

SUTHERLAND SHIRE HISTORICAL SOCIETY INC QUARTERLY BULLETIN

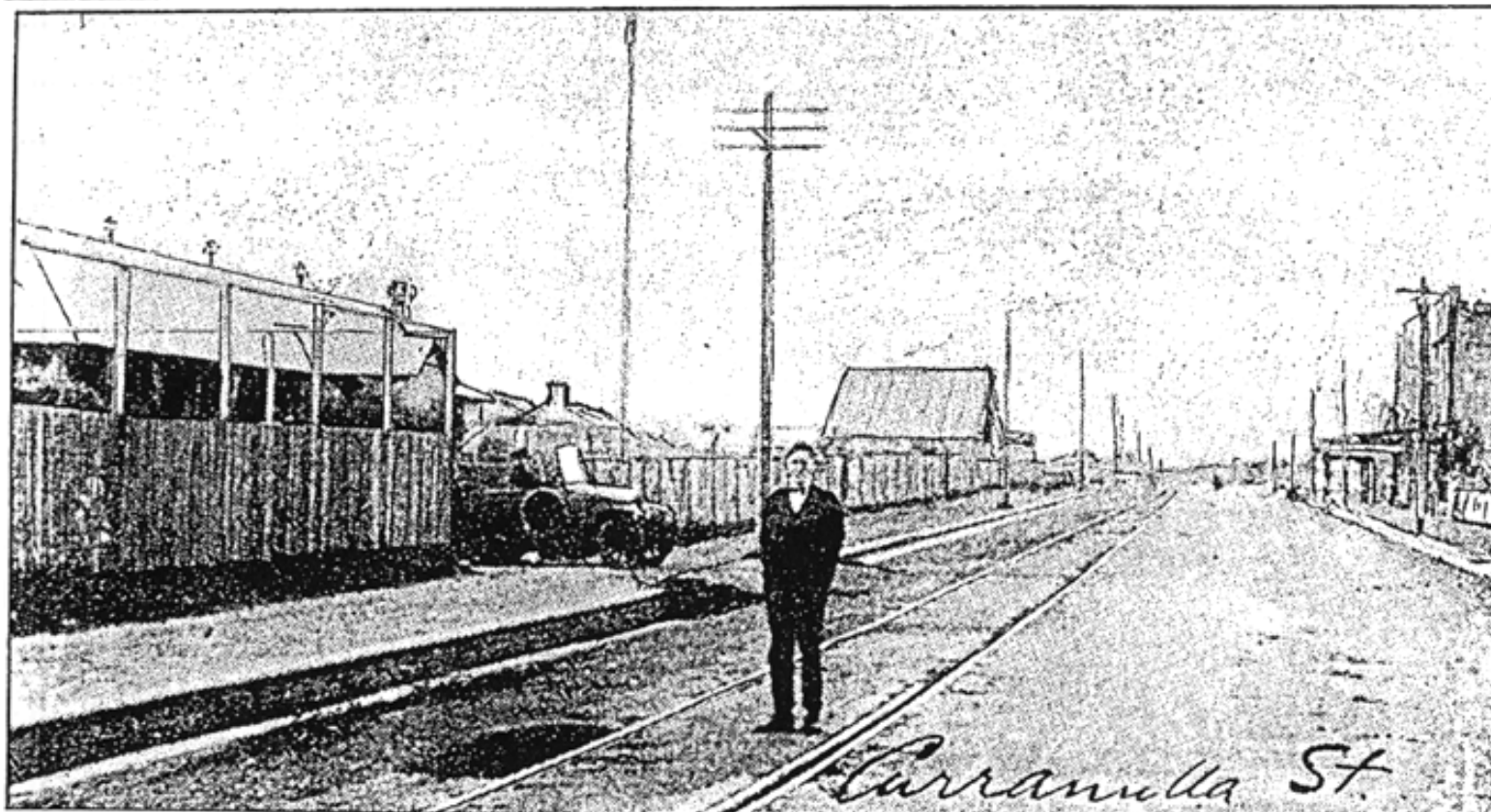
Design by (the late) Fred Midgley



VOL. 2. No. 24

NOVEMBER 1998

PRICE: \$1.00



THIS PHOTOGRAPH WAS TAKEN APPROX. 1914 LOOKING SOUTH DURING THE PERIOD OF THE STEAM TRAMS RUN - SUTHERLAND TO SHELLEY BEACH. (NOTE RAILS FOR TRAM) THE BUILDING ON THE LEFT (VEHICLE EXITING) WAS THE ORIGINAL CRONULLA PUBLIC SCHOOL, WHICH IS NOW MONRO PARK, AND BEYOND THIS THE NEXT LARGEST BUILDING WAS THE ORIGINAL CATHOLIC CHURCH - THE SHOPS ON THE RIGHT ARE WHERE CRONULLA RAILWAY STATION NOW STANDS.
THIS ROAD IS NOW KNOWN AS CRONULLA STREET.

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SUTHERLAND SHIRE HISTORICAL SOCIETY

Renewal of Subscription for 1999

As from 1st December 1998

As approved at 1994 Annual Meeting. Society Financial, Year will be 1st Dec to 30th Nov in the following year.

If you have not already paid in advance, please fill in this form and hand it to the Hon Treasurer, Mr Beaven, at the monthly general meeting of the Society; or post it to the Hon Treasurer, Sutherland Shire Historical Society, PO Box 389, Sutherland 1499

SUBSCRIPTION RENEWAL - 1999

NAME: (Please print in CAPITALS) Mr/ Mrs/ Miss/ Ms/

.....

ADDRESS:

.....

Post Code:Telephone:

Please find my Subscription for 1999 enclosed herewith.

Annual Adult Subscription - \$. 10.00

Junior Member / Full-time Student - \$ 5.00

SignedDate

+++++

SOCIETY'S OBJECTIVES -

1. The study of Australian History in general and of Sutherland Shire History in particular.
2. The collection, acquisition and preservation of all material relevant to the history of the Shire.
3. To encourage and foster an interest in the development of the Shire with particular regard to the natural beauty, character and the preservation of its historic associations, buildings, Aboriginal relics and the like.
4. The dissemination of historical information to members and others by way of lectures, exhibitions, discussions, publications and excursions.

+++++

- ENQUIRIES: President: Ph: 9543 1060 Honorary Secretary: Ph: 9525 - 4339
- RECEIPTS: Please collect your receipt at a meeting. If you wish the receipt to be posted, please include also a stamped, self-addressed envelope.

Members joining from 1st Oct in any year will be financial till Nov in the following year.



COUNCIL OF THE SUTHERLAND SHIRE
HISTORICAL SOCIETY, INC.

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64 Moreton Road,
Illawong. NSW. 2234
Ph: 9543 - 1060

HON SECRETARY:

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PO Box 389, Sutherland. NSW. 1499.
Ph: 9525 - 4339

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SUTHERLAND SHIRE HISTORICAL
SOCIETY BULLETIN

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

VISITORS ARE WELCOME

All correspondence should be addressed to:

The Honorary Secretary
Sutherland Shire Historical Society
PO Box 389
Sutherland. NSW. 1499.

QUARTERLY JOURNAL OF THE SUTHERLAND SHIRE HISTORICAL
SOCIETY INC.

VOL. 2. No. 24

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President's. Remarks. .

I must say how good it is to be back again in Australia, and I am sorry I have missed our last outing, and last meeting due to my job in South Africa. Members tell me that both events went well and it just shows what a stalwart and competent executive committee we have; when your President is away, you manage without any problems, when you have so many able members ready to fill in! (Or shall we call it successful "delegation"!)

It is again my sad duty to record the passing of one of our members. None of us are getting any younger, and many of our members would know Grace Welch, better known as Bet Welch, who passed away on 21st October, 1998. Bet struggled to regain health, but unfortunately lost the battle. Several of our members, including myself, attended the funeral at the Woronora Crematorium, and we extend our sympathy to the grieving family. Bet never lost her sense of humour and was proud to belong to "the Hysterical Society", which her daughter fondly recalled at the funeral service. Bet, we all laugh at ourselves too, to make sure we don't get too serious about our role in preserving history, and we know that as we perform this important task, we also enjoy our membership of the Society and its fellowship,— and we know that you will be fondly smiling down upon our endeavours, (be they mostly historical and even a bit hysterical!) As this goes to press I have just been informed of the sad passing of Judianne Gibson on 2nd November, 1998 another of our members. Judianne was also the first Director of Nursing at Sutherland Hospital, and we also send our condolences to her family. R.I.P.

Always as our lives are touched by sadness, they are also touched by joy. We were delighted to assist one of our Deputy Presidents, Mrs. Aileen Griffiths, OAM to celebrate her 80th birthday. I am sure she won't mind me breaking the rule of not telling a lady's age; we are so proud of Aileen and her long association with the Society. —And I am making sure we include her as part of our family— my daughter-in-law presented us, in London, with our first grandson, born on Aileen's birthday; wasn't that clever!

Last month we learnt that Council workers had uncovered an old wartime bunker, on the Cronulla Esplanade. I gained permission for myself and a few of the committee to crawl down a ladder into the "hole". We were able to walk upright at first, then had to crawl upon all fours into the gun emplacement area. There on the wall were recorded some of the names of the soldiers who were stationed here during the war. We are now trying to contact them to invite them to the re-opening of the Esplanade, and have asked that the "hole" remain accessible so other interested citizens may have access upon application. If anyone has any wartime pictures of this portion of Cronulla Beach, we would be delighted to include them in our local history collection, and perhaps permanently record them in a plaque at Cronulla.

Christmas is fast approaching, and everyone so enjoyed our musical Christmas Party last year we are doing the same this year. We are hoping the Mayor may be able to join us this year, for a piece of Christmas cake, and a glass of cheer, and also Mr. John Rayner, General Manager, of the Sutherland Shire Council. Merry Christmas to all, and I look forward to sharing a singalong with you at our Christmas Concert.

President



1998 Meetings:

November: Mr. Keith Manley : History of Holsworthy at Multipurpose Centre

December: Xmas Party Concert, at SSHS's "home", Sutherland School of Arts

1999 Meetings: January: Members' night at the Multipurpose Centre, Sutherland.

Christmas Cards

The author Grahame Sands,

The first known Christmas card, a copy of which is in the British Museum, was designed by W. M. Egley and published in London in 1842. In Australia the early start of the Christmas card manufacture was made in the late seventies of the last century by John Sands in his Chrome Lithographic Works at 374 George Street, Sydney. The picture shown is an interesting documentary: The front page of "The Sydney Daily Telegraph", dated November 1st, 1881. In the advertisement there is offered the first range of John Sands' Christmas cards and New Year cards, which were obtainable 'from any Bookseller or Stationer in the colonies'. A range of 38 cards is tabulated; the first card in the range is listed as "Little girl offering a Christmas pudding to a Swagman". The price was 1/3d., mounted on toned card 6d. extra. It is further mentioned that all cards of Mr. Sands' Production bear his trade mark an "Hour Glass".

-oOo-

Great credit and publicity was given to Mr. Sands' production at that time by "The Sydney Morning Herald" of 22.10.1881, "The Sydney Daily Telegraph" of 29.10.81

Our readers will, we believe, be interested and not a little amused, in the comments of "The Bulletin" which, in true "Bulletin" style, did not pull any punches in its criticism of the poetical side of the cards., Their full report reads:

"We have received here from Mr. John Sands specimens of his Christmas Cards, which, even were they not the first attempts at such productions in the colony, would merit high praise. In a small book he published, Mr. Sands gives a brief history of Christmas Cards, and tells us how he resolved to produce in his establishment cards that should be purely Australian in character, design and execution. He offered 50 guineas in prizes for the best designs, and having obtained 700 to chose from, nearly all excellent, he procured suitable machinery and able workmen. His efforts have been thoroughly successful. the cards are faultless, and no pains have been spared to make them so - some of them having passed through the presses nineteen times in order to get the requisite fineness of colouring. In Mr. Sands' cards we do not see Father Christmas as of yore,

"All hoary, buff and jolly, crowned with ivy and with holly, with beard of sparkling icicle, and mantle capped with snow", but he takes its with him to walk, as Kendall says, "in exalted woods of glory" - in all the green and gold of forest sunshine, through true Australian scenes in all their summer warmth of verdure. The little girl offering Christmas pudding to a swagman will be sent home to thousands of old-world friends in the ensuing season, and will show with perfect fidelity an ordinary Christmas in the "bush ". there is not a fault in it.

J. O. H. N. S. A. N. D.
Fine Arts, &c.
AUSTRALIAN CHRISTMAS
NEW YEAR CARDS
Subject

NOTICE is hereby given that all Leases from the Government of the United States, and all Leases from the Government of the United States, will be declared void.

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WANT TO KNOW THE LATEST
GENERAL INFORMATION
POSTAL CARD
WANT TO KNOW THE LATEST
GENERAL INFORMATION
POSTAL CARD

Figure 1

Reproduction of an advertisement appearing in "The Sydney Daily Telegraph" of the 1st November 1881 in which JOHN SANDS advertises himself as a manufacturer of Christmas and New Year cards bearing his HOURGLASS trademark.

The Sydney Daily Telegraph - October 29, 1881

'Despite the great competition at home, it never occurred to the English manufacturers that their cards were at times somewhat incongruous in their application to a climate different to their own, cards prepared for a wintry Christmas in a cold latitude, are hardly appropriate in our summer season of festivity, and the result has been that one of our oldest firms - Mr. John Sands, of George Street - determined upon producing such cards as were by their Australian character specially suited to our requirements. In order that suitable subjects might be produced, he early in the present year offered premiums, amounting to 50 guineas, for the most appropriate designs, with a result that 700 were exhibited in the Art gallery in the Inner Domain, in May last. These we stated at the time, exhibited in most instances an amount of talent and originality little anticipated, and in many of the examples a high degree of excellence and artistic training, showing plainly that the study of Fine Arts is not so much neglected in New South Wales as many imagine. being possessed of these designs, the next thing to be done was the reproduction thereof It would have been an easy task for Mr. Sands to have sent them home for reproduction but as he was determined they should be entirely Australian, not only in design but in execution, he procured, in addition to his own already large plant - the largest in the colony - several of the newest pattern chrome-litho machines, and engaged the services of the best procurable lithographic artists and printers. Having all these, he has now finished and published 20 out of the 38 designs ready for remaining 18 will be ready for sale during the month of November; and we, after a careful examination and comparison with those produced at home, can fairly congratulate Mr. Sands on the success that has attended his efforts, shown side by side with the best examples of imported ones.

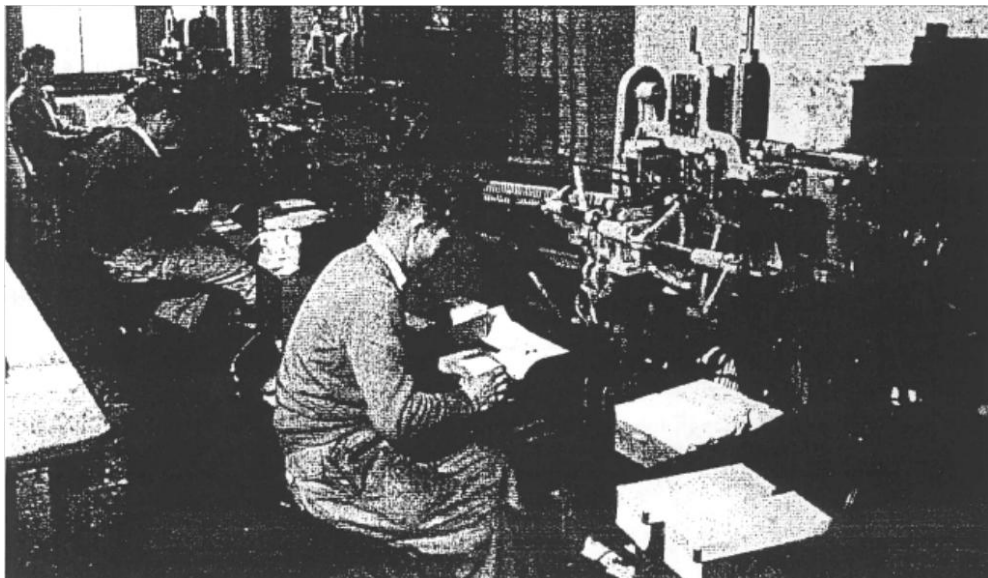
Mr. Sands' cards hold their own both for design, purity of colours and printing, and had we not had an opportunity of observing them in process of manufacture, we would have certainly pronounced them productions of the best English manufacturers They embrace a variety of subjects illustrative of colonial life such as "A Bush Picnic", "A Quiet Christmas in a Back Settlement ", "A Cobb's Coach Arriving at a Bush Hotel", and "Blacks Spearing Cattle" The series of four cards representing the birds, flowers and insects of Australia, from the design of Mrs. Forde and Mrs. Rowan, are equal to anything we have ever seen, the demand for which has already exhausted the first edition thereof A charming set of four blue monochrome sketches of Harbour scenery, surrounded by native flowers, must be seen to be properly appreciated. It is very gratifying to know that the spirited enterprise of Mr. Sands has borne good fruit, and that the demand has been so great as to necessitate a reprinting of the whole of those already prepared. Anyone desirous of sending home to England examples of what Sydney can do in the way of artistic work, should not fail to possess themselves of some of these really artistic gems.

Another card represents five joyous parties, each spending Christmas in a different, but unmistakably colonial way - stockmen killing the fatted beast, digger in his hut, al fresco repast under gum trees' shade, and so on. Blacks spearing cattle, and Cobb's coach driving up to the "bush" pub, are characteristic of this country alone, and eminently more suitable to send to England.

Such pictures as these will give the old folks at home a better idea of what Christmas is in Australia than anything else could. Though many of the bright birds may be songless in Australia, and scentless the beautiful blossoms, there is exquisite beauty of colouring on both, and if pictures cannot give the songs and the scent then they cannot tell our friends who dwell in lands where the nightingale trills and the wild flowers perfume the air, what is lacking in our Australian birds and flowers.

There is also a series of cards giving pictures of harbour scenery, which are pretty; but the graphic monochromes in blue, on varied backgrounds are specially so, being quite unique in idea, and accurately true. Some have references to Christmas, some not, but all are splendidly printed. One very ornate Christmas Card represents a golden haired child in a car drawn by lyre birds, with an emu in the lead, and a wallaby and cockatoo as footman and tiger, followed by procession of turkeys, native companions, and marsupials, while a platypus pokes its head from a waterhole, and an iguana "shins" up a tree. All round ferns of Australian vegetation. We recollect that this picture was much admired when exhibited some months ago, and many wondered why it was not awarded a foremost prize. Altogether the cards merit more description than we have space to give.

Mr. Sands has also sent us for review the prize verses which he is to print upon his Christmas Cards, and we have perused the outpourings of the various cards with lively interest. There are two "galleys" of them in all, the thirteen cards figure as successful competitors - many of them, however, forwarding more than one contribution. A lady, whose fame as a poet had, up to this moment, not reached us, exhibits three pieces. Two are sonnets, and one is a little effort which comes under no distinct poetical denomination .



ENVELOPE MACHINES DRUITT STREET, SYDNEY

Here is a bit of it, and we think that the reader will agree with us when we state that as a poetical effusion in which are embodied at once simplicity and grandeur, it has seldom, if ever, been excelled in a cracker motto:

*"I ponder o'er the pretty things
I'd like to send my dear;
Greetings and health for Christmastide,
Joy for the coming year.
A heart to receive my wishes,
A will to be pleased therewith,
A love to excuse my rhythm,
and respond to my shibboleth."*

Well, we have a good deal of love in a general way, and we will try and think kindly of this poetic lady. We would, however, point out that, in short pieces of this nature, it is the invariable rule with inferior poets, like, for instance, Tennyson and Morris, to complete the rhyming of the lines. And the grovellers we have mentioned would (probably from their lack of originality) never think of making (as in the extract quoted) the first three lines iambics, the fourth trochees, and the eighth anapaests. Possibly, however, this poetess' mind was, at an early age, instilled with the maxim that "variety is pleasing".

But she should remember that variety is less pleasing in "Christmas Poetry" than in boarding house breakfasts.

Another bardess has one couplet which deserves, by reason of its touching obscurity, to be sung at Gladesville to a comb and curl paper accompaniment:

*"The memory of the old year, the prospects of the New;
I hail with fondest wishes - and a simple flower for you."*

This couplet is like Mr. Skae's item - a kind of literary snowball.

Another fair gusher is also rewarded with a prize for two lines. Here they are:

*"A priceless jewel from the casket of God's tender love,
Is Christmas sent, to draw our hearts from earth to heaven above."*

In this form, the couplet, at any rate, engenders speculation. As printed, it only serves to conjure up murderous instincts in the human mind.

The next is also a feminine effort. The inspired fair one commences her twelve lines to the New Year like a medieval maiden to her lover, thus:

*"I have no song to bring, for words are weak,
They seem more weak because my love is strong;
But, O that I had words; that I could speak,
To tell thee how my heart for thee doth long."*

We'd print some more of it, only we don't want make the Old Year jealous.

To the Rev. C. W. Roberts, the world is indebted for the following.

*"Brighter than all that came before,
This New Year be to you;
Opening, each day a golden store,
Of joys both old and new".*

The idea, here, of burlesquing a draper's advertisement is very good, but the execution is rather crude. This is evidently what he intended to work out:

*"The New Year's brought the latest line in bliss; so now rejoice:
You pays no money, joy divine:
But yet you 'takes your choice; "*

The Rev. Gentleman is welcome to use this next year, if he please, and should it gain a prize, his acknowledgements to us can take a liquid form.

"Vani has quite a Saturday night's show of prime pork - we mean poetry:

*"Beautiful our passing year.
He is not old; he is not grey; Lay for him a flowery bier –
Summer sheds her warmest tear As he melts away".*


Here's a mixing of metres that would puzzle a gas-reader. it is Christmas time, how can he say the year is "not old"? All this is too metaphysical for us.

There is only one bird we ever heard of that could lay anything as big as a bier,' and that is the roc. So we advise this inspired poet to travel to the summit of Mount Lofty, whistle for one and wait till we send for him to come down.

The best pieces in the collection are the Benjamin Lenard and Miss C. Mackay, but none are above mediocrity. As a great many of these cards will be sent home to the old country, the Britishers will be enabled, by the efforts we have quoted, to pleasantly gauge the poetic talent of New South Wales. This should be a source of considerable satisfaction to those who have the literary reputation of the colony at heart, because there can be no doubt whatever that the letterpress portion of Mr. Sands' card will attract in England a considerable amount of attention.

We trust, however, that Mr. Sands will think better of it, and not mar his really beautiful cards with such atrocious verses as the foregoing. The Rev. Mr. Kemmis, we understand, made the awards, on behalf of Mr. Sands for these literary Curiosities. It is plain the Rev. Gentleman is not an analytical Kemmis."

-oOo-



TWO RECORD REIGNS

THE PREMIER PRINTER

AUSTRALIA

JOHN SANDS.

ON the occasion of the Diamond Jubilee of Her Majesty's accession to the throne, it is interesting to notice that the Firm of JOHN SANDS attains this year a similar record. The business, started in 1837, in George Street, a few doors north of Market Street, has shown a uniform progress which few, if any, Australian undertakings have equalled.

The Firm take this very interesting opportunity to send greetings and tender their hearty and sincere thanks to all customers and friends for the great support they have received during the long period of SIXTY YEARS.

Whilst fully alive to the necessity of keeping pace with the times, there is also the responsibility which attaches to the reputation of the House for the Highest and Most Artistic class of workmanship, which is amply demonstrated by the quality of the varied productions which have emanated from the establishment.

In every department, a list of which is given on another page of this Circular, there are special facilities which this

The "Telegraph" and "Herald" expressed unrestrained enthusiasm for the cards, but space will not permit us to quote fully. The pompous style of newspapers of the day is illustrated well by the first long paragraph of the article in the "Herald" under the heading of "A New Industry" published on October 22nd, 1881.

"It is a healthy sign of our progress to find that we are able to compete with the old world in any branch of manufacture, although that same may only be the working up of our own raw material. It needed not a ghost from Hades to inform us that Swansea, England, was not likely to retain to the smelting of colonial ores any more that it requires much prescience to assert that at no distant period the engines are running on our colonial-made rails shall be manufactured from our own iron in our own workshops. With iron and coal of easy access, fat cattle in abundance, and sugar cane crying out "Come, cut me," it is not much to boast of that we have iron foundaries, soap and candle factories, and sugar refineries; our only wonder is that with such a veritable Tom Tidier's ground there are not more people engaged in picking up the gold and silver lying around. But when we find that Sydney is able to hold its own with European capitals in a branch of industry essentially of an artistic nature, then indeed we have (despite Mr. Anthony Trollope's rebuke) occasion to indulge in a little blow. To avail ourselves of the material at our feet and compete with the home manufacturers, who have to import the raw material, is something for a young colony to be proud: how much more then, have we occasion to be elated when we have to go to the old country for the raw material, and having manufactured it here - without protective duties, and despite the higher rate of wage - supply the same at equal rates and equal quality as those produced by manufacturing England, artistic France, and low-waged Germany.

That such an attempt has been made and proved artistically successful, we will now endeavour to show. That it may prove financially so is a matter to be settled by the public itself that they will show their appreciation of the enterprise we so not doubt, and that the success attendant upon the present will be the precursor of many future ones, we sincerely hope.

JOHN SANDS



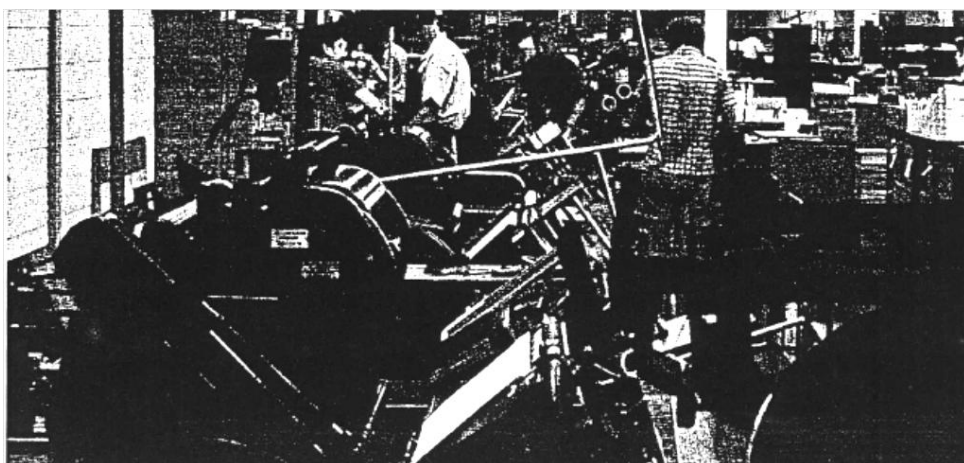
In order to prevent disappointment to those wishing to possess Sydney productions, it will be necessary to observe that each card is marked with Sands' trade mark, an "Hour Glass". "Imitation is the sincerest form of flattery", yet Mr. Sands is not anxious that those desiring his production should become the unwilling possessors of cards not issued by him or emanating from his works".

The actual production of cards involves many skills and crafts, the use of intricate machinery and processes; work goes on all the year. The card from the new range which you received from Sands only yesterday may have been put in hand more than twelve months ago.

When the industry first started in the early 80's the design was hand-engraved on a plate of steel or copper, and it took tedious hours of meticulous work by a master craftsman. Each shadow had to be engraved in the form of lines, the final effort consisting of thousands of lines which made up the complete picture. This had to be engraved in reverse so that, when printed, it came the right way round. Ink was dabbed on the engraved plate with a tampion and the surplus wiped into the inked lines. Obviously, this was a slow method and each man would produce about fifty cards per day.

Today the design is photographed and colour-separated into primary and secondary colours; the negative is placed in a modern process camera which, in turn, supplies the photographic positives, split up by a screen to some 500 dots to the square inch; these dots give the same effect as the lines formerly cut by the engraver. The screen negative is then printed down by a mechanical process on to an aluminium plate, from which the cards are printed. Instead of 50 copies per day, the modern Lithographic press can print in one operation 50 sheets in four colours, each containing up to 16 designs - 800 cards - per minute.

The basic principle of lithography is the non-affinity of grease and water. During each printing operation the lithographic plate is damped and inked, but the ink will not penetrate any part which is covered by water. The design of the card is transferred from an aluminium plate to a rubber "blanket" and from this to the paper. The sheets are fed into the press automatically and are carefully laid to the correct alignment, so that absolute and perfect register of all colours is obtained. The printing is entirely automatic, and while the sheet is being printed it is not touched by hand.



LETTERPRESS PRINTING MACHINE, DRUITT STREET, SYDNEY

As so many of our trade friends throughout the breadth of Australia are stationers, I think it would be apt to conclude my little book of reminiscences by mentioning the origin of the stationery trade which goes far into the mist of history. The name Stationer is a direct adaptation of the Medieval-Latin word Stationarius. In those early days it was the custom for the stationer to sell the goods from the stall (or "station") in the street, as distinguished from itinerant vendors. In the Middle Ages Stationers who attained the dignity of owning a regular shop or "station", were rare except at the Universities. Such trade was licensed and controlled by the academic authorities, whom the stationers were sworn to obey.

While a stationer's primary business was to let out books on hire to scholars, the sale of parchment, paper, sealing wax, quill pens and ink, was also a regular branch of the trade.

An early guild of stationers is said to have been established in London in 1403. The Stationers' Company, one of the Livery Companies of the City of London, was founded in 1556, comprising booksellers, printer, bookbinders and dealers in writing material.

-o0o-

The past decade has witnessed enormous growth of the greeting card business. From the small but important beginnings commenced by the late Mr. Robert Sands in the 80's when he published his first series of thirty eight Australian Christmas cards, vast new industry has been established.

-o0o-

Sands Forget-Me-Not cards, which we manufacture under exclusive licence to American Greeting Corporation, are displayed, stocked and sold throughout the breath and width of Australia.

One does not have to probe too deeply to discover the fundamental reason for expansion of greeting cards in Australia; people have a basic desire to express their sentiment to admirably; the habit of sending cards will continue to grow in popularity as long as we have friendship, love, compassion, humour, gratitude and all other human emotions.



STATIONERY SHOP LOCATED ON ORIGINAL SITE GEORGE STREET, SYDNEY 1847

CONTRIBUTED BY J. CUTBUSH

A WAR TIME STORY.

I happened to find a sheet of typing done by my father, Reg. Dallimore during the war. I had never read the front of the paper as Dad had written on the plain back and that was the thing I was interested in.

I now re-type what Dad had typed as I found it interesting and I share it with the Members.

Dad was a Councillor for nine years during and after the war and in those war years I can remember each Saturday morning he would go around the Shire in a Council truck with a Council driver collecting clothes, furniture and tinned food in case we were invaded. All this was stored in a large hall in various places around the Shire. I remember some being stored in a hall in Caringbah near where the hotel is now.

I have often thought if a bomb landed on the hall all would be lost.

A circular Dad sent out to rate payers was as follows:-

ONE BOMB COULD DEVASTATE A WHOLE VILLAGE.

IN CASE WE ARE BOMBED or have to give help to others who are rendered homeless, we are ESTABLISHING REST CENTRES THROUGHOUT THE SHIRE. It is our duty to ourselves as well as to others to stock the Rest Centres with all the foods and utensils necessary for that purpose.

YOU ARE ASKED TO SEARCH YOUR HOME AND SEE IF YOU ARE ABLE TO PROVIDE ANY OF THE FOLLOWING ARTICLES FOR USE IN THE REST CENTRES. In addition, we will accept money, gifts and foodstuffs that will keep.

If you will kindly enter the articles on this form, that you can let us have AND RETURN THE FORM QUICKLY BY SCHOOLCHILD TO THE HEADMASTER, we will arrange for a lorry to call on you as early as possible and collect the articles accordingly.

WE ARE NOT COLLECTING RUBBISH. IF YOU CANNOT HELP WITH DONATIONS OF USEFUL ARTICLES IN REASONABLY FAIR CONDITION KINDLY DO NOT OFFER ARTICLES THAT ARE BEYOND THEIR USEFULNESS.

Beds	Tables	Chairs Rugs	Cupboards
	Blankets	Cushions	Sheets
Bedding	Pillow cases	Teapots	Palliasses
	Tea-towels	Knives	Jugs
Pillows Towels	Cups	Buckets	
			Plates
Basins Tablecloths	Billies	Kerosene Tins	
Spoons	Primuses		Forks
Babies feeding	Hurricane Lamps		Socks
Bottles			
Foodstuffs			Old Clothes of all kinds

Any other useful articles suitable for Rest Centre Emergency Conditions.

Name:

Street ----- Phone No-

Nearest Cross Street :

PLEASE ENDEAVOUR TO HAVE ALL ARTICLES PROMISED READY FOR
THE COLLECTOR WHEN HE ARRIVES WITH LORRY.

THIS WORK IS FOR THE SAFETY OF YOU AND YOURS.

Authorised by: Clr- Reg. N. Dallimore,

Honorary Civilian Aid Officer, Cronulla 62_

E. Lee Carmichael

NOTICE TO ALL MEMBERS

WE RECEIVED A PAYMENT BY MONEY ORDER FOR \$10 - 1998 SUBSCRIPTION WITH NO NAME INDICATED.

WOULD THE MEMBER WHO SENT THIS, PLEASE LET US KNOW SO THAT WE MAY COMPLETE OUR RECORDS. THANK YOU.

YOURS SINCERELY,
MINA WHYBOURNE.
HON. SECRETARY.

LEICHHARDT PUBLIC SCHOOL

I have had a request from a gentleman endeavouring to gather former pupils from Leichhardt Public School from the years 1927-29 for a re-union.

Knowing so many folk from Rozelle, Balmain, Leichhardt and nearby came to the Sutherland Shire, he hopes he may be able to make contact with some Sutherland Shire residents, or their kinfolk.

CONTACT: Mr. Ray Swankie, 5 Coronation Avenue, Petersham,
2049 -- telephone 9560-2127.

If you or one of your relatives is one of the people concerned, I would be pleased to pass on any details to Mr. Swankier if preferred.

Aileen Griffiths, O.A.M. (9523-5801)

"Richmount"
34 Richmount Street,
CRONULLA. 2230

Connection between Great Lakes and The Shire.

With the forthcoming visit next November of the S.S.H.S. to the Great Lakes Hist. Soc. I would like to share some of the local information some of which connects the two areas by way of three different ferries.

I still feel I am a Cronulla "girl". In fact I tell people I am a Cronulla "girl" living in Tuncurry so my ties are still in The Shire. After all, my grandparents first went to live in Parthenia Street, Dolan's Bay in 1913 and my father was a Councillor for nine years during and after the War. All this makes me feel I still belong in The Shire.

A gentleman visitor in the Great Lakes Museum the other day picked me out to ask two questions. As I am still learning the local history I usually pass all questions onto June Wright our President but I had no way out this time. The first question was "How did Forster get its name?" I told the gentleman from William Forster (pronounced Fourster) who was the Secretary of Lands in 1086-70.

The next question was how did Tuncurry gets its name? I could tell him the name came from the Aborigine word "tukkeri" meaning silver fish. As the founder of Tuncurry was a broad Scot his pronunciation of the word became Tuncurrie with the spelling later changing to Tuncurry.

I was very proud of myself having answered the two questions.

I guess I was lucky that time that they were questions I knew the answers to.

The ferry connection of the two shires comes from the "Alma G" and the 'Alma G 11' both of which are moored in Gunnamatta Bay. The "Alma G" is the "Tom Thumb 111" owned by the Cronulla and National Park Ferry Cruises Pty. Ltd., and the "Alma 6 II" was converted into a fishing boat renamed 'Christine J.

The two "Alma Gs" were pleasure crafts on Wallis Lake.

Two to three years ago a coal miner from Newcastle, who, as a boy spent all his holidays with his parents at Forster and was always fascinated with the ferry service between Forster and Tuncurry, put together information on all the ferries on Wallis Lake putting it into a book. I offered to type it as our local Museum would gain from the sale of the books. I learnt such a lot from what I typed.

I had never known the ferries of the area as I didn't come here before the building of the bridge and it was certainly an interesting story.

The other ferry that connects the two areas was the 'Bardoo', an Aboriginal work meaning 'Beautiful Waters'. The 'Bardoo' was built and launched at Forster in 1901.

I can remember watching her from our verandah at our house in Burraneer Bay. I had a ride in her once to Audley.

I was told she was sold at Forster as the waters silted up too much for her and the same thing happened on the Port Hacking. She was sold and went to W.A., I believe.

We, in the Gt. Lakes Society, are looking forward to your visit. I'm sure you will enjoy what you see here.

Elva Carmichael

New ferry 12/2/81 launched

A large crowd of onlookers witnessed the launching of the cruise ferry MV "Bardoo" opposite the Lakes and Ocean Hotel, Forster on Monday afternoon.

The MV "Bardoo" is owned and operated by Bill and Noni Coombe and is licensed to carry 90 people. The vessel is 51 foot long, has a 16 foot beam and three foot draught.

The ferry took six months and almost \$250,000 to complete and is built of oregon and local hardwood with a laid beech deck.

All seating faces forward with large 'clear view' windows provided all-weather comfort for passengers.

Power is supplied by a slow revving Gardner marine diesel.

The ferry will cruise on Wallis Lake daily and each Thursday a day trip will be made to Pacific Palms Recreation Club. Comfortable seating, refreshments and two modern rest rooms should ensure passengers enjoy their cruise.

Mrs Noni Coombe cracked a bottle of champagne over the ferry's bow as it was lifted by crane into the water.

The ferry will make its first cruise next week.

PICTURED: The MV "Bardoo" is lowered into the channel on Monday.



* BARDOO "Beautiful water" ?

EXCURSION REPORT

The final outing for 1988 will be to Tuncurry for the week-end of November .27, 28 and 29, leaving Cronulla at. 8 a.m. on Friday 27; please take your morning tea and luncheon requirements of that day. The cost of \$215.00 for members and \$220.00 for visitors includes inspections, donations, coach, accommodation and meals from Friday dinner until after breakfast on Sunday.

Please be sure to advise us of your NEXT-OF-KIN on a card or sheet of writing paper so that this may be recorded; and write any medical condition or medication needed on a card or sheet of paper and place this LATTER in a SEALED ENVELOPE and hand both to me.

The sealed envelope will not be opened unless needed by a medical officer due to accident/illness, to whom it will be handed unopened Hopefully, we will not need to use this envelope, and in this case it will be returned to you unopened as you leave the Coach back in the Sutherland Shire.

After dinner on Friday evening, it is free time for you to spend as you wish: the motel is in "centre town", I'm told.

Enquiries are being made regarding a tour of the Naval Museum on Spectacle Island -- as-mentioned in .our. September Newsletter it will need to be on a Tuesday or Thursday. We are hoping the arrangements can be in February, but as I prepare this report I do not have an actual date.

We are also looking at a Saturday tour to the old Shale mining town of Joadja; it is very interesting seeing this place, but we have been unable to visit previously because of its being closed, re-opened, closed again etc. on a regular basis for some years.

Another suggestion has been made -- that we make a week-end trip Kempsey in May -- President Dawn has been associated with Kempsey: and a special invitation has been extended to the Society to visit What are your thoughts on this being the month of May, instead of end of year, November, as has been our week-end outing for some time

Forgive the lack of dates for the above three outings; make a note of Spectacle Island and as soon as we have the exact date we will advise you; it will be a Tuesday or Thursday in February.

The Joadja day trip will be dependent on the week-end to Kempsey being in May, or if that is left until later in the year we shall visit Joadja in May. (I hope you are not as confused as I am!)

As usual a Newsletter will be prepared for the week-end trip to Tuncurry and I shall have extra copies made to hand out at the December meeting to anyone requiring one.

Bookings for trips to Mrs. Betty McGrath, 141 Loftus Avenue, Loftus 2232 - telephone 9521-2227; enquiries regarding details of our outings to either Betty or myself at 9523-5801.

Allen M. Griffiths D.A.M.
EXCURSION CONVENER

David Hume - Scottish Philosopher, Historian, Economist, and Essayist. Born in Edinburgh 26th April 1711 - Died 25th August 1776.

Hume wrote the History of England when in London in 1762. Between his death in 1776 and the year 1894 there were at least 50 editions of this work printed.

Though now outdated, "Hume's Histories" when first printed were regarded as innovative, rising high above their very few predecessors. He wove persons and events into a narrative form that was interesting for the general reader and became a model for future historians.

During the Depression years, my father-in-law was out of work. A jeweller by trade, his customers could no longer afford luxuries, consequently with four children to feed, he took any work that was available. One such job was to demolish an old derelict building in the Parramatta district. The roof of this building had fallen into disrepair and when he went inside to start the demolition, he found a pile of old books on the floor. They were stained by rain and some covers were missing, but when he picked one up, he discovered that they were volumes of David Hume's History of England, printed in 1796. He found an old sack and bundled the books into it before he started his demolition work.

Years later when I had married into his family, Pop came to me in great distress. He knew I was interested in history and he placed the seven history books in front of me.

"Mum says she's going to burn these," he said. "She said she's sick and tired of seeing such old dilapidated things hanging around. Do you want them? They're yours if you do."

My eyes told him the answer. I certainly did want them!

I sorted through the pile before me and found that there were seven complete volumes out of a set of eight. Volume one was missing. Some of the covers had disappeared and several pages were water-stained, but all of the pages were there and the majority of them were fine. There were wonderful engravings of every king or queen of England and the interesting text was written at a time when the C sign was used instead of an s in the middle of a word and thick parchment paper was used.

A nameplate was in the front of some books. It had a coat of arms with the motto 'Fortis qui Prudens' and the name James John Ormsby followed by Lincoln's Inn. Later when I carefully peeled off this nameplate to replace it on my new covering, I found another nameplate underneath. 'Mrs Pinnock' was all it said. She apparently had owned the books originally.

At the time of acquiring my Histories, money was scarce, but a good friend of mine said he would get them re-covered for me, so that they would not deteriorate further. Of course the new covers were not old and thick like the original ones but they served their purpose and are now in my book case resplendent in brown and gold covers - Vols. 2-8 . Instead of being "The History of England from the invasion of Julius Caesar" they are "The History of England from Richard 1.,"

At one time I rang the State Library of N.S.W. concerning these books and they told me that as far as they knew the Library had the only full set of David Hume's Histories existing in Australia and that mine was the only other set they had heard of, but because of the missing volume they would be considered worthless. To me they are far from worthless, and because they were brought here they are a link between England and Australia.

Once when in England, my daughter made enquiries at the Inns of Court and was told that during World War 2 a bomb had destroyed all the records at Lincoln's Inn so they couldn't tell her when James John Ormsby had resided there.

My father-in-law had no idea who owned the old house he had demolished, so I am left without answers to

- (1) How did these histories arrive in Australia?
- (2) Who was John James Ormsby? Did he own the books or were they brought to Australia by someone else?
- (3) Who was Mrs. Pinnock?
- (4) Why were the books abandoned?

So here in Sutherland Shire we have another of Australia's unsolved mysteries. Perhaps one day I may discover one of the answers.



Old Bush School
OLD BUSH SCHOOL AT WINDELLAMA EAST, c 1880.

**A PROUD HISTORY AND A SECURE FUTURE
SUTHERLAND DISTRICT**



Public education in New South Wales turns 150 this year. The sesquicentenary is a time for acknowledging the important role public education has played in creating and sustaining our society. In welcoming all young people, no matter what race, religion or socio-economic status, our schools have taught Australians how to live together in harmony, respecting the values, beliefs and way of life of others.

The first government school to open was in Kempsey in September 1848. The first school in Sutherland Shire was opened at Como in February 1884 but it closed in October 1885 on completion of the railway works in the area.

Other early schools in Sutherland Shire include Sylvania, opened in April or May 1884; Cawley's Creek, another railway camp school which was opened in February 1886; Heathcote, opened in November 1886; and Sutherland, opened in March 1887. Of these, Sutherland Public School is the only one with a continuous history from its opening date.

The newest school is Alford's Point Public School, established in October 1995. The largest school in Sutherland District is Lucas Heights Community School, established in January 1992 and currently serving 1 275 students from Kindergarten to Year 12. The largest primary school is Gympsea Bay Public School, enrolment 790, and the largest high school is currently Port Hacking High School with 1 177 students enrolled.

Sutherland district schools have a proud history of achievement in academic, cultural and sporting areas of the curriculum and will continue to enjoy a secure future within our public education system in New South Wales.



MILK DISTRIBUTION AT BLACKFRIARS PUBLIC SCHOOL, 1923

SUTHERLAND DISTRICT OFFICE

Mr Allan McGrath
Sutherland Historical Society
Sutherland School of Arts
East Parade
SUTHERLAND NSW 2232

Dear Mr McGrath

I write to sincerely thank you and the Sutherland Historical Society for the generous cooperation extended us during our Education Week celebrations of the Sesquicentenary of Public Education in NSW.

Your cooperation in providing material for our historical display in Westfield Shoppingtown, Miranda was greatly appreciated and commented upon favourably by staff who supervised the display, students who experienced sitting in the old desks and by members of the public who remembered their school days.

Would you please pass my grateful thanks also to those who assisted us by making photographic material available for copying for our display.

Enclosed is a certificate of appreciation in recognition of your contribution. Yours sincerely



Bob Murdoch
Superintendent, Sutherland District
19 October 1998



CONTRIBUTED BY A. McGRATH



MUSEUM REPORT

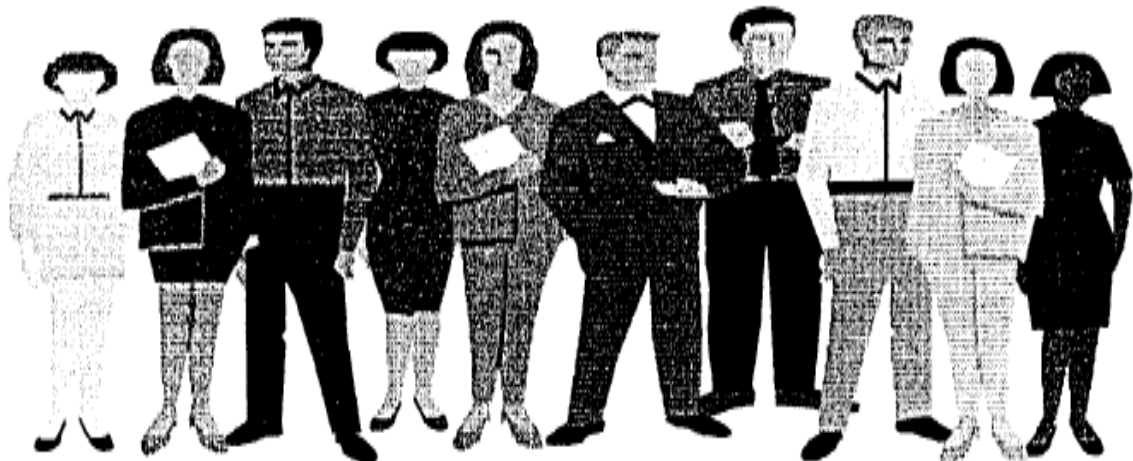
On Saturday 17th October an exhibition of photographs of the Sutherland Shire which included Grays Point, was shown at Grays Point Public School for their October festival from 9am to 3pm. A good many of the public viewed and enjoyed the exhibition.

Sutherland Shire Historical Society set up an Historical display in Westfield Shoppingtown Miranda for Education Week 1998, being the sesquicentenary of Public Education in NSW (150 years 1848-1998), which was appreciated by the school children and the public. The society received a certificate of appreciation from the NSW Department of Education and Training.

The museum continues to be opened on the 1st Saturday of each month from 9am to 3 pm, and at other times on request. Thank you to the Sutherland Council for their support of the museum.

A Happy Christmas to all.

ALLAN McGRATH
MUSEUM CURATOR



Bruce Cowan 1913 Moree NSW, Smithy's Engineer

I was born in Moree and left there at 6 weeks and I've never been back. I grew up in Marrickville in Sydney, 2 doors away from Marrickville railway station and lived there 611 1 married. It was an old granite stone cottage, 5 bedrooms, built by convicts.

My cousin Tommy Pethybridge was in the airforce and when Kingsford-Smith flew the Pacific they overhauled the Southern Cross at Richmond air base before further international flights. Tommy was the only one to volunteer to assist the American engineer who had arrived to check the engine and craft. From then on Tommy became a firm friend of Sir Charles Kingsford-Smith and eventually died with him over the Bay of Bengal during a record flight attempt between England and Australia, November 8th 1935, in the

Lady Southern Cross.

Well, Tommy got me the job as an apprentice when Smithy began his air services between the eastern capitals of Australia - Brisbane, Sydney, Melbourne and Hobart from January 1st 1930. I was 16. Smithy was a fantastic bloke, one of the boys; looked after his employees; a very popular fellow. He had a couple of toes shot off when he was a fighter pilot. He taught me to fly and I gained my ground engineer's licence. I used to look after the engines and plane.

I met Amy Johnson, Jim Mollison, P.G. (later Sir Gordon) Taylor, Laurence (later Sir Laurence) Wackett, Jerry Pentland, Jean Batten, Nancy Bird, Peggy Mackillop, and Lores Benney, the first woman to fly from Australia to England (1933) and from Australia to Africa (1936) and she just 2 days ago turned 96. She's at the Mermaid Beach Nursing Home. Poor old girl, she's a bit rusty now.

Incidentally I'm the only man alive to fly in that aircraft, the Lady Southern Cross that crashed with Smithy. Once while tests were being carried out for Civil Aviation I actually flew it for a few seconds while Smithy leant down to dump some fuel from long range tanks into Botany Bay.

Smithy broke the solo record between Australia and England to 1933 in a beautiful little low wing monoplane, Percival Gull. He lowered the record to just above 7 days and this aircraft was his pride and joy. One arvo I started it up to taxi it Toward the hangar to stow it away and the throttle vibrated open before I could get in and the aircraft charged right inside the hangar between two steel uprights which gouged into the wings. The following day Smithy called me into the office and said, "That was a stupid bloody thing you did, starting my Gull up without chocks." I quavered, "Yes, yes." He said, 'Don't do it again, will ya?' "No." "Have you got a cigarette?" That was the end of it ... I thought.

Some months later we had a hangar party after flying Ceased, which Smithy would often put on for the boys, with a 18 gallon keg. One of Smithy's amusing performances was to stand on his head and drink a pint of beer upside down. He Said 'to Tommy Pethybridge on this occasion, "I think young Bruce could do this." Of course I was willing and they duly Stood me up and while I was gulping the beer upside down Smithy calmly pulled the leg of my overalls and poured a pint of beer down. I jumped up spluttering, looking for the culprit and Smithy said, "That's some consolation for you busting my Gull." That's the kind of bloke he was.

One day I put a new propeller on the starboard engine of the Southern Cross and during a flight from Australia to New Zealand a section of the centre engine exhaust pipe broke away and damaged the starboard propeller that I'd put on, breaking about 12 inches from one wooden blade. The story came over that the propeller had come off which I knew was impossible. After the propeller broke Smithy turned round to return to Australia, running the 2 remaining engines at full power to

maintain height. The port engine began to drop oil pressure and P.G. Taylor, his co-pilot climbed out along the wing 6 times to transfer oil from the crippled starboard engine to the failing port engine and this saved the machine and crew from certain ditching in the Tasman Sea. For this feat he was awarded the George Cross, the civilian equivalent to the Victoria Cross which can only be won in war. [The broken propeller is in the Powerhouse Museum in Sydney.]

My cousin Tommy was trained to fly the Southern Cross and he used to joy ride it as this was a more or less monotonous continuous operation for Smithy and on many occasions I would accompany my cousin as he co-piloted and I gained a lot of experience from that.

When Smithy and Tommy died I stayed on with the company which bought another famous plane, Charles Ulm's 'Faith in Australia' and together with John Chapman as pilot and myself as co-pilot, engineer, hostess, ticket seller and cleaner, we flew the first official airmail from Adelaide to Darwin in 1935.

During the war I was in the RAAF for 12 months. On the outbreak of the war the RAAF impressed (commandeered) the only four DC3 Douglas aircraft in Australia. I was an engineer and together with pilots from that company was taken into the RAAF with the equivalent rank to our civil aviation pay. I went in as a sergeant. We were a fill-in till 100 Lockheed bombers arrived and were put into service and we were returned to Reserve and our civilian occupations.

We conveyed from Sydney to Fremantle the first large convoy of Australian troops to leave for war in January 1940 for the Middle East. Just prior, flying from Canberra to Richmond, the pilot Keith Virtue realised he had vibration from the spinning wheels as they were being retracted and he leaned down and applied the parking brakes. Landing in Richmond he forgot and landed with the brakes hard on. The aircraft was a basic shell. I was standing aft with my hand in the small luggage rail and when the aircraft flipped up on its nose I went hurtling down the aircraft. There was an officer, Jim Turner, sitting at a small card table and I hit him and broke 4 of his ribs. Had he not been there, I think I would have been killed. Every time I'd see him at reunions he'd hold his ribs and say, "You bastard, Cowan, I'll never forget you." The aircraft did not fly again in RAAF service.

For the rest of the war, 1942-1945, I was an inspector in charge of the assembly plant of the Department of Aircraft Production who built the torpedo bombers, Beaufort twin engine and 365 Beaufort fighter aircraft.



Lady Southern Cross that crashed with Smithy.

Hardly anything to fly when I returned to civil life as most light aircraft had been impressed. I managed to be endorsed on 2 small high winged monoplanes to keep my hand in. I used to fly these during my lunch time. On one occasion a girl from the switchboard asked to come along for a joy ride. We flew over Sydney Harbour and back along the beaches. Coming in to land at Mascot I was about to sit the aircraft down when 2 Tiger Moths came over and in front of me. One hit the ground and bounced and I was forced to open the throttle wide and do a climbing turn to avoid him. If that girl had never heard swear words before she certainly got the full treatment that day.

I was furious and was watching the Moth. I landed and taxied up fast to tear a strip off the pilot. When I went over there was a crowd around the aircraft and the pilot was being assisted from the cockpit. He immediately fainted. It transpired that he was being given instruction in advance aerobatics by an officer of the RAAF, demonstrating slow rolls, and in the process the top of the joy stick caught and pulled the pin from the safety harness. The pilot went straight out of the aircraft ... no parachute, and died over Randwick; fell about 2,000 feet. What could I say after that!

Pre-war, we got away with practically anything - no control towers, no supervision, no radios; and a lot of people will not believe me but with a friend I would often land down the straight of 3 racecourses - Roseberry (now housing), Kensington (where the University of NSW now is) and Royal Randwick. The friend with me, Roy Jowett, was a signwriter and good friend of all the caretakers of the tracks as he used to paint signs for the track and bookies. We'd land in them before dawn, have a cup of tea with the caretaker and take off before people came around. In the old days you'd get away with bloody murder. In 1946 an ex-airforce officer asked me to accompany him in a Tiger Moth to inspect some aircraft at Tamworth going for tender. Although at the time I was recovering from an operation and my pilot's licence was suspended with a medical I went in the rear or pilot's seat. Over Sydney Harbour the engine failed. I was flying and he took over to do the forced landing and he stretched the glide, intending to make a long approach to Frenchs Forest, I said, "Do not rely on this engine for any power." He said, "No," and opened the throttle wide. The engine spluttered and we went into a spin. The engine

crashed nose first into a poultry farm and the engine came back into the front cockpit. He died half an hour later. I was fortunate I was in the rear cockpit and sustained injuries to the testicles on the joy stick and couldn't walk for a fortnight.

I'm still involved in flying with my nephew Tony Henry who's flown for 22 years and now flies for Peter Flanagan at Surfers Paradise Gardens. I'm a foundation member of the Early Birds Association and to belong to it you have to be involved in aviation some way prior to the outbreak of the war in 1939. I attend reunions twice a year at Archfield and Sydney. They've been dying off like flies lately. Lores Bonney at 96 would have to be the most illustrious of them left, and Nancy Bird who learnt to fly at the same time as I did.

I've been writing my own book for 25 years. Don't know if I'll ever get it published but hope to put it on tapes for the blind. I've been in 3 cars where the driver's been asleep and the car's crashed, including one in 1954 going from Sydney to Melbourne when my mother died.

What's important? Drink good beer and get plenty of exercise.

Bruce Rowan

AVIATION HISTORIAN

CONTRIBUTED BY A. CUTBUSH



the Southern Cross



FROM THE EDITORS DESK

Once again we come to the last issue of the Bulletin for another year, and what a year 1998 has been:

- * John Glen back in space at 75 years of age.
- * The passing of the last of our original ANZAC's.
- * The 80th Anniversary of the end of the Great War, WW1, that took 60,000 of our men, with 200,000 injured. No wonder it is known as the Great War - LEST WE FORGET - the sacrifice by them. It was a fitting tribute to see the new Glebe Island bridge named ANZAC Bridge in remembrance.
- * The 200th Anniversary of Bass & Flinders circumnavigation of Tasmania, re-enacted with a replica of the "NORFOLK" built in Tasmania for the occasion, plus an Aviation re-enactment - a fitting memorial.

THE LIST GOES ON AND ON.

Thank you all who have contributed stories for the Bulletin over the year, especially the regular writers who I couldn't do without. A special thanks to Bruce Cowan who was a friend of my father and mother, (who still remains in contact with the family), for sending in his article for this Bulletin. Bruce was recently mentioned in a large article in the Good Weekend, October 24 1998, "On a wing, A prayer and a thermos", which made interesting reading. Please finish your book Bruce.

Thank you to Allan McGrath for the help of distribution of the Bulletin, Andrew Platfoot for address labels, the printing dept. of the Sutherland Shire Council, without whose help this magazine wouldn't happen. I can't forget the help my wife Marjorie and more recently my daughter Jodie have given me, as work and family commitments seem to take up more and more of my time these days.

I wish you and yours all the very best for Christmas and the coming New Year, 1999.

JIM CUTBUSH.

Merry
Christmas



AND A HAPPY NEW YEAR

Sutherland Shire Historical Society Inc.

FOUNDED
1966



VISITORS AND
INTENDING MEMBERS WELCOME