United States, he was no stranger to long distance travel. Coral Lansbury has convincingly shown in her article 'Charles Dickens and his Australia' (JRAHS, 52, 1966), that Dickens had a protective (albeit racist) utopian vision for Australia. In the journal he edited, *Household Words*, he supported Caroline Chisholm's immigration scheme and Robert Torrens'

reform of land conveyancing in South Australia. In his historical articles Dickens showed he admired John Macarthur and Lachlan Macquarie, and despised Samuel Marsden and Governor William Bligh. Despite his humane compassion and progressive outlook he was vitriolic and bigoted in his attacks on the Chinese in an article entitled 'John Chinaman in Australia'. He was also naïve enough to support the introduction of rabbits and other exotic species suitable for 'acclimatisation'. All of Dickens' observations on Australia can be read at the National Library just as Dickens printed them, for here in Canberra we have complete holdings of his weekly *Household Words* and its successor (from 1859 onwards), *All the Year Round*. But rather than as a political journalist, we remember Dickens as an inventive literary genius and master of characterization. Pickwick, Fagin, Scrooge, Pip, Martin Chuzzlewit, and Little Nei, are the product of one man's awesome creative intellect and all have an enduring place in the popular imagination.

Significantly, a number of Dickens' characters have Australian connections. In *David Copperfield* (1850) Mr Littimer and Uriah Heep are transported as convicts to Australia; and Wilkins Micawber ultimately emigrates to 'Port Middlebay' (Melbourne) and becomes an affluent magistrate. In *Great Expectations* (1861) the convict Abel Magwitch redeems himself not only by raising sheep in New South Wales, but by secretly raising Pip as a gentleman in England. (In the mid-1980s Magwitch's 'untold story' in Australia inspired rival scripts for an ABC mini-series and a court battle!)

To my mind, the most tantalising Australian Dickens connection is the possibility that Miss Havisham, the aging jilted bride in *Great Expectations*, may have been inspired by a real person. Coral Lansbury makes no mention of this in her study, but J. S. Ryan explored this possibility in a fascinating paper in *Australian Literary Studies* in December 1963. Eliza Emily Donnithorn (c.1826-1886) was to have married in 1856. When the groom failed to show on the appointed morning, she appears to have suffered a nervous breakdown. Not only was the wedding breakfast left to moulder away in a long dining room, but for the next thirty years Eliza never left her home, 'Cambridge Hall' in Sydney's King Street Newtown, and only ever admitted her physician, solicitor and local minister. Donnithorn's thwarted nuptials took place five years before the publication of *Great Expectations* in 1861, so there was certainly time for Dickens to learn of her eccentric behaviour - if not to savour her full tragedy. (She outlived Dickens by sixteen years and is buried with her father in St Stephen's Churchyard, Camperdown.)

Two of Dickens' sons emigrated to Australia. Both arrived after the publication of *Great Expectations* - so they could not have sown the seeds of Havisham's character by sending details of Eliza Donnithorn's story. Alfred Dickens, who arrived in 1865, became a stock and station agent in Hamilton, Victoria, then moved to Melbourne in 1882. He died

in the United States in 1912. Dickens' youngest son, Edward, arrived in 1869 and settled in Wilcannia which he represented as an MLA between 1889-94. He died in Moree in 1902. The National Library holds a number of documents relating to Edward Dickens among the papers of the journalist and author W. Farmer Whyte (1877-1958).

The National Library is also rich in critical studies associated with Charles Dickens' work and in published collections of his correspondence and miscellaneous writings. These include *The Letters of Charles Dickens* edited by the novelist's sister-in-law Georgina Howarth and his eldest daughter Mary, published in two volumes (1880); the three volume collection of letters edited by Walter Dexter in the 'Nonesuch Dickens' edition of the *Collected Works* (1938) held in the Rare Book Collection; *The Speeches of Charles Dickens*, edited by K. J. Fielding (1960); and *The Uncollected Writings of Charles: Dickens Household Words 1850-1859*, edited with an introduction and notes by Harry Stone (1968). In addition, the National Library holds microfilm copies of original correspondence between Dickens and his sister-in-law and his publishers Bradbury and Evans [Mfm G659]. There are also several editions of his friend John Forster's three volume biography, *The Life of Charles Dickens* (1872-4), together with acclaimed and more detached modern biographies by Jack Lindsay (1950), Edgar Johnson (1953) and most recently Peter Ackroyd (1990).

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1st ANNUAL

Presentation Ball



Will be held in ST. PATRICK'S HALL, Belmont Street, Sutherland,
 On THURSDAY, 30th NOVEMBER, 1939, 8 p.m.
 (Entire proceeds in aid of Boys' Town. Come along and support the
 Cycle Club and also help Boys' Town.)
MRS. STARKEY'S ORCHESTRA. **HARRY ROFFEY, M.C.**
 Dancing 8 to 11, including Supper. Unlimited Prizes, Novelties, and Etc.
TICKETS 1/- each, obtainable from any member of the Cycle Club, or
 from Bob Weston, East Parade, Sutherland; Russ Luxford, Princes
 Highway, Sutherland; G. H. Heavens, 119 Princes Highway, Sutherland;
 or pay at door.
G. H. Heavens, Hon. Secretary.

RADFORDSLIE ESTATE.

Soldiers lead dangerous lives, death could always be just around the corner. Our story is about a soldier prepared for such an eventuality.

Henry Wyatt Radford was Surgeon in the 62nd Regiment of Foot. In 1833 he purchased 2000 acres of land north of Branxton on the Hunter River from Alexander Brodie Sparke for 200 pounds. Sparke however did not have full title to the land. It had been promised to him on the 2nd May 1823 by Governor Sir Thomas Brisbane. It was this promise which was sold to Henry Wyatt Radford. Radford took possession of the property and named it Radfordslie.

On the 31st March 1835 Radford made a will. After making provisions for his eldest and then only son directed that his "lands called Radfordslie should in case his wife should be delivered of a son in his lifetime or after his decease in the case of her pregnancy at the time thereof apply the rents and profits of the said estate for the maintenance and education of such son until he should attain the age of twenty-one years and upon his attaining that age to convey the same to him his heirs and assigns"

Possibly he had a premonition because later that year Dr Radford died and sure enough after his death his pregnant wife delivered a son on the 19th October 1835, some seven and a half months after making the will.

The year 1835 was a memorable year. Dr Radford made his will, his wife became pregnant and delivered a son, Dr Radford died and on the 9th April 1835 the Governor, then Major-General Richard Bourke, granted title to the land as promised to Alexander Brodie Sparke on the 2nd May 1823 (and we think sometimes our government departments are slow). The title came in the name of the original applicant Alexander Brodie Sparke.

The title did not seem of great importance at the time because Alexander Brodie Sparke married the widow of Dr Radford, Frances Maria Radford.

Twenty-one years later the son, Henry Wyatt Radford, the Younger, became of age on the 19th October 1856 and entitled to his land. Again complications. Three days later Alexander Brodie Sparke died leaving an infant Alexander Brodie Sparke entitled to his estate.

The matter was settled on the 11th December 1856 by the Supreme Court of New South Wales in its Equitable Jurisdiction. After hearing from the infant A.B. Sparke, Mrs F.M. Sparke and the trustees of the will of Dr Radford and viewing various documents the property was vested in Henry Wyatt Radford the Younger.

— from the files of Cyril Staples M.B.E.

THE LANGUAGE OF FLOWERS

The language of flowers has been called the language of refined and modest courtship. In days gone by many a secret message was conveyed by pressing a flower and enclosing it with a letter or proffering it when to utter the sentiment it conveyed would have been impossible. The following is far from a complete list but allows for a modest range of sentiments to be conveyed by a modern correspondent.

Acacia	Friendship	Hellebore	Scandal
Acacia, Yellow	Secret Love	Hibiscus	Delicate Beauty
Acanthus	The Fine Arts	Holly	Foresight
Acalia	Temperance	Hollyhock	Fecundity
Almond	Hope	Lavender	Distrust
Allspice	Compassion	Lemon	Zest
Aloe	Affliction	Lily, White	Purity
Amethyst	Admiration	Lily, Yellow	Falsehood
Andromeda	Self Sacrifice	Marigold	Grief, Chagrin
Anemone(Garden)	Forsaken	Marjoram	Blushes
Azalea	Temperance	Oats	Harmony
Balsam	Impatience	Oleander	Beware
Barberry	Sharpness of Temper	Olive	Peace
Basil	Hatred	Orange Blossoms	Purity
Bluebell	Sorrowful Regret	Palm	Victory
Borage	Bluntness	Pansy	I Think Of You
Bur	You Weary Me	Parsley	Festivity,Feasting
Buttercup	Childishness	PassionFlower	Superstition
Camellia, Red	Excellence	Peach Blossom	Your Captive
Camellia, White	Loveliness	Pear	Affection
Chamomile	Energy In Adversity	Phlox	Unanimity
Carnation, Striped	Refusal	Ranunculus	Are Charming
Carnation, Deep Red	Poor Me	Rose	Love
Candytuft	Indifference	Rosemary	You Ever Revive
Chrysanthemum, Red	I Love	Rue	Scorn, Despite
Chrysanthemum, White	Truth	Salvia,Blue	Wisdom
Chrysanthemum, Yellow	Slighted Love	Salvia, Red	Energy
Cineraria	Always Delightful	Saxifrage	Mossy,Affection
Cyclamen	Diffidence	Snapdragon	No
Cypruss	Death	Snowballs	Bound
Daffodil	Regard	Snowdrop	Hope
Dahlia	Instability	Tamarisk	Crime
Daisy	Innocence	Tansy	I War against you
Daisy, Michaelmas	Farewell	Wall-Flower	Fidelity
Forget-Me-Not	Forget-Me-Not	Water Lily	Purity Of Heart
Foxglove	Insincerity		
Gardenia	Refinement		
Gladioli	Ready Armed		
Heath	Solitude		
Heliotrope	I Turn To Thee		

CONTRIBUTED BY
MARJORIE CUTBUSH.



EXCURSION REPORT

The May trip to the Southern Highlands was most successful, and on a beautiful autumn day. Special thanks to our Guide, Mr. Colin Sproule whose knowledge of the area in unsurpassed.

Colin very kindly told us he likes travelling with members of our Society because of the interest shown by them, and we are now on his special list of "regular travellers". Thanks again, Colin.

The next outing will be Saturday, July 11, 1998, to see the famous . "Connie" Aircraft, about which Mr. Lex McGowan told us at the November Society meeting; the finding of in the States, difficulties restoring and then its return to Australia. On our inspection day "Connie" will be at Kingsford Smith Airport.

Security is high at airports and we are asked to comply with any request made to us; compliance with this is part of the acceptance of us to make the inspection.

After leaving Mascot we will have our luncheon at a comfortable place before going on to the Maritime Museum at Darling Harbour; arrangements have been made by the President, Clr. Emerson, who is a member of that group. Dawn tells me we will be given a cup of tea or coffee at the end of the inspection!!

Details have not yet been finalised for the September outing, which will be Saturday 12th September; this is almost settled and we will advise you as soon as possible.

Referring once again to the week-end tour to Tuncurry; leaving Cronulla at 8 a.m. and Sutherland 8.30 a.m. Cost 3215.00 Members and 3220.00 visitors. Week-end is Friday November 27 to Sunday November 29, 1998. This costing includes, Coach, Accommodation Friday and Saturday evenings, Dinner Friday and Saturday and Breakfast Saturday and Sunday mornings, with a Barbecue at the Tuncurry Museum at lunch time Saturday, Plus of course, all admissions on Saturday and Sunday.

You will be advised more in detail closer to the week-end; but please pay a deposit of at least \$25.00 with booking and all payments must be in hand by October Meeting to enable us to finalise our commitments as requested by the Motel, etc.

Bookings for outing open at a meeting -- payment to be made with booking If you telephone after meeting, payment must be made within seven days. Unpaid tickets may be re-sole if required for other members, but you will be advised.

Bookings to Mrs. B. McGrath, (9521-2227), 141 Loftus Ave., Loftus, 22321 Enquiries either to Mrs. McGrath or myself on (9523-5801)

Aileen M. Griffiths *OAM*
Excursion Convener.

COMO RAILWAY BRIDGE

The Hon. Mr. John Sutherland, a minister in the Parkes/Parnell N.S.W. Government of the 1870's, fought for some 12 years to obtain the finance necessary to allow his dream of extending the Illawarra Railway over the Georges River, but by the time the grant came through his Government was out of office.

The Como railway bridge was constructed in 1884-5 and has recently been classified by the National Trust. It is the largest of ten single track lattice girder bridges built in the years 1871-88, the era of rail expansion. The Trust would like to see the bridge maintained and used as a cycle - way.

The opening of the Railway to Illawarra was celebrated by a Grand Ball held at the Wollongong Town Hall on Wednesday 3rd October 1888 at 8pm, under the patronage of the Governor and Lady Carrington who formally opened the line. Ball tickets were sold and these included a 1st Class return rail ticket to Wollongong available for three days and sold from all stations on the Illawarra line, there were both Gentlemen's and Ladies tickets.

CONTRIBUTED FROM THE COLLECTION OF THE LATE GEORGE
HEAVENS.



LETTER OF REPLY

re: "Leconfield House" (Bulletin Vol.2 No 19. Pg 447-51

By C. Staples.

My childhood home was Chiddingfold in Surrey which among other things was fox - hunting country; The local hunt and pack was the "Chiddingfold and Leconfield Hunt", the kennels of which were just over the border in Sussex.

I followed the Hunt on foot and have often seen the fox or foxes outwit the hounds.

I have an old set of encyclopaedias and record this entry for your information:

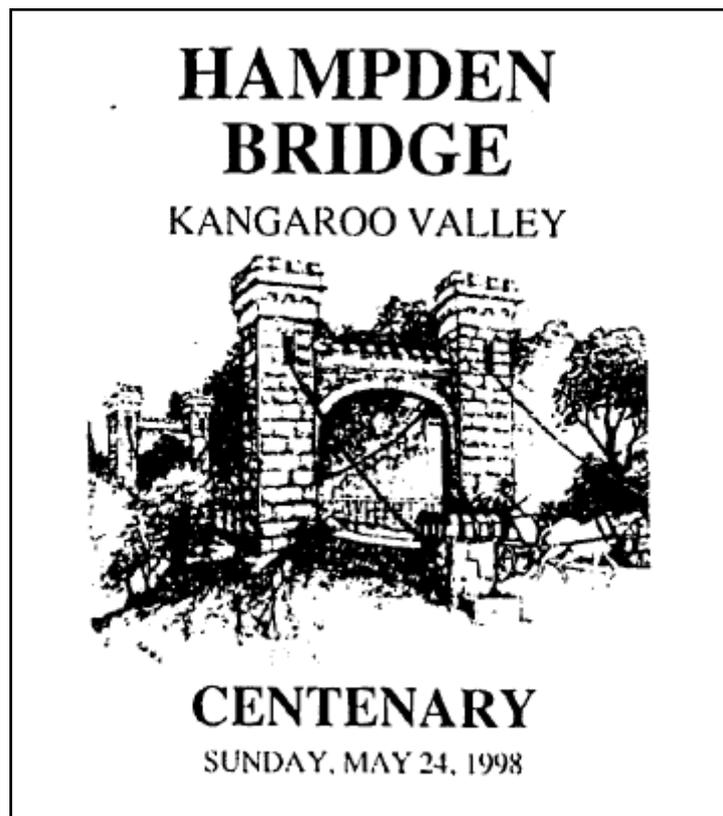
"Leconfield, BARON, British title held by the family of Wyndham since 1859. The 3rd earl of Egremont, dying without legitimate sons, left his great wealth to a natural son, George Wyndham (1787-1869), who, in 1859, was made Baron Leconfield.

The 4th Baron, Hugh Archibald (b.1877) succeeded the title in 1952. The family estates are mainly in Sussex, and the chief of residence is in Petworth."

1954 NEW UNIVERSAL ENCYCLOPAEDIA VOL:6 p,5045

Yours Faithfully,

John Risebrow.



THE HAMPDEN BRIDGE ... IN BRIEF

(Compiled by Alan Clark from Kangaroo Valley and Nowra newspapers of the 1890s)

When the first bridge over the Kangaroo River at Kangaroo Valley was officially opened on 14 August 1879, speakers dwelt on the progress being made in the district as a result of its construction. In its description, *The Telegraph, Nowra* mentioned that it was a "thoroughly permanent structure", yet within 17 years, plans were afoot to erect a new bridge adjacent to the old one.

In early April of 1896, *The Kangaroo Valley Times* proudly spoke of the new structure which was about to be erected on the upstream side of the present wooden bridge. It was to be "constructed on the suspension principle, the spans between supports of ends of cables being about 253 feet".

Great confidence was placed in the contractors, Loveridge & Hudson, who had recently erected the Equitable Insurance Building in George Street, Sydney. With the number of men engaged in quarrying stone for the bridge, it was not expected to be long before the structure assumed a practical shape.

An early milestone in the project was the laying of the first keystone at the Kangaroo Valley end pier on Saturday, 30 May 1896. This task was carried out by Florence Comer whose father had conducted a hotel in the Valley some years earlier, and her sister was the current licensee of the Commercial Hotel.

In the presence of works superintendent and a representative of the contractors, the stone (which weighed almost a ton) was soon locked into place. Although she started out with some trepidation, Miss Corner spent some 15 minutes with a trowel, helping mix the cement which was used to fill in the joints. That evening, workers engaged in the project assembled at the Commercial Hotel where they acknowledged this important event, enjoyed entertainment, and drank appropriate toasts.

It was September before the second keystone was ready to be laid, and the honour of putting it into place went to local businessman, Israel Karnofsky. This stone weighed about two tons, and when the ceremony was complete and it was confirmed the stone was well and truly laid, three hearty cheers were given.

About 30 of the bridge workers gathered in the evening at the hotel for a meal, which was followed by entertainment in the form of harmony and recitations. As a memento of the occasion, Mr Karnofsky was presented with a mallet which had been suitably inscribed. In the report of this day, *The Times* estimated that the masonry work would be completed in three months, when the erection and adjustment of the wire cables could begin.

Things did not go smoothly with the erection of the wire rope cables, with the first ones being condemned and returned to London. However in March 1897 it was reported that the girders to which the

cables were to be fastened had arrived in Nowra, and were being carted over the mountain to the Valley by contractor Robert Cason.

Friday, 2 July 1897 was a significant day, for the first of the cables was drawn across the river and adjusted to its proper position. The sense of occasion was recognised with the cable being sprinkled with some of the local Pioneer special brew. Each of these cables, which had been tested in England, weighed about 18-cwt. and was 480 feet in length. By this time, most of the timber decking had been brought from Nowra, and the ironbark scantlings cut at Jack's Corner had arrived.

Within a month, some 20 of the 28 cables were in position, but adjusting them was a painstaking task. There were other problems which caused the project to be held up for some weeks. *The Times* reporter noted that workmen were engaged enlarging the holes in the anchorage girders, to allow for stronger and larger bolts and pins, and he suggested the original bolts had been much too light in design.

One of the bridge workers, 38-year-old Oscar George Bennett fell some 60 feet to his death when he apparently lost his footing while untying a lever used for twitching up the girders. Coroner Zaccheus G. Bice recorded a verdict of "accidental death", and many of his workmates attended Bennett's funeral which was followed by burial at Kangaroo Valley Cemetery.

It had been expected the bridge would be completed by the end of 1897, but a further delay late in the year saw it held up for a further month. Wednesday, 2 February 1898 saw the first vehicle cross the new structure, and that honour was given to John King of Koggarah who was accompanied by his wife in a buggy drawn by a pair of horses. Half-way across, he paused to declare the bridge open, and the oldest female resident of Barrengarry was on hand to fasten blue and pink ribbons to the necks of the horses.

With the new bridge open, a start was made on dismantling the old one, before the extremes of weather took a hand. Some very hot weather was followed by a cool change, but for several days the Valley was filled with smoke from nearby fires. Rain started to fall on the afternoon of Saturday, 12 February, slowly at first, but over the next couple of days it became torrential. The bridge engineer estimated there were 20 inches of rain in that period and the resultant flood carried the old bridge away.

The river rose a total of 55 feet, to within nine feet of the deck of the new bridge which withstood the torrents, and was fully tested prior to the official opening which took place on Thursday, 19 May 1898. The ceremony was performed by Works Minister, Mr J. H. Young, who read a prepared report on the dimensions and strength of the bridge which had been constructed at a cost of £8,382.

The bridge was named after the current Governor of New South Wales, Lord Hampden who had visited the Valley on three occasions, and in his letter of acceptance had written that he was pleased to have his name connected with "such a beautiful locality".

MUSEUM REPORTHERITAGE WEEK

As well as our museum display and photographic display for Heritage Week held between the 26th April and 3rd May, we also had a wonderfully colourful and informative display of Kites from the Australian Kite-flyers Society. Special thanks go to Ted Cole, Ken Fisher and Ross Fuller for supplying and assembling all of the kites. Also on display in the museum were replicas of the Lawrence Hargrave Box Kites, along with photographs and excellent information. Many thanks go to Mr. Eric Waite and the Lawrence Hargrave Foundation for their kind efforts and endeavours that helped to make the display great.

Thank you to the Society members who helped man the museum and displays throughout Heritage Week and my thanks to Jim Cutbush for his help and assistance in making this display a success.

Overall interest was very high with 403 adults and 337 school children passing through. This aspect being very pleasing for the efforts of our members.

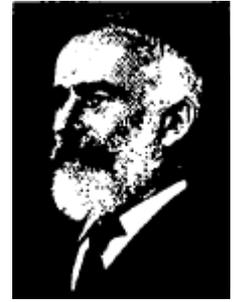
Thanks to the Sutherland Shire Council, we are fortunate to have a very well kept School of Arts.

ALLAN McGRATH

MUSEUM CURATOR.



LAWRENCE HARGRAVE



Notes from the address given at the site of the Lawrence Hargrave Memorial at Stanwell Park, December 2nd, 1945, by J. S. G. Worland, Esq.

Lawrence Hargrave was born at Greenwich, England, on Jan. 29th, 1850, the second son of John Fletcher Hargrave, a barrister of Lincoln's Inn, who migrated to Australia in 1856 and distinguished himself as a District Court Judge, Solicitor General Attorney General and, later, as a Judge of the Supreme Court in Equity and Divorce. It is interesting to note that, while a member of Parliament, Hargrave senr. represented this district of Illawarra at one period—June-October, 1859.

Lawrence was left in England to continue his education and in 1865 came out to Australia. He had shown a marked aptitude for mathematics, but did not matriculate and so was precluded (to his own satisfaction, it would seem) from following the traditional family calling of law. In voyage to Australia in La Hogue (1331 tons) developed a taste for adventure, and this he was able to realise, in no small measure, after serving some time as a draftsman with the Australian Steam Navigation Company, where he received a good training in engineering, and acquired that technical proficiency so largely responsible for his success and eventual fame. Fired by an address by Dr. Lang at a meeting of the Royal Society of N.S.W. in 1871 on "New Guinea—a highly promising field for settlement and colonisation," Lawrence formed one of the committee of the "New Guineae Prospecting Association" and, from 1872 to 1877, there followed a series of adventures, including ship-wrecks and risky voyages of discovery in New Guinea. These adventures deserve a special chapter, but suffice it here to say that they were not without profit to the mind of Hargrave, for his experiences in these formative years undoubtedly provided matter for thought and speculation during the rest of his life, for he had "observed widely and acutely."

In 1877, he "settled down" and in June of that year was elected a member of the Royal Society of N.S.W. In 1878 he was appointed Extra Assistant Astronomical Observer at Sydney Observatory and in the same year married Margaret Preston Johnson. There were six children of the union—five girls and one boy (Geoffrey). Lawrence spent five years at the Observatory, where he gained much useful knowledge for the work to which he was to devote himself, from his retirement in 1883, as a man of moderate independent means, "exclusively to the task of scientific research and the expansion of man's knowledge of and mastery over, the powers of Nature."

It is with this research, and its results, more particularly in regard to aviation, that the name of Hargrave has come to be associated. Perhaps the most succinct description of Lawrence Hargrave's work in this field comes from—Germany! A memorial tablet set up in his honour at the German Museum at Munich (where most of his aerodynamical models are still housed) bears this translated inscription: "Lawrence Hargrave, in Sydney, made, in the years 1884-1909, pioneering researches into the problem of flight. In his experiments he made use of small models built by himself of both ornithopters and soaring machines driven by steam, petrol, compressed air, etc. He also made, independently of Lilienthal, attempts at gliding with aerofoils. His greatest success is in the introduction of box kites for meteorological purposes. He undertook ascents with great man-lifting kites. He early recognised, as the result of his experiments and calculations, the possibility of motor flight."

So much has been made, in some quarters and strangely enough, of Hargrave's contribution to success in dynamic flight that it is just as well to clear away some popular misconceptions of his achievements, which, of themselves, are so notable as not to require the many fanciful claims made by some of his more fervent admirers whose enthusiasm often outstrips their accuracy. Hargrave did NOT:

1. Invent the aeroplane. (Many must share that credit!)

2. Make the first heavier-than-air apparatus to fly. (Stringfellow, in 1848, did this).
3. Discover the principals of heavier-than-air flight. (Sir George Cayley propounded these in Nicholson's 'Journal of Natural Philosophy' in 1809-10).

Likewise, it has now been proved conclusively that Hargrave's work did not have the slightest influence with the pioneering Wright brothers in America in the construction of the world's first piloted aeroplane to fly (at Kittyhawk, N.C. on Dec. 17th, 1903). Paradoxically, his experiments with aeroplane models did not have the slightest influence on the development of the aeroplane. The question to be answered, then, is—what did Hargrave achieve in the development of aviation? The problem of flight should first be considered. As with a boat or a swimmer in the water, an aeroplane is also really 'swimming'—the aircraft 'swims' in the air. Each, therefore, requires

- (a) a supporting surface and
- (b) a method of propulsion.

That is the problem of flight. Hargrave tackled this problem with a thoroughness that probably no other investigator in this field has ever equalled. He studied all forms of movement. He computed, charted and modelled even the movement technique of the lowly earthworm. The movement of slugs, birds and man did not escape him in his quest and he sought to reduce all forms of movement to a formula in his highly scientific "Theory of the Trochoided Plane." In support of his theory he designed a contrivance with which he literally 'walked' on Sydney Harbour! His theory led him to adopt the ornithopter or 'wing flapping' type of model aeroplane. These models had the action of birds and actually flew with fair efficiency. The method of propulsion adopted was at first the twisted rubber band, followed by specially designed compressed air and steam engines. His ingenuity in devising these 'power plants' was indeed remarkable. His rotary engine, made in 1889 (and, like all his inventions, deliberately never patented) was exactly the same in principle and appearance as the famous 'Gnome' engine which was independently invented and patented by the French brothers Seguin nine years later! Although he did build a 'screw' propelled model, it is fairly obvious that he was convinced of the practicability of the 'wing flapping' aeroplane and even forecast that the pilot may be 'air-sick' through the wave like motion of the machine with each wing beat. His experiments with his aeroplanes occupied the years 1884-93. From then onwards he decided to concentrate on the other part of the problem of flight, viz., the nature of the supporting surface. He turned to the study of kites. It is what he achieved in this direction that will make the name of Hargrave endure. History was made and man's mastery of the air secured when at Stanwell Park on 12th November, 1894, a string of four box kites lifted the inventor a distance of 16 feet into the air, the wind blowing at 21 miles per hour and the total weight borne aloft being 208 lbs. An account of this experiment, illustrated with his careful drawings, was sent by Hargrave to the London journal—"Engineering," appearing in the issue of 15th Feb., 1895. This article was seen by A. Lawrence Rotch, a leading American meteorologist, who promptly made a Hargrave box-kite from the drawings and used it to carry aloft recording instruments for use in the upper atmosphere. Modified by Professor Marvin, the Marvin-Hargrave meteorological kite became standard equipment in a very short time. A set of nine Hargrave box-kites (arranged one above the other) attained a height of 9740 metres (32,000 ft. or about 6 miles) at Lindenberg in 1919! Because the entire apparatus was cheaper, lighter in weight, and more expeditious than a balloon, the Hargrave kite was eminently suitable for meteorology and contributed enormously to the study of atmospherical research. These kites were also adopted by various armies for reconnoitring from heights of 50 to 100 feet. But it was really through the installation at Trappes, near Paris, in 1898, of Hargrave meteorological box kites that their influence on aviation began. The sight of these kites aloft and their description in :French journals had their effect on experimenters in aviation, and when, on

Nov. 13th, 1906, the Brazilian, A. Santos-Dumont made the first true flight ever made in Europe and the first public flight in the world, the machine he used was simply an arrangement of the Hargrave box kite. The influence of his cellular kite is easily discernible in the Farman and other early machines, although modern design has turned, or returned, to the mono-plane.

Hargrave busied himself in so many scientific activities that a short account of any, apart from the foregoing, barely does him justice. He contributed papers frequently to the Royal Society on scientific subjects. He made a rather unfortunate incursion into local early history by putting forward his theory of a landing in Sydney by Lope de Vega a century or more before Captain Cook; but was so effectively crushed by competent authorities that the notoriety resulting was certainly not to Hargrave's advantage.

His son, Geoffrey, who had been his constant companion in their work-shop at Rushcutter's Bay, and in whom he confided his desire to carry on his life's work, enlisted at the outbreak of the first world war, and, as a member of the 13th Battalion A.I.F., was killed on Gallipoli on May 24th, 1915. Lawrence Hargrave never recovered from this blow. His son's name was forbidden to be mentioned in the household, and it is feared that many important papers and apparatus were destroyed, in the father's despair, at this time. On July 6th, 1915, Lawrence Hargrave passed away, the cause of death being certified as due to appendicitis and peritonitis.

Here, then, at this splendid monument to one of Australia's most illustrious sons, we are able to gaze down on the beautiful valley of Stanwell Park, where Lawrence Hargrave made his epoch-making contribution to man's knowledge of and mastery over the air. And it is well to reflect, in these days, that here laboured a man who did not know the meaning of selfishness, who gave his knowledge freely to all his fellow men, and chose a life of high endeavour and true nobility when a life of ease had beckoned—and was thrust aside.

Acknowledgment: I wish to express my sincere thanks to Mr. Cecil Walter Salier, of 33 Parkes rd., Artarmon, for his help in my presentation of this talk. From his works on Hargrave I have borrowed extensively, and I am indebted for the assistance he has given in supplying journals which are out of print. The assistance of the Mitchell Library and the Royal Australian Historical Society and correspondence of some private contributors is also appreciated.—J. S. G. W.



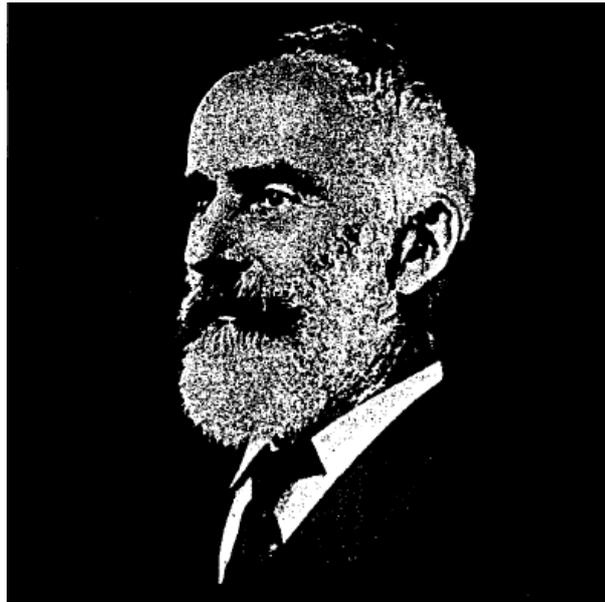
A model of Santos-Dumont's machine in the Science Museum, London. (Crown copyright. Science Museum, London.)

FOR THOSE INTERESTED IN READING MORE ON THIS REMARKABLE GENTLEMAN,
I RECOMMEND TO YOU THE BOOK CALLED:

LAWRENCE HARGRAVE - EXPLORER, INVENTOR & AVIATION EXPERIMENTER
BY W. HUDSON SHAW, OLAF RUHEN.

CASSELL AUSTRALIA LTD. FIRST PRINTED IN 1977.

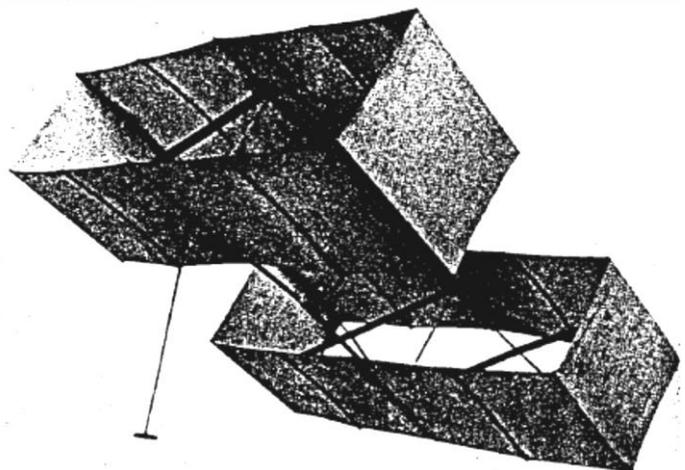
THIS BOOK HAS MORE UP TO DATE FACTS WITH ILLUSTRATIONS, THAN IN THE
ADDRESS GIVEN BY J. S. G. WORLAND. ESQ. THE EDITOR.



In a letter to his friend Hermann Moedebeck on 23 January 1910 Hargrave had sketched his philosophy:

In all these long years of work I was urged .on by the thought of the great benefit artificial flight would be to our proud and scattered species by bringing about a knowledge of one another and so dispelling the dark clouds of prejudice which keep us at enmity. Holding such views, can you wonder at endless patience? Is it not an immense reward to live to receive accounts of the success of the stronger, better and more persevering co-workers whose names litter the history of flying? Still, humanity delights in giving tokens inscribed 'well done' and, when justly earned, these are given and received without scruple or diffidence by all true men, and but exemplify the golden precept of Confucius, 'Do as you would be done by'.

A typical Hargrave cellular kite. They could be folded for ease of transportation. The spars were streamlined to minimize air resistance. The vertical cords in the middle of each cell permitted maximum tension to be obtained on the vertical and horizontal surfaces



MISS JOAN SUTHERLAND .

THE WORLD FAMOUS OPERA SINGER.

Some time ago I crossed swords with an old Sutherland Resident when I said that Miss Joan Sutherland, the world famous Opera singer had at one time appeared on stage in the Sutherland Civic Centre, as it was known when it was first built.

No longer being able to remember who I was talking to at the time and hoping to enlighten anyone not knowing and reading this. It has taken a deal of searching out as to exactly when, Well here it is, Miss Joan Sutherland appeared on stage in the Civic Centre at Sutherland on Sunday 12th February 1978. to be applauded by a full house. The visit was arranged through the efforts of a Mr Keith Smith who was the assistant Manager at that time, and as well he arranged appearances of names like 'Lovelace Watkins, "Peter Colville", "Mark Holden", "Treavor White", Tommy Tycho", Kerri Adams", "Peter Branson" "Dave Allenby"; "James Pegler"; "Lee Gallagher", "Reg Lindsay", and "Lester Coomes". These famous people appeared during a Grand Festival of Music. between the 12th of February and the 24th of February in 1978.

Not that it made Sutherland famous but at least their appearance lent tone to us at the time.

George Heaven's Collection.

George's River Bridge.

1939

The Tollmaster of George's River Bridge reported to Council at its last meeting that for the fortnight ending March 25th the traffic over the bridge was 56,173 and the revenue £1,365/18/6, which compared with same period last year the traffic showed an increase of 5,608, and the revenue an increase of £132/13/8.

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THE S.C.A.M., SATURDAY, JUNE 20, 1936.



Miranda Cricket Club
will hold a

Dance & Euchre Party

In Miranda School of Arts
On WEDNESDAY, 24th June, 1936
ADMISSION ONE SHILLING

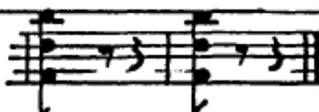
Morley's Orchestra. Good Prizes. Efficient M.C.
L. H. Thacker, President. I. J. Every, Secretary.



SUTHERLAND

IN

SUTHERLAND



TO OPEN

GRAND FESTIVAL OF MUSIC

AT

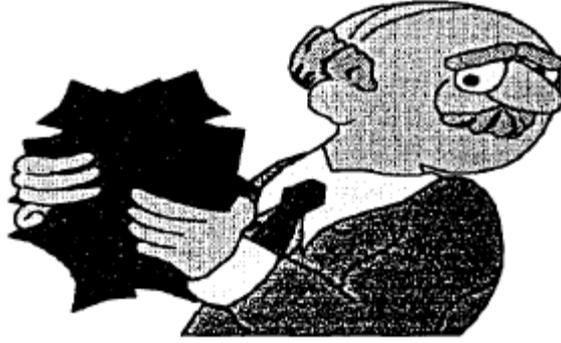
**SUTHERLAND
CIVIC CENTRE**

30 ETON STREET
SUTHERLAND 2232
PHONE 521-8888

SUNDAY, 12th FEBRUARY, TO FRIDAY, 24th FEBRUARY, 1978

PROGRAMME

<p>SUNDAY February 12th 8 pm</p> <p>OFFICIAL OPENING by MISS JOAN SUTHERLAND GALA CHARITY CONCERT</p> <p>Proceeds to Sutherland Hospital Chapel Fund and Sutherland Shire Community Chest</p>	<p>SUNDAY February 19th 2 pm</p> <p>BRASS AND MILITARY BANDS Sutherland Shire Silver Band St. Patrick's Band Boys' Town Band <u>FREE CONCERT</u></p>
<p>MONDAY February 13th 8 pm</p> <p>PIANO & ORGAN RECITAL</p>	<p>MONDAY February 20th 8 pm</p> <p>SUTHERLAND SHIRE SYMPHONY ORCHESTRA Conductor Dr. Ronald Smart</p>
<p>TUESDAY February 14th 7.30 pm</p> <p>POP CONCERT with MARK HOLDEN plus TREVOR WHITE and his Band</p>	<p>TUESDAY February 21st 8 pm</p> <p>CONSORT OF SYDNEY (By Arrangement with Musica Viva)</p>
<p>WEDNESDAY February 15th 8 pm</p> <p>MUSICAL COMEDY FAVOURITES with the entire cast of Sutherland Shire Light Opera Co., Miranda Musical Society and Engadine Musical Society</p>	<p>WEDNESDAY February 22nd 11 am</p> <p>GALA LADIES' DAY Guest Star JAMES PEGLER LEE GALLAGHER and his SHOW BAND and Denise Keen</p>
<p>THURSDAY February 16th 8 pm</p> <p>LOVELACE WATKINS IN CONCERT Compere/Comedian Peter Colville</p>	<p>8 pm</p> <p>COUNTRY AND WESTERN SHOW with the REG LINDSAY and LESTER COMBES COUNTRY SHOWS</p>



FROM THE EDITORS DESK

First of all I must say thanks for the contributions to this issue of the bulletin, which I'm sure are of interest to us all. More contributions are always needed as the more information we get the better quality bulletin I can produce for you. Any contributions to be sent in are requested to be on an A4 size sheet of paper with a border all around of one inch (2.5cm). Contributions can be sent directly to myself:

Mr J Cutbush
Bulletin Editor
3 Perth Street
Kirrawee. 2232.

Heritage Week was again a success with increased interest supported by an improvement in numbers visiting the museum, especially Schoolchildren who delighted in the exhibition. Allan McGrath again has done a wonderful job with his compilation of exhibits including the Lawrence Hargrave Box Kite Replicas and a vibrantly colourful display of kites from the Australian Kite-flyers Society. All comments were complimentary. Another job well done Allan!

Please members remember to support any efforts that are planned during the year and not leave them to just the normal ones. Younger members are definitely invited to join as history can only be passed on to these people or all will be lost.

JIM CUTBUSH - EDITOR.

WRITTEN ON A PLAQUE IN A SPANISH PARK



"I AM A TREE.
YOU WHO WOULD PASS ME BY THOUGHTLESSLY OR RAISE YOUR
HAND AGAINST ME.
REMEMBER THAT I AM THE HEAT OF YOUR FIRE ON COLD NIGHTS;
THE FRIENDLY SHADE SCREENING YOU FROM SUNSHINE HEAT,
THE BEAM OF YOUR HOUSE,
THE BOARD OF YOUR TABLE,
THE BED UPON WHICH YOU BE,
THE TIMBER OF YOUR BOAT,
THE HANDLE OF YOUR HOE,
THE WOOD OF YOUR CRADLE AND THE SHELL OF YOUR COFFIN.

HARM ME NOT."

Sutherland Shire Historical Society Inc.

FOUNDED
1966



VISITORS AND
INTENDING MEMBERS WELCOME