

SUTHERLAND SHIRE HISTORICAL SOCIETY INC QUARTERLY BULLETIN

Design by (the late) Fred Wiggley



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A SUCCESSFUL FISHING PARTY - 1950
PHOTO TAKEN LOOKING TOWARDS GUNNAMATTA PARK
FROM HOSPITAL BAY (WITHIN GUNNAMATTA BAY)

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THE AUSTRALIAN FLYING CORPS **LAST SURVIVING MEMBER PASSES AWAY,**

Harold Edwards, the World War 1 veteran who guarded the body of the Red Baron after the German air ace was shot down, has died, aged 102. The Father of two, Grandfather of five and Great - Grandfather of 13 was the last surviving member of the Australian Flying Corps - precursor to the RAAF.

Mr Edwards suffered a fall at his Victoria Point home and suffered internal bleeding. He died in Princess Alexandra Hospital on Sunday 9th August, 1998.

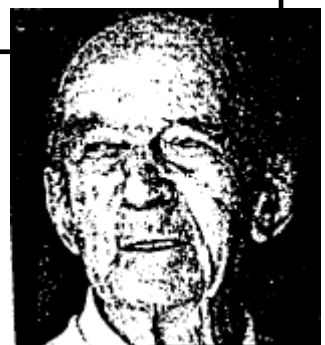
Mr Edwards served in Belgium and France during World War 1.

As a 22 year old mechanic and instrument fitter in the AFC's No 3 Squadron, he was assigned on April 21 1918 to guard the body of legendary German ace Baron Manfred von Richthofen , better known as the Red Baron, until it was identified by British and French authorities. He also engraved the plaques for von Richthofen's cross and coffin in both German and English.

Von Richthofen was credited with shooting down 80 Allied aircraft. Ever since he was gunned down, debate has raged among historians over who fired the fatal shots. But in Mr Edwards' mind there was no doubt that it was from gunfire from the ground, rather than an aircraft, that shot down and killed the Red Baron. " I saw the wounds. The bullets went in below the right arm and emerged at the left breast," he said last year. His view added considerable weight to the argument that the likely marksman was an Australian soldier, not a Canadian pilot officially credited with the kill.

The retired optometrist was one of three World War 1 veterans who led more than 16,500 marchers in Brisbane's Anzac Day Parade earlier this year.

LEST WE FORGET



Harold Edwards

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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QUARTERLY JOURNAL OF THE SUTHERLAND SHIRE HISTORICAL
SOCIETY INC.

VOL. 2. No. 23

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President's Remarks

I always love attending our outings and meetings because you members seem such a happy bunch, and always enjoy whatever is arranged with such interest and enthusiasm. We certainly had a variety of things to see on our July excursion: a tour by bus to see over the plane "Connie", (if only I'd known Lex meant Connie, when he wrote "come fly with me!" when we were pen pals at 17, I might have kept writing!) and then to the Australian National Maritime Museum, where some of our members tried out the skipper's chair on the ship "Vampire"! I hope you enjoyed seeing over my favourite maritime museum and listening to our tour guides, James and Warwick, and I thought they gave us quite a nice afternoon tea at the Tasman Light, and then finished the day with a gallop around the "Tears, Fears, and Cheers" exhibition, thanks to Terry and Aileen who allowed us an extra half hour of tour time. It was much appreciated. I gather that some of our members are returning for a more leisurely look, which showed their interest. I later received an excited phone call from Wendy, who provided our afternoon tea, to say how much she loved the spoon we gave her. She collects spoons and was pleased to have our spoon which is so unique.

What a remarkable speaker we had for July! In listening to Pauline Curby we learnt how a professional historian researches her topic, and we are looking forward to her book commemorating the Centenary of Cronulla. She certainly is well-deserving of any grant as she is so painstaking, and dedicated to her work. It was great to see Merle Kavanagh again, who helped Pauline with her research and is an author in her own right; I am also grateful to her as she also helped me research my husband's ancestor, Albert Russell Emerson for the Welcome Wall at the ANMM. We were delighted to have Mr. John Collins and his wife Betty along at our last meeting. John knows a lot of history about our railways, and he has promised to bring along his photos next time. Don't forget to bring along any photos you would like to share with us at the next meeting, about our Shire's history or any memorabilia, so we can enjoy a cuppa and have a chat over supper whilst we inspect your "find".

Last week, I visited the Age of Fishes Museum in the old courthouse at Canowindra. A council worker, in 1956, bulldozed this slab of rock containing fish fossils and notified the Australian Museum. When checked they were found to be 360 million years old from the Devonian age, and it is the world's largest fish fossil site. This was the era when fish had nostrils as well as gills, and was just prior to some climbing on to land and becoming the forerunners of our animal kingdom. We were enthralled at the clarity of the fish entombed in rock, and one could even feel the scales and see their teeth. Don't miss this museum if out that way. They have now received a grant for a new museum which is currently being built in the centre of town.

We were delighted to see the Japanese Edo exhibition at the National Art Gallery in Canberra, with superb woodcuts from about 1628-1868 showing the splendour of the courtesan era, when Japanese art, literature and music reached their zenith. Our next foray was into the Pharaoh exhibition at the Australian Museum in Sydney, and it was such a thrill seeing papyrus writings over 4,000 years old, statues, including mummies, and beautiful vases and jewellery. Aren't we privileged that we can see treasures brought from the other side of the world, without leaving our own country.

Mr. Doug Archer, our Deputy-President, will preside at the next committee meeting, but I will be back from South Africa where I have been selected for a consultancy job, in time for the next meeting, and hope I won't miss too many meetings as I travel to and fro.

B.H. Dawn Emerson

President

1998 Meetings:

August:	Clr. Ken McDonell: Ancestry, from Scottish highlands to Aussie bush.
September:	Mr. Les Bursill: The first inhabitants of Sutherland Shire
October:	National Parks and Wildlife Service guest speaker (to be announced)

ONE FOR THE FISHERMEN

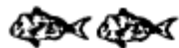
With the threat of War, 1939 wasn't a good year for the Cutbush brothers, Bill and Neville to receive delivery of their new fishing boat.

Out of a number of good boat builders in the Shire, Mr Fred Matson was selected to build an 18 foot by 7 foot 2" inch beam, clinker style fishing boat, suitable to carry five (5) persons comfortably for outside licensed fishing excursions on weekends.

The Keel was made of spotted gum and the planking was of New Zealand kauri that was attached to double ribs. A pine mast was added that could be used with sail if needed. A "clay" motor was installed to complete a fine looking craft, which was named "**CUTTY SARK**", after the British Clipper Ship that they had heard their father speak of when they were children.

This boat had its moorings in a small bay within Gunnamatta Bay, called "Hospital Bay", located at the Southern end of Gunnamatta Road below the De La Salle College. This bay is protected from strong southerly winds that blow down the length of Gunnamatta Bay. This being the reason for its selection.

This boat was more successful than was hoped for, aided with the Brothers excellent local knowledge, gathered since childhood, in Cronulla. However this was only to last a short time as War was declared and theirs, and many other boats from the Port Hacking area, were confiscated for the Government by Mr Ken Monro and others. They were towed up to Audley in the Royal National Park, where most were pulled ashore and stacked, while others were partly in and out of the salt water. Some even being tied up to the steel cable that held



the swimming net. They were guarded by armed VDC members, who had their quarters in the boat hire shed at Audley, on the fresh water side of the weir. These men had orders to set fire to all the craft if invasion was imminent.

During the War years when Neville could get time from building Boilers at Clyde, he would ride his push bike from Sutherland station to Audley to check the condition of the boat, and make sure the boat was filled up with salt water to prevent rotting as befell so many other craft. The motor wasn't a problem as it had been removed and stored on blocks under Neville's house in Burraneer Bay Road, where Bill checked it regularly. Neville only rode down to Audley once as he told me by the time he reached the bottom he had no brake pads left ! So he walked down and back up again after that experience.


At Wars end the boats that had been confiscated were allowed to be taken back if they were still in good order. A great many were left and were burnt.

Many shortages still continued for years after the War. One of these to fishermen was linen cord used for fishing line. Most fishermen had small supplies of different types of cord from before the War and these had to last as long as possible. (Nylon fishing line didn't become readily available until years after the War and the first types were poor and had flaws in most.)

My Father found a solution to preserving what cord lines the Brothers had left. This was found while Bill was working at Mascot Aerodrome while helping to build the De Havilland Tiger Moth Aircraft for the War effort. There they used a solution called "Dope", to coat the Aircraft's fabric covering to preserve it in all weather conditions. At the Wars end Bill asked for and received a small amount of Dope, to start to coat fishing line cord. This coating tripled the life of cord lines. A simple tube device was made, sealed with corks at both ends which had small holes to allow the cord to go through.



Form 2A. 1945.


 FISHERIES AND OYSTER FARMS ACT, 1935-1942.
 (REGULATION 3.)
FISHING BOAT LICENCE (TERRITORIAL WATERS)

LICENSED FISHING BOAT No. 2950 Chief Secretary's Department,
Sydney, 13th April, 1945.

It is hereby notified that, in pursuance of the provisions of Section 23 of the Fisheries and Oyster Farms Act, 1935-1942, on the application of Wilfred James Cutbush,

of Hyndman Parade, Cronulla.

the boat described hereunder is licensed to be used for or in connection with the taking of fish for sale from territorial waters.

This licence shall, unless sooner suspended or cancelled, be in force until 31st December, 1945.

Name of boat Cutty-Sark Colour White & Red

Length 18 ft. feet. Motive power 5 H.P.

Beam 7 1/2 feet.

Fee paid, 10s. 0d. No. 445

Counter-signed L. Langell *J. H. Anderson*
Under Secretary.


SHOULD K&B E-200 A B PRINTED AT THE GOVT. PRINTING.

COPIES OF FISHING BOAT & FISHERMEN'S LICENSES
ISSUED AFTER WORLD WAR II, 1945.



THE BROTHERS BILL & NEVILLE IN THEIR NEW BOAT
"CUTTY SARK", HOURS AFTER LAUNCHING.

Form 6A. 1945.


 FISHERIES AND OYSTER FARMS ACT, 1935-1942.
 (REGULATION 7.)
FISHERMAN'S LICENCE.

Mr. Wilfred James Cutbush, No. 3463

of Hyndman Parade,

CRONULLA.

is hereby licensed in pursuance of the Fisheries and Oyster Farms Act, 1935-1942, to take or attempt to take fish for sale by any method from any territorial waters whether tidal waters or inland waters. This licence shall, unless sooner suspended or cancelled, be in force until 31st December, 1945.

Fee paid, 10s. 0d.

Counter-signed L. Langell *J. H. Anderson*
Under Secretary.

SHOULD K&B E-200 A B PRINTED AT THE GOVT. PRINTING.

The tube was then filled with the solution and up and down the line they'd go, coating as it went. see illustration

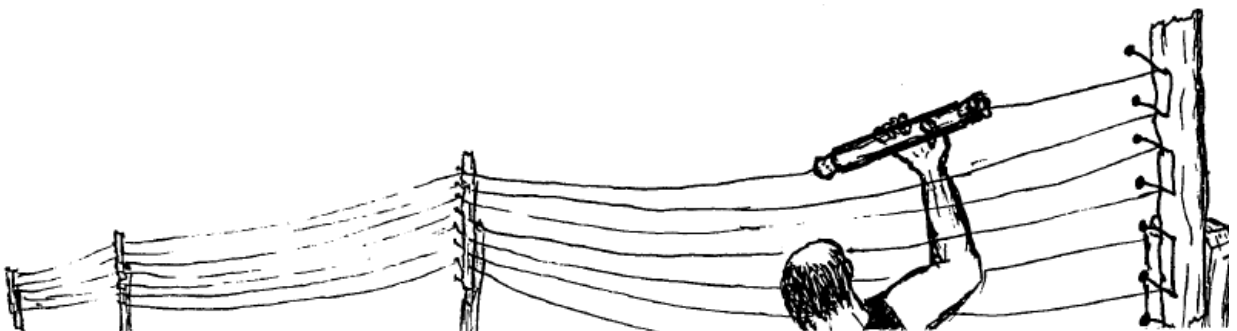
My Mothers clothes line posts became covered in nails for the cord line to be held and rest upon. This didn't last long as he was told where to go with the lines, so wooden poles were attached along one side of the fence with nails in them to do the same job. Usually the cord line was given two or three coats, depending on the drying conditions of the day. Some of the lines used during these years were known as:-

- * "Salt & Pepper" - White linen cord with black specks
- * "Green Cord" - Green dyed linen
- * "Cutty Hunk" - Thicker linen white cord
- * "Saddlers Twine" - Fine cord, dark brown or white
- * "Cherry Blossom" - Cat Gut. Made in Japan. Available prior to the War. Orange in colour
86 sold for 10P a coil of 50 yards.

During my childhood we had more than our share of fish to eat and my father would always say, " Eat it up Son, it's brain food." If this was true I should have finished up a Genius!!

These small but reliable wooden boats served this and many other areas well and it is good to see a renewed interest in them. During the 17 years the Brothers shared this boat it had given a great deal of pleasure to a broad variety of people from all walks of life before being sold in 1956, when it was decided to have a bigger boat built, but that's another story.

JIM CUTBUSH



HEATHCOTE

EARLIEST SETTLEMENT HONOUR TO HEATHCOTE.

Laid out in 14 "town allotments" in 1842, Heathcote boasts the shire's earliest settlement - Village of Bottle Forest.

Bottle Forest proper embraced an area of about 200 acres.

Now, this historic residential area is the lovely sylvan Heathcote East.

The earliest record of how Bottle forest got it's peculiar name is found on a map and plan of the Old Illawarra Road, compiled in 1843. On the plan of route, the area of Bottle Forest is named and charted in the shape of the soldiers water bottle, in common use at that time.

Thomas Holt secured portions of Bottle Forest in the 1860s and left it to entailed to his heirs in perpetuity. From other owners in 1883, Sydney brick maker Isaac Harber acquired the freehold of the 50 acres of ground there, now known as Heathcote Hall Estate. Discreetly hidden among the greenery of the Estate is the mansion he named Heathcote Hall. Undoubtedly Heathcote's most famous landmark, it is a typical example of late Victorian domestic architecture.

The South-Western corner of his land connected with the newly constructed Heathcote Railway station. (The station is about 22 miles from Sydney, and about 626 feet above sea level.) But soon after, Mr Harber slumped into financial disaster, caused by heavy losses in the building of Sydney's Imperial Arcade. Heathcote Hall was put up as a lottery prize by Tattersall's - at a value of 7000 pounds, and was won by Sydney builder S. Gillett.

In early 1901, it passed to an E. R. Brown. Mr Brown lived there for 25 years, confounding physicians who gave him a few short months to live when he retired there.

Heathcote was initially divide into two parishes - the other one called the Civil Parish.

It was named Heathcote in 1835 by Surveyor General Mitchell, after one of two officers who served with him in the Peninsular Wars (1809 - 1814)

EXTRACT FROM AN UNDATED NEWSPAPER ARTICLE

J.C.

SUTHERLAND SHIRE HERITAGE WEEK KITE EXHIBITION

The A.K.S. had a request from Mr. Allan McGrath Curator of the Sutherland Shire Historical Society's Museum to put a kite exhibition into the Society's museum for the Sutherland Shire Heritage Week, the exhibition was wanted for 25th April to 3rd May.

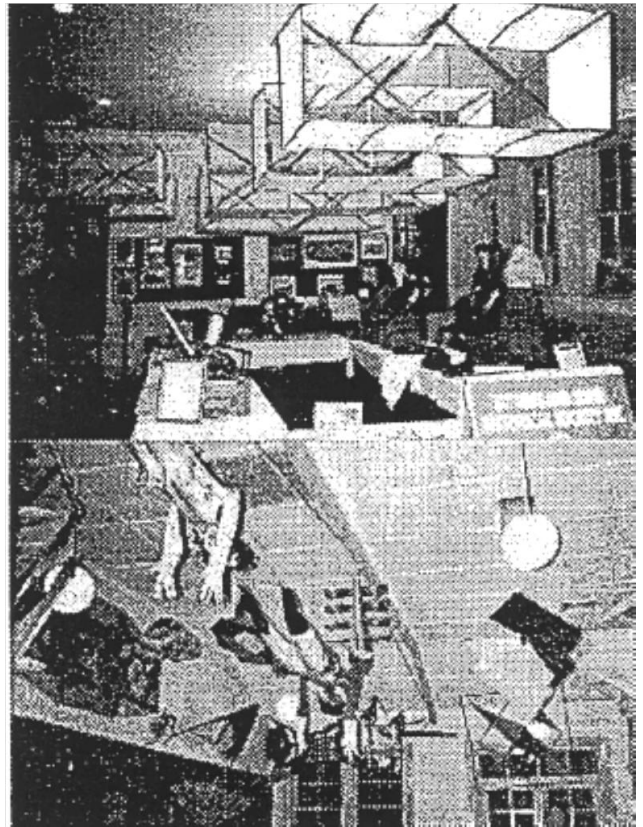
The request was for some Lawrence Hargrave kites to go in the Historic Room & a general display in the rest of the museum, in the Historic Room the Society has a permanent display of heritage items from the Good Old Days E.g.: church organ, radios, clothing, cameras, pots & pans, school items like desks, pens, inkwells, other bits & pieces including the teacher as well as loads of old photos.

A display of the History of Flight was put up by one of the Historical Society's members using small models, photos & old newspaper cuttings so the Hargrave kites worked in very well along with some well made full size Hargrave models on loan from The Hargrave Society.

Unfortunately due to a hold up the Historical Society had with getting insurance for the display we (The A.K.S.) did not have time to get any info into Flying High but a phone call to a few members, found the kites & labour needed, to put up the exhibition. I would like to THANK ALL of YOU who at short notes made this display happen with the loan of kites & the labour.....THANK YOU.

Ken Fisher

The Journal of the Australian Kiteflyers Society Inc.



VALE

WAL(ter) YARDLEY

At the age of 91 Wal Yardley passed away on the 10th June. Wal was a member of this society for many years and took a keen interest in local history.

A resident for nearly 70 years, Wal worked through the depression on the Woronora dam and later as a clerk at the Woronora cemetery.

On behalf of the Society he spoke to children about their local history, visiting local junior schools, armed with milk cans and photos of the early ways of hand milking of cows and the delivery twice daily of pints and quarts of milk.

Wal was a well loved and highly respected citizen and we will miss his sterling qualities and great sense of humour.

Marjorie Blackley



LOOKING BACK

At the end of World War 2 thousands of ex-servicemen married and dreamt of owning their own home. In 1948, Sutherland Shire had land for sale at £100 for a 50 ft. by 120 ft. block, and at this price hundreds of young families arrived to buy into the Shire and start their new life.

Garages sprouted all over the landscape. They weren't for cars because few people owned cars; they were for makeshift accommodation whilst dream homes were being built.

In those early days friendships sprang up quickly and borrowing became a way of life, tools being exchanged by the men and recipes by the women. If a cement mixer was hired to build paths or for laying bricks, neighbours came to help turn the handle of the manual mixer or to lend timber or muscle to help set the paths. Once the paths were laid, garden beds could be made and to fill the gardens, cuttings were begged, borrowed or supplied by someone in the street and the donor received different cuttings in exchange. When daylight faded, the work was toasted with beer poured into glasses from large bottles and savoury biscuits supplied to go with the beer.

There was a population explosion too. Our small street of 40 houses boasted 73 children of primary school age or younger. The children played on dirt roads, in backyards or in the bush that adjoined the houses. No one locked their doors or windows and sometimes I would wake in the early hours of the morning to find three or four children inside our house playing with my two children or sometimes mine had disappeared to another house in the street. Cricket was played in the street and fruit boxes used for stumps.

Empire Day was celebrated on the 24th May with fireworks bought in the preceding weeks. There were Catherine wheels, jumping jacks, sparklers, tom thumbs, crackers of every size and of course rockets. Wood for the communal bonfires would have been gathered and placed on a vacant block of land during the previous weeks and on Empire Night as soon as it was dark, children poured out of the houses to stand around the fire and let off their quota of fireworks. We parents would supervise the activities while our feet became ice cold in the rubber wellingtons which were considered the proper footwear for such an occasion and the fathers would let off the rockets. These were considered too dangerous for small fry to be exposed to, but the reality was that every man had a small boy inside him wanting to be part of the fun. Once the last firework had exploded we would all retreat to one of the houses to warm up with hot tea and cake or to treat burns and to discuss the night's events.

While the husbands were at work, the wives took care of the kitchen. They made cakes or scones, ordered hot bread when the baker called and made sure that the billy was out for the milkman. The postman came on his bicycle twice a day and once on Saturdays, blowing his whistle loudly to make sure you were aware that the mail had arrived. He knew everyone by name and when collecting the letters, the householder would enquire about his health and ask about his family. At Christmas he was inundated with bottles of beer or chocolates in return for the good news he had brought during the year.

Wives also took lists of food items to the grocer and greengrocer, discussed the list with them and they in their turn would ask about your family. Everything was delivered without charge and placed on the kitchen bench whether you were home or not. Some grocers would give Gold Star coupons with the groceries and these were assiduously collected together with tea coupons and flour coupons torn from the bottom of their packets. Once enough of these coupons had been collected, they would be taken into a city warehouse and there they would be exchanged (according to the number collected) for all types of kitchenware, toys and crockery.

The butcher's shop had newly arrived carcasses of meat hanging on large hooks over the sawdust covered floor. Whatever meat was required would be chopped off from a carcass taken from a huge refrigerator and if necessary the meat would be delivered when the butcher finished work. Sometimes our butcher would have to rush hurriedly out of his shop when the fire bell rang. The fire engines were manned by volunteers and often the butcher could be seen running up the road, his knives clanging in their holder attached to his belt, as he headed for the fire station.

The fish shop would wrap your fish and chips in newspaper and the proprietor would pay children for any newspapers they brought to his shop. Soft drink bottles could be returned to the vendors for a refund and beer bottles were collected by the Boy Scouts to be eventually returned to the breweries who would pay the Scouts according to the number collected.

As the wife walked back home pushing a stroller, she would often be offered a lift in a car by a perfect stranger. The lift would always be gratefully accepted, the driver thanked and never did the woman feel at risk accepting a ride home.

We were lucky with our milkman, he had a utility truck, and feeling sorry for the children, would often volunteer at the weekend to take them out in it. The back of the truck would be filled with five or six happy kids and off they would go to National Park or the Woronora Dam. We parents would give a great sigh of relief as we were then able to work to our hearts content without having to worry about the small fry. There were no seat belts in those days but I don't ever remember having so much as a twinge of apprehension about my children's safety. Of course there were very few cars on the road and Bill, our milkman was a very reliable and careful driver who loved to be a Good Samaritan. The ute always returned with a cargo of bubbling children, full of laughter and happiness at having an afternoon's outing in a truck.

Our house, like many others, had bare boards for floors, curtain rods hung cross-wise on picture rails were our only wardrobes and Aunt Madge's old couch was the sole piece of lounge room furniture. Butter boxes were useful for extra seats and a radio was the extent of home entertainment. A wringer washing machine and a 'fridge were luxuries bought on time payment.

We hadn't lived in the Shire long when we decided to form a Discussion Group. We contacted Sydney University and they said a box of books would arrive by train on such and such a day and our instructions would be sent by mail. The books duly arrived and the box was large and heavy. As no one owned a car, some of the men volunteered to be cart horses and they would stagger up from the railway station with their load, drop the box on the floor and eagerly open it to find out what we had been given. The topics were many and we entered into our writing tasks with gusto and sent the results back to the University with trepidation. Occasionally our tutor would come out from the Uni. and give us some personal instruction, a night we all eagerly looked forward to. Supper was "a plate" brought by the various families and every so often a parent would "nick off" to make sure their children were alright.

Amongst the happiness of those early days, there were also some grim moments, like when the grease-trap had to be emptied and the stink that arose once the lid was removed was indescribable. The accumulated grease had to be taken away and buried and the trap thoroughly cleaned with hot water. Also there was the sanitary pan. At that time, no sewer was available and an outside toilet complete with a phenyl dowsed sanitary pan reposed in its own little shed in the backyard. When the sanitary men went on strike, the gruesome contents of the pan would have to be buried by the householder. The once a week emptying of the small garbage tin also posed problems. Papers could be burnt in the outdoor incinerator, but when the

garbos also went on strike, the contents of the bin would have to be either burnt or buried. The sullage pit was another headache. A heavy deluge of rain could cause the pit which contained all the household waste water to overflow, then another "pit" would have to be laboriously dug to accommodate the extra water.

Possums would run over the roof at night and make the air hideous with their mating calls. The odd possum still hangs around, but the bandicoots have disappeared and so too has the wombat which built himself a convenient home in our backyard. Smaller birds have gone. The pee-wits which hopped around waiting for worms as we dug, the little wrens and the sparrows have made way for flocks of cockatoos, magpies, currawongs and noisy minahs.

I still live in the house we built all those years ago. Cars now zoom up and down the tarred road. New neighbours get into their cars and disappear for the day, never to be seen from one month to the next. The food is bought at the supermarket and lugged home in the boot of a car and we never find

out the name of the part-time employees who pack our plastic bags. The helmeted postman zooms up on his motor bike once a day, Monday to Friday and I have never seen his face and never hear a whistle as he doesn't have one to blow. Time has rolled on and things are completely different now. We live in a new computerised, rushing world, where no one has time to relax. Looking back to those early years I know that I have been very lucky, for those years were truly happy, carefree ones when riches were found in friendships and not in dollars.

© Marjorie Overett

SHIPWRECK: **NEMESIS LOSES 21.**

Wednesday, 13 July 1904 - The worst fear for the safety of the crew of the Nemesis seem to have been realised as it has gone missing in fierce seas off the NSW coast. The popular cargo and passenger steamship, headed for Melbourne from Newcastle, NSW, is almost certain to have foundered near Cronulla, south of Sydney.

Twenty-one hands were on board when the ship became drawn into a savage southerly gale which brought mountainous seas, making headway impossible for the struggling vessel.

Sutherland: Towards A Literary Landscape

by
Edward Duyker

Sutherland Shire is proud of its associations with James Cook. Kurnell, where the *Endeavour* anchored in Botany Bay in 1770, forms part of the present shire's northern boundary. The bones of one of Cook's seaman, an Orkney islander named Forby Sutherland, lie buried on the foreshore and James Cook appears on the official shire seal. And it is with the *Endeavour* that the shire's association with the printed word began, for the ship's officers and men were laden with books for their three year circumnavigation. Joseph Banks (1743-1820), judging by the references in his journal, must have had between fifty and sixty-five titles amounting to some 100 to 130 volumes on board the *Endeavour* - mostly works of natural history and accounts of exploration. His 'draughtsman' Sydney Parkinson (c.1745-1771), is known to have carried anthologies of the great English poets such as Chaucer, Pope, Dryden and Spencer; works by the classical authors Homer, Ovid and Virgil; volumes of Shakespeare, Cervantes, Marmontel, La Fontaine, and Lesage; illustrated works by Hogarth; histories of England, Scotland and the ancient world; and gazetteers and guidebooks.

Modern editions of many of the works carried on the *Endeavour* can readily be found in Sutherland (together with descriptions of Botany Bay dating back to 1770), for the Shire's library service has a rich collection of some 340,000 items. With 101,250 registered users (of which 27,360 are children), Sutherland has one of the largest library memberships in Australia. In 1994 1,627,134 items were loaned to users by all the branches combined. In the same period, the library handled 108,915 reference enquiries.

The beginnings were modest. In 1953 the first central library was housed in the former home of a local physician and held a mere 8,000 volumes. In 1955, branches were opened in

Cronulla and Miranda. Five years later a branch was opened in the cramped understorey of Sylvania's 'Boomerang Hall'. Over the next three decades, branches were opened in Caringbah, Engadine, Bundeena, Bangor and, in July 1995, Menai. There were changes too. The Central Library moved into the lower ground floor of the Council's Administration Centre in August 1965 and the Miranda and Sylvania libraries were moved to more modern, spacious, locations in 1985. And there were set-backs. The Caringbah Branch Library was destroyed by fire in the same year the Miranda and Sylvania branches were relocated, but it was rebuilt in less than two years. At Christmas 1987 Sylvania suffered significant damage when vandals threaded a fire hose into the book return chute and left it gushing for a number of days without anyone realising. (In 1992 someone put a poisonous whip snake into the return chute at Miranda!)

Although political divisions among councillors have sometimes been bitter, there has long been strong bipartisan support for the Shire's library service. This has been reflected in the investment of \$5.4 million in a new Central Library building which was officially opened in March 1994. With 2,688 square metres of space (excluding underground car parking and store rooms), the building is almost twice the size of the old central library and has greatly improved access for the disabled. The new library has seminar and display facilities, a purpose-built local studies section, an expanded children's library, an enlarged reference department, a greatly improved audio-visual storage area and generous reading and private study locations--with plenty of natural light.

After the broadcast of the television documentary series 'Sylvania Waters', Barry Humphries may have felt vindicated in his choice of a suburban home for Sir Les Patterson, 'Minister for the Yartz'. I must confess I have often wished the mangroves in that part of the Georges River had been left undisturbed: the fish and the waterbirds would have been a lot better off and we would have been spared a great deal of cringing! But there is a lot more to Sutherland than

'Sylvania Waters' and Sir Les would suggest. It should not be a surprise that a shire which supports an extensive library service should have an increasingly rich cultural life. Sutherland not only treasures books it has also produced them. The shire may not be a vast Newtown or Fitzroy harbouring clusters of struggling artists, novelists, poets and playwrights in cheap inner-city accommodation, but over the years some of its decidedly suburban residents have made important contributions to our printed heritage. With the splendid treasures of a Pacific coast, Botany Bay, the Georges and Woronora Rivers, Port Hacking and the Royal National Park (the second oldest in the world), Sutherland Shire has been home to several city-based writers who have drawn important inspiration from the bush and the coast. Short-story writer and balladist Henry Lawson (1867-1922), for example, owned a weekender at Cronulla. Neville Cayley (1886-1950) author of the Australian ornithological classic *What Bird is that?* (1931) lived in Cronulla from the age of seven and was a founding member of the Cronulla Surf Life Saving Club. Cayley's other books, as author and illustrator, were *Australian Parrots* (1938) and *The Fairy Wrens of Australia* (1949). In addition he illustrated G. A. Waterhouse's *What Butterfly is that?* (1932) and Ellis Troughton's *Furred Animals of Australia* (1941). (Cayley's father N. H. P. Cayley (1853-1903) was also an accomplished bird painter; the National Library possesses eighteen of his original watercolours.) Lester Sinclair (died 1974) better known as 'John Mystery', built a turreted 'castle' on the tip of the Illawong Peninsula and produced many children's books from the 1930s onwards including the *Woolly Sisters* and the *Blinky Land* series, abridgements of numerous European classics and the well-known *Bumper Books* and *Cobbers Annuals*. In the late-1940s and early-1950s, Gough Whitlam, the future Prime Minister and author of numerous political tracts and memoirs, lived with his family in Wangi Avenue, Cronulla. Como, in Sutherland Shire, was home to historian of science Ian Langham author of *The Building of British Social Anthropology* (1981), which Claude Levi-Strauss described as 'a major contribution to the history of ideas'. Dr Langham was also the co-editor of *The Wider Domain of Evolutionary Thought* (1982) and before his tragic death in 1984, had undertaken a major re-evaluation of the Piltdown hoax.

His thesis was eventually incorporated in Frank Spencer's *Piltdown: A Scientific Forgery* (1990).

Another important scientific writer who continues to live in Sutherland Shire (despite losing his home in the January 1994 Jannali fires and often undertaking field research in New Guinea or Irian Jaya), is Dr Tim Flannery. A zoologist at the Australian Museum, Flannery is the author of *Mammals of New Guinea* (1990) and the thought provoking study *The Future Eaters: An Ecological History of the Australasian Lands and People* (1994). With his wife Paula Kendall, he has also written *Australia's Vanishing Mammals* (1990).

Sylvania Heights is often associated in the popular imagination with Gabrielle Carey's and Kathy Lette's novel *Puberty Blues* (1979) and the subsequent film. The suburb, overlooking the Georges River, is also home to well-known children's writer Mary Small. Plymouth-born Small, is the author of *A Bear in my Beadroom* (1976), *And Alice did the Walking* (1978), *The Night of the Muttonbirds* (1981), *Browne Dog* (1989), *Country Cousin* (1991) and some 20 other works of children's literature. And while I am on the subject of children's literature, I must mention the late Marilyn Cosgrove author of *The BMX Kid* (1985), *The Modern Ark* (1987), *Farmyard Nursery* (1989), *Who Woke the Bay?* (1991) and three other titles in her 'Kid' series. Marilyn lived in Oyster Bay before her creative career was cut short in early 1992 by a fatal reaction to medication after surgery. She was still in her 30s and is sadly missed. Other Sutherland writers worthy of mention are Mena Calthorpe (1904-1996), author of the novels *The Defector* (1969), *The Dyehouse* (1961) and *The Plain of Ala* (1989); Aboriginal activist Burnum Burnum, author of the successful travel guide, *Aboriginal Australia* (1988); Audrey Oldfield, author of *Daughter of Two Worlds* (1970), *Baroola and Us* (1973) *Woman Suffrage in Australia: A Gift or a Struggle?* (1992); sports writer Ray Mitchell (born 1919) of Gympie who has published some 13.5 million words including the boxing biography *Fighting*

Sands (1965); poet and short story writer Nola Fisher; historian Pauline Curby; and for many years (until he moved to the Blue Mountains), film critic and historian Bill Collins.

Aside from individual hard-working authors, Sutherland Shire has an active writer's group and a strong local history society which publishes a quarterly journal. The Shire Council also employs a full-time community arts manager and publishes a bi-monthly magazine, *Artbeat*. With more than 50 primary schools, 20 secondary schools and two TAFE colleges, supported by an increasingly multicultural population, Sutherland can look forward to many new forms of literary expression among its budding young writers.

Dr Edward Duyker has lived and worked as a full-time historian and biographer in Sylvania since late-1983. His twelfth book, *Nature's Argonaut: Daniel Solander (1733-1782), Voyager and Naturalist with Cook and Banks*, will be published by Melbourne University Press in November 1997. This article is a revised version of an article first published in *National Library of Australia News*, vol. VI, No. 6, March 1996, pp. 14-18.

THE S.C.A.M., SATURDAY, NOVEMBER 23, 1935.

SOMETHING YOU CANNOT MISS!

“THE 1935 REVUE”

to be presented by

The Cronulla Amateur Dramatic Club

Picture Theatre Cronulla, Dec. 12th

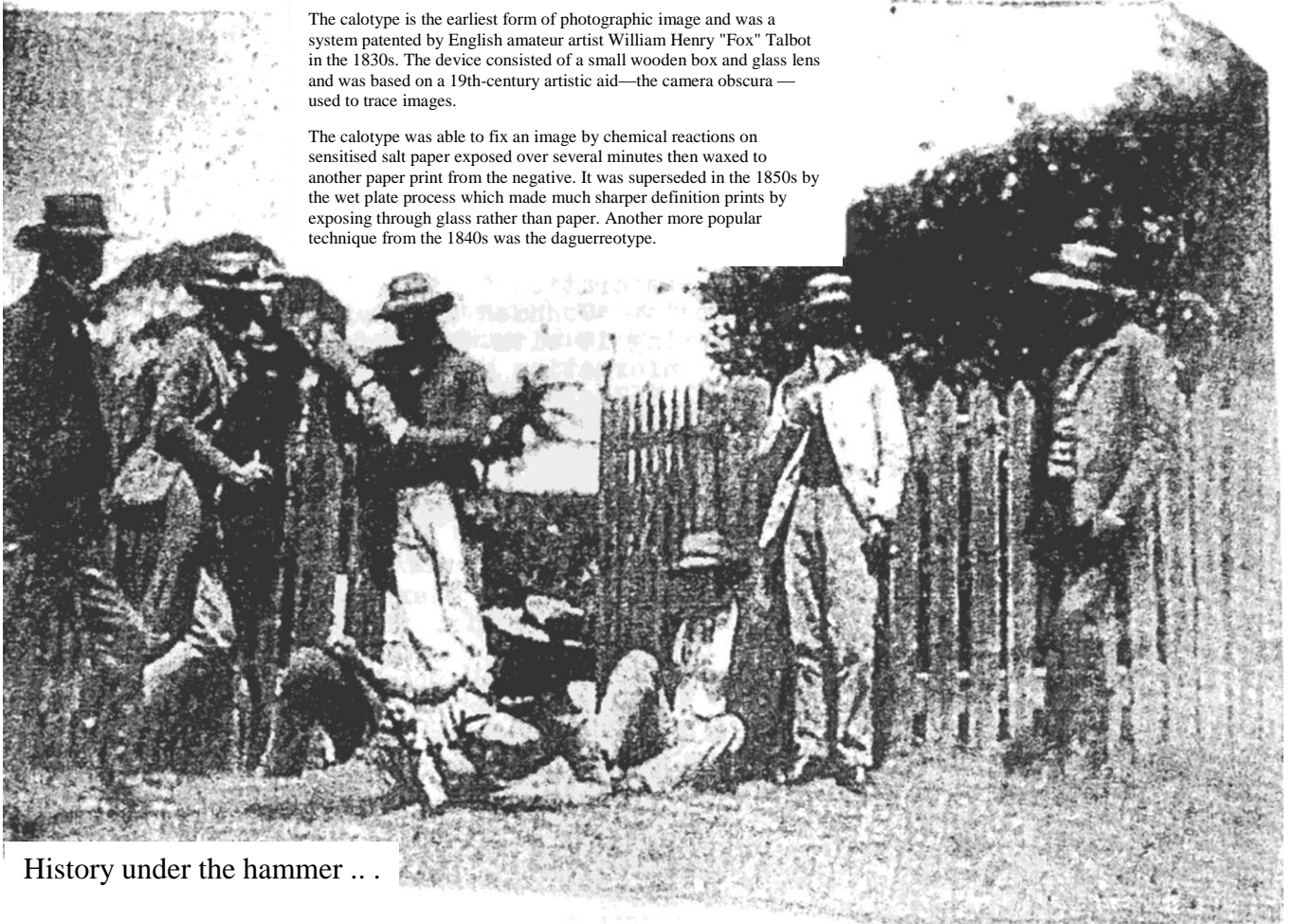
Tickets 1/6 and 1/-

Children Halfprice to any part of Theatre

Profits to go to R.S.S.I.L.A.
Relief Funds

Box Plan at R. S. DAVIS, Chemist
for 1/6 Tickets

COLONIAL BOYS, AND BIDDERS, WILD ABOUT PHOTOS



The calotype is the earliest form of photographic image and was a system patented by English amateur artist William Henry "Fox" Talbot in the 1830s. The device consisted of a small wooden box and glass lens and was based on a 19th-century artistic aid—the camera obscura—used to trace images.

The calotype was able to fix an image by chemical reactions on sensitised salt paper exposed over several minutes then waxed to another paper print from the negative. It was superseded in the 1850s by the wet plate process which made much sharper definition prints by exposing through glass rather than paper. Another more popular technique from the 1840s was the daguerreotype.

History under the hammer ...

this calotype from the 1840s is believed to be among the first photographic images of a farm scene in Australia

A SCOTTISH album containing what may be the earliest photographs of Australia will be auctioned as part of a sale of our colonial heritage..

The album contains 91 paper prints made using the earliest form of photography — the calotype — discovered and patented in Britain in the 1830s using chemically salted paper.

The 11 Australian sepia image taken in the 1840s, are in the last pages of the album which was unearthed in February this year at a Melbourne auction house.

At the time it was estimated the album was valued at less than \$300.

Auctioneers were surprised when bidding by knowledge-able collectors drove the un-identified images to finally sell at \$18,000.

Now, six months later, the album is expected to sell for at least \$60,000.

It is part of 700 lots of rare books, manuscripts and prints to be auctioned by Christie's at Sydney's Fox Studios next Monday.

Christie's head of rare books Michael Ludgrove said while the calotypes were not

captioned they were believed to have been made by the surgeon on HMS Rattle-snake, Dr John Thompson, between 1843 and 1850.

The ship anchored at Sydney Cove in July 1847.

Mr Ludgrove said the group portrait may have been taken on a pastoral property in NSW during a horseback trip across the Great Dividing Range.

"These are believed to be the first known photographic images of Australia," he said.

"Some of the prints are watermarked 1841 but we put a margin between 1843 and 1850.

"They are not identified yet but it should not be too difficult for people to do in time because there is a distinguishing feature of a huge boulder in some of the pictures."

Mr Ludgrove said the album—inherited then held by a family for 30 years before this year's sale — contained images of Scotland and also one of Niagara Falls, possibly taken in 1843.

There was interest from the Australian National Gallery, the Art Gallery of NSW and several private collectors as well as

overseas bidders.

Mitchell Library's photographic curator Alan Davies said calotypes were particularly rare in Australia.

"I don't think another one of these will turn up again," Mr Davies said.

"Before 1880 [people] didn't take photographs — they made them."

But Mr Davies questioned the attribution of the pictures to the surgeon.

Similar images hanging in the Scottish National Portrait Gallery were taken in inland South Australia and Victoria.

"There is no evidence of Dr Thompson making such a trip and I believe they could be the work of an unknown traveller," he said.

"The album could be the work of several individuals.

"It's common for albums of that time."

EXCURSION REPORT

Since the last Bulletin we have made the long awaited visit to the Qantas Jet Base to inspect the famous Constellation about which our November Speaker, Lex McGowan told us so much -- the "Connie". This machine which had been found derelict in the American desert and faithfully restored by a group of volunteers from Australia is a most historic aircraft and pays tribute to those dedicated workers.

That "Connie" could be restored, and flown from America under its own power was a remarkable achievement and tribute to the workers.

The Historical Aircraft Restoration Society (HARS) is endeavouring to find a permanent home for "Connie" and two other aircraft of equal size, possibly sharing it with the Bankstown Aviation Museum. If you wish any further information regarding "Connie" and the project, for details call 9674-1985 after hours and they will be delighted to hear from you.

After leaving the Jet Base we went on to a most suitable luncheon place, a Park at Mascot, which we have previously used, and we find it very suitable for our needs.

Then it was on to the Maritime Museum where we were very well received and divided into two groups for the inspection of the Museum itself followed by a visit to the H.M.A.S. Vampire which is "tied up" at the wharf in Darling Harbour.

Following these inspections members were able to return to the Museum for "another look" prior to leaving for home, thanks to Terry McCosker who offered to wait another half hour for this to be done. (Terry, I hope Val believed you, when you were explaining your lateness coming home:::)

On Saturday September 12, we will have our next day's outing --to Wyong and the Museum. It is proposed we travel on the Freeway to Wyong and after our inspections in the area, we hope to make our return journey by some of the sites in the Central Coast - and by Old Pacific Highway.

leaving Cronulla at 8 a.m., Sutherland 8.30 a.m. - cost Members 325.00 and Visitors \$30.00. Please take your Morning Tea and luncheon requirements with you.

And then the week-end tour, from Friday November 27, to Sunday November 29, 1998 inclusive.. To keep costs down to a minimum for you we ask that you please take Friday Morning Tea and Luncheon and the accommodation charge will cover Dinner, Bed, and Breakfast Friday/Saturday and Saturday/Sunday, and all inspection fees, donations etc. for the three days.

Coming home on Sunday, Terry will make a luncheon stop at a suitable place, possibly in the Newcastle area, depending on traffic and other conditions as we return from Tuncurry --we are not king the cost inclusive in the week-end price as some prefer a light meal whilst others prefer a full meal. Therefore your luncheon cost will be for you to pay and we are hoping this arrangement will be preferred by the majority of our tourists:



EXCURSION REPORT

On the way to Tuncurry on Friday morning, we have been booked into the Westpac/S.L.S.A. Helicopter Base at Broadmeadow to inspect the machine, etc. at 11 a.m. Inspections are not available on Sunday so we were unable to arrange this on the way home. You will all understand this because November is the Surfing Season and the Helicopter is on Stand-by during the patrol time for the Surf Clubs, as well as all the other duties it performs.

We will probably have our lunch there, or nearby, before resuming the trip to Tuncurry.

Friday evening is intended to be a free one for our group, but we can discuss this further when we arrive in Tuncurry and are booked into our Motel.

Saturday morning we will meet Mrs. Elva Carmichael and members of the Historical Society and the day's events will be in their hands.

Saturday evening dinner will be at the Motel and we will have Mr. and Mrs. Carmichael and the President of their Society and her husband with us, as dinner guests.

NOW: as usual I give you the name of the Motel, address, and telephone number.

SOUTH PACIFIC PALMS MOTOR INN -36 Manning Street, Tuncurry.
Telephone 02-6554 - 6511

It is 300M South of the Post Office and quite close to the T.A.B. Shop if anyone is wishing to "place a bet".

NEXT-OF-KIN: We recorded the names given to us on the last weekend tour and if these folk remain as is, then all is in order. If you now have other NEXT-OF-KIN you wish to record please let us have the name and address you wish recorded.

AND MEDICATION: If you are taking any medication, please make a note on a sheet of paper - place in an envelope - SEAL IT -- and give it to me when you board the coach. These will be held UNOPENED but if required to be given to medical attendants only they will open that envelope. If, as I hope, there is no need to use the information contained therein, the envelope will be handed back to you as you leave the coach on arrival back in Sutherland Shire.

These arrangements put more responsibility on me, because I must have the details with me at all times - but it is one I see as a necessity for the safety and consideration of all who travel with us.

Terry has particularly asked that these envelopes NOT be given to him as this extends far beyond the duties of the Coach Captain when he is looking after our safety as Coach Captain.

Information on Tours either Mrs. McGrath, on 9521-2227 or myself at 9523-5801

BOOKINGS ONLY TO BE MADE WITH MRS. McGrath -- address if you wish to post a cheque 141 Loftus Avenue, LOFTUS. 2232.

Aileen M. Griffiths O.A.M.

Excursion Convener.

MUSEUM REPORT

Our Sutherland Shire Historical Society Museum continues to be opened on the first (1st) Saturday of each month from 9am to 3pm, and other times on request.

The museum has been reassembled after our very successful Heritage Week Display with lots of interesting memorabilia to be seen and interesting photographs to be viewed.

Please members pass on our opening times to your Families and Friends so our Museum can be used as it should be.

ALLAN McGRATH
MUSEUM CURATOR



SYDNEY'S FIRST POST OFFICE.

For the first 21 years New South Wales was without an official postal system. The first step to set one up was taken on April 25 1809 by Colonel William Paterson, then Lieutenant-General of the colony, who issued an order which began:

'Complaints having been made to the Lieut. Governor that numerous frauds had been committed by individuals repairing on board ships on their arrival at this port and personating others, by which they have obtained possession of letters and parcels the Lieutenant Governor has been pleased to establish an office at which all parcels and letters addressed to the inhabitant of this Colony shall be deposited previous to their distribution which office shall be under the direction of Mr. Isaac Nichols, assistant to the naval officer.'

On the arrival of a ship at Sydney, the order went on, Nichols or his deputy was authorised to go aboard, collect all mail, and give a receipt for it. The office for its reception was to be in Nichols's own house, and he was authorised to charge a shilling for each letter and 2/6 for each parcel collected, except for letters to soldiers of the New South Wales Corps, who were to be charged only a penny each. The names of people for whom mail was waiting were to be published in The Sydney Gazette.

The choice of Isaac Nichols for this responsible job was a good one. He arrived in the colony as a convict in October 1791 under sentence of seven years for stealing. By 1799 he was a landowner, holding of a liquor licence, and chief overseer of convict working gangs in Sydney. Governor Hunter had held a high opinion of him, describing him as 'a most exemplary character', and wrote of his 'utmost assiduity, most conspicuous diligence and unwearied attention'. Through his 'diligence and sobriety', the Governor went on, 'He was saved enough money as enabled him to build himself a comfortable house for the accommodation of not only himself and his family, but occasionally strangers'. His house was near the hospital wharf on the west side of Sydney Cove, and it was so large that he hired it out from time to time for commemorative dinners and other large functions.

However in 1799 Nichols was found guilty in a criminal court of receiving stolen goods on a split verdict of four-three. Hunter dissatisfied with the trial, referred the papers to London, and in due course Nichols received a free pardon. He tactfully supported the military clique curing the Rum Rebellion, and was rewarded with an appointment as superintendent of public works and assistant to the naval officer.

Governor Macquarie soon regarded Nichols as highly as his predecessors had. In June 1810 he gave him authority to handle local as well as overseas mail and, in effect, made him the colony's first postmaster, a position he retained until his death in 1819.

Taken from the June/July 1987 issue of The Gallipoli Gazette'

Elva Carmichael.

A PIECE OF USELESS INFORMATION.

If ever the Sutherland Council should build a brick wall the length of, and 15 inches wide, down the centre of Eton Arcade in Sutherland town, they have every right to. For when I had that lot of land surveyed just before the War, to build two shops, the surveyor Frank Cridland told me that there was 15 inches of Crown land running parallel with the wall of my shop, right through to Battys Bakehouse at the back, to Eton street.

I asked him what am I to do. I wish to build twin shops adjoining, not two separate shops. He said, "build over it, no one will ever need it." So I did.

When Mr Gerackerty bought the shops and demolished them, I told him of the strip of crown land. His reply was, "well I'll pave it and put a roof over it at no cost to the Government," which he did. It must be frustrating for the Council, as they don't collect any rates from that little piece of prime land. But, perhaps they don't know it exists!

Now there is a piece of useless information if you like.

FROM THE GEORGE HEAVENS COLLECTION



AIRCRAFT HISTORY.

VH-EAG "*Southern Preservation*" is in fact the Militarised version of the Lockheed's famous range of Constellation aircraft that revolutionised air transport during the late 1940's

It is similar to the Super Constellations used by QANTAS during this period as their main long range passenger aircraft and which pioneered their Around-the-World Service.

This service was the first such Trans Global service in world airline history.

"*CONNIE*" as it is affectionately known, was originally built as a C-121C for the UNITED STATES AIR FORCE, serial number 54-0157, C/N 4176, and was delivered on the 6th of October 1955 when it was allocated to the 1608TH Military Air Transport Wing based at CHARLESTON, SOUTH CAROLINA.

On the 25th of July 1962 it was transferred to the MISSISSIPPI AIR NATIONAL GUARD and on the 14th of February 1967 it was moved on to the WEST VIRGINIA AIR NATIONAL GUARD, where it served for the next five years.

Its last active duty was with the PENNSYLVANIA AIR NATIONAL GUARD from mid 1972 until its relegation to storage at DAVIS MONTHAN AIR BASE at TUCSON, ARIZONA in June 1977.

It languished there becoming a nesting site for pigeons, until the amount of guano in the interior of the aircraft made it a poor candidate for destruction and smelting.

In November 1991, H.A.R.S. started what was to become a major project when 54-0157 was placed in their care for restoration and delivery to AUSTRALIA.

Relying solely on volunteer labour and aiming at a high standard of restoration and serviceability, the project was to take five years and resulted in VH-EAG arriving in SYDNEY on the 3rd of February 1996, after an incident free flight across the Pacific. Stops on the delivery flight to AUSTRALIA were made at OAKLAND, HONOLULU, PAGO PALO and NADI.

The major difficulty in the restoration process was the need for volunteers to continually travel to TUCSON to carry out the restoration work. This was time consuming and costly, but the assistance given by organisations and the countless individuals in the US and AUSTRALIA eased the volunteers burden and made the restoration process a rewarding experience.

The H.A.R.S. CONNIE will become a regular sight in AUSTRALIAN skies over the years as it joins THE AIR SHOW CIRCUIT.



The end of Qantas' first round-the-world flight. Both Super Constellations back in Sydney



FROM THE EDITORS DESK

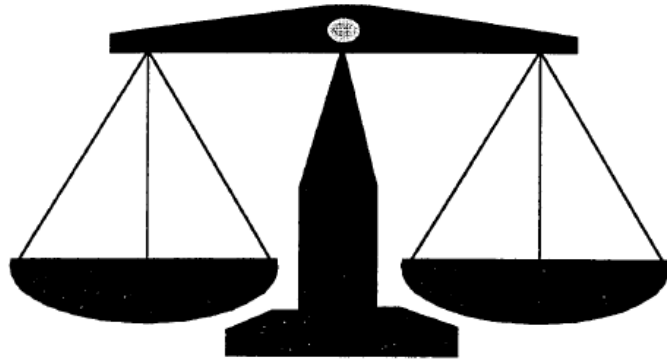
My wife Marjorie and I joined a coach full of members on the 11th July to visit Kingsford Smith Airport to inspect the Super Constellation, (Connie as the aircraft is affectionately known) and aptly named Southern Preservation. What a great experience! Connie is a giant of an aircraft and a living example of what can be achieved with a band of dedicated volunteer workers dedicated to her preservation. We then moved onto the Australian National Maritime Museum where we again saw wonderful sights as well as climbing all over the H. M. A. S. Vampire, followed by a lovely afternoon tea provided by the Museum. Thanks to Aileen Griffiths for her organisation of this excursion.

Thank you to those who have contributed articles to this Bulletin and please members, anything of interest that you remember of days gone by would be gladly accepted. Contributions can be sent directly to myself:-

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

To any members affected by the big wet, our thoughts are with you.

JIM CUTBUSH
BULLETIN EDITOR



TO FORGET ONE'S

ANCESTORS

IS TO BE

A BROOK

WITHOUT

SOURCE.

A TREE

WITHOUT

A ROOT.

Chinese Proverb.

Sutherland Shire Historical Society Inc.

FOUNDED
1966



VISITORS AND
INTENDING MEMBERS WELCOME