



Sutherland Shire Historical Society Inc **Bulletin**

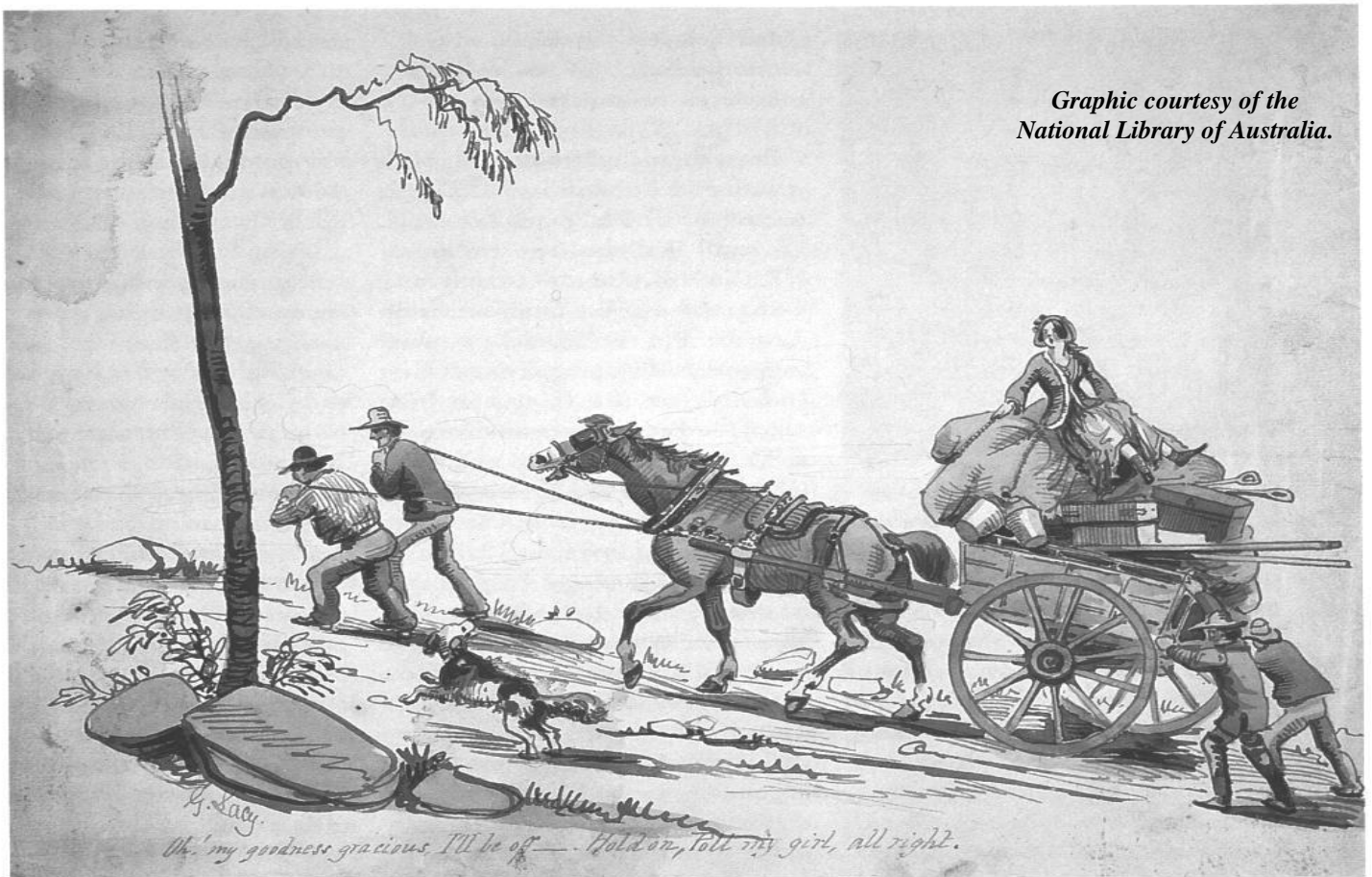


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Precious as Gold



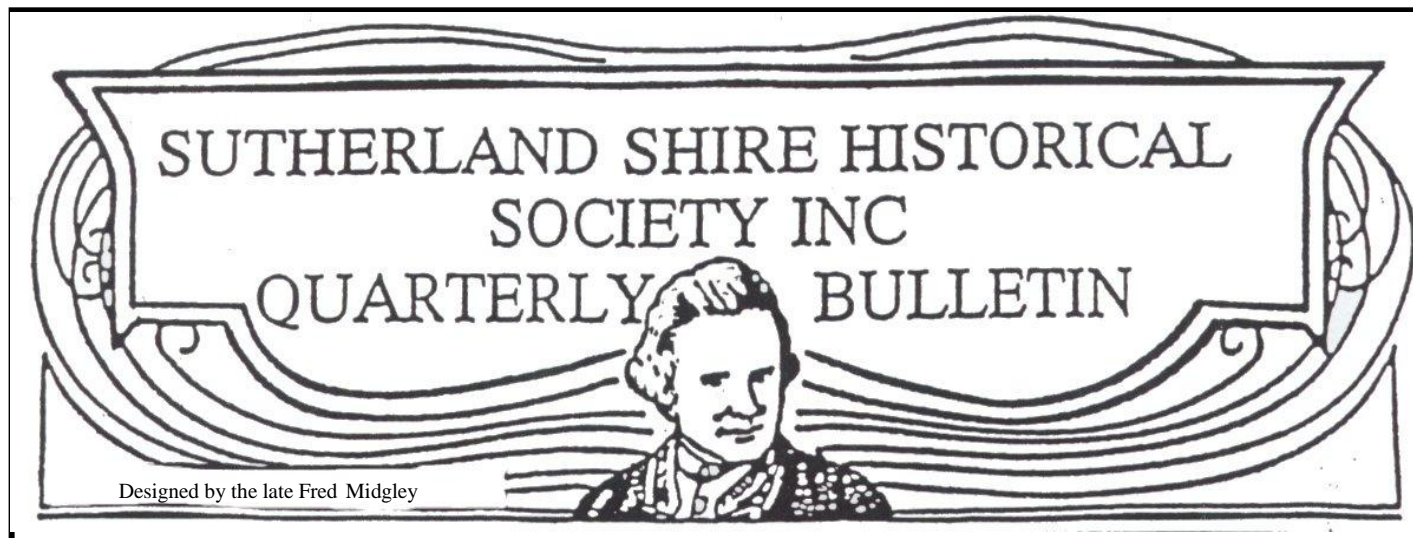
*Graphic courtesy of the
National Library of Australia.*

In this issue Dr. Ed Duyker brings to our attention the plight of women on the Australian Gold Fields. And in doing so

raises our awareness of the sadly neglected reporting of the role of women in history.

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**REGISTERED AT THE GPO FOR TRANSMISSION THROUGH THE POST AS A
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HON AUDITOR:	Mrs. Carol Draper
HON SOLICITOR:	Mr. M. Solari

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 carpark)

VISITORS ARE WELCOME

*All correspondence should
be addressed to*

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Sutherland NSW 1499**

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Disclaimer

The individual comment, articles and Office Bearers reports that appear in this Bulletin are the responsibility of the writer and in no way reflect the opinions or beliefs of the members or Executive of the Sutherland Shire Historical Society.

President's Remarks

Ensuring/Insuring a successful Festival ?

As we closed our Heritage Festival celebrations for this April, we were left to reflect on the way we conduct these celebrations, and how we have to change them for the future.

Sutherland Shire's Heritage Festival, like many other communities throughout NSW was affected by the insistence on all organisations having their own insurance against liability. We had over twenty stall holders pull out of our Heritage Fair at the Sutherland Entertainment Centre, as they had no insurance coverage, leaving us with the shell of an exhibition in a huge empty hall. People looked in, saw that there were no stalls and left. We put on the film "Forty Thousand Horsemen", and George Heavens's 16mm movie on Sutherland Shire to fill the space, but as they had not been advertised widely, being only a last minute arrangement, only a select few saw these gems that were filmed in our shire. NP&WS were to provide us with some Aboriginal spears from the Discovery Centre, for a display, "Bridging the Divide" in cultures but there was a mix-up between their hierarchical levels. The spears lay packed up ready for delivery at Kurnell, whilst we waited at the Entertainment Centre for their arrival, and phone calls did not elicit this information, so we virtually cancelled the display by the Sutherland Shire Historical Society when the piece de resistance did not arrive, and just concentrated on our Museum display over in the School of Arts.

We seemed to have the Midas touch in reverse,--and everything we touched turned to ashes instead of gold! This is no reflection on council staff, as everything our council officers did was superb; we just had a chapter of events inspired by our insurance liability problems that spelt doom for organising the Festival. Bridging the Divide Ironically, the above was our National Trust theme, but we were unable to even bridge our displays! Our Heritage Bus had to be cancelled, as the Tram & Bus Museum had to increase the cost tenfold, to cover insurance costs, and my Heritage Festival

Budget, allocated by council, could not afford it.

This meant there was no transport link between venues: The Sutherland Shire Historical Society Museum in the School of Arts was opposite the Sutherland Railway station, as was the Woronora Cemetery with its guided tours, and Open Day; the Tram Museum was at Loftus Station, and Hazelhurst Art Gallery cottage with its display of bridges and Local History was near Gymea Station. I spoke to one poor woman who was using her pensioner's ticket, dashing between venues, using the rail system, as we had no bus and she was trying to get to all our displays! Unfortunately Hazelhurst closed at 2pm, so I last saw her in the afternoon, heading for a train to Gymea fruitlessly. The Botany Bay Family History Society had to rely on car transport, as did the Oyster Bay Woodturners, and both reported they were down on numbers.

I must commend our Society member, Mr Doug Archer for lending his beautiful crystal vase "The Divide" which took pride of place in the Entertainment Centre hall, with lighting which picked out the diamond facets in the crystal, as they glowed in their rainbow hues. This expensive vase commemorated the epic journey of Blaxland, Wentworth and Lawson as they crossed the Great Dividing Range, opening up the country for our graziers and farmers, and we are very grateful to Doug for having the opportunity to view it, especially as it fitted so well into our National Trust Theme.

This insurance situation has spelt disaster for our small organisation Heritage Festival participants, and we have to re-think how we organise our celebrations on future. We can only choose large organisations which have insurance coverage. We also find we cannot attend other councils' Heritage celebrations, as they are all on in the same week, if we continue with the National Trust dates. We also find a resistance by some communities to being included in our Shire "Heritage" Festival,

such as our Kurnell people to include themselves in our council celebrations, preferring to have their own. It was this insistence on being "local" rather than "shire" which guided our new direction.

New Look for **Heritage** As a result we have used lateral thinking, and decided to abandon the National Trust Heritage Week in April, as it always falls in school holidays, and we cannot get our schools to participate-- and it is our young people we are trying to educate about our Heritage! We have checked our Council charter, and decided to have a "movable feast" which is permitted. Following on from our residents' apparent desire for "local" ceremonies we thought we would try a new direction. In future we will choose one suburb in particular each year to highlight our Shire's Heritage.

This year is the Centenary of Menai Public School, so we thought we should highlight Menai's Welsh heritage, and its first pioneer Owen Jones from Bangor, and Menai in Wales. Mr. David Campbell from the Celtic Council has been working on a project, creating Wardens of the Cromlech in Menai Park, and we are looking forward to a Celtic Heritage Festival next year in Menai Park on the weekend of the 7th-9th March, 2003. We will have signboards linking our usual Heritage Festival participants, with U-Drive instructions so people can travel by car, but all venues would be accessible either by bus or train. I

have asked our Museum Curator for a special Celtic display from St. David's Day on the 1st March, until 9th March, 2003. In 2004 we will try a new venue, and another suburb, possibly Como, as the Pleasure Grounds should be close to completion and refurbishment. As I have indicated above we have been forced to use a new approach to Heritage Festival and have to try something different. Only time will tell if our residents' attitude to Heritage, rotating the Festival around the Shire suburbs will prove popular, as residents feel that their suburb is "on show to the Shire"!

That seems to be all the space I have for this quarter, but it was important I share with you our "Heritage" problems, as the Sutherland Shire Historical Society has a vital role to play in putting our local history on show. I must record my thanks to Les Bursill, David Overett, and Aileen Griffiths, OAM from the society for offering to give talks at the Entertainment Centre for Heritage Festival, which were well attended. I was thrilled in my talk on Menai to meet a descendant of the Mondel's, and correct my caption on one of my photos! Thus the historic record is corrected and kept accurate. Looking forward to seeing you at the next meeting!

Dawn Emerson

*Deputy Mayor, Sutherland shire Council and
President. Sutherland Shire Historical Society*

Meetings and Speakers, 2002

Friday, 21st June: Morse Code Society: History of Morse Code and Cables in Australia (with demonstration)

Friday, 19th July: Afghan History in Australia, including the war in Broken Hill.

Friday, 16th August: Daphne Salt: Cook, his youth and early years.

Friday, 20th September: NP&WS History

Friday, 18th October: TBA

Friday, 22nd November, noon: Christmas Lunch at Loftus TAFE

"Gatewoods" Restaurant (Book now; limited bookings available)

Contact M. Whybourne 9525 4339

MINUTES of 36TH ANNUAL GENERAL MEETING of THE SUTHERLAND SHIRE
HISTORICAL SOCIETY INC.

Held in the Multi-Purpose Building, Flora Street, Sutherland
ON FRIDAY, MARCH 15, 2002 at 8.00 p.m.

President Councillor Dawn Emerson welcomed members and opened the meeting at 8 p.m.

Apologies: were received from our Patron, Mayor Tracie Sonda, Mr. J. Rayner, Ms Helen McDonald, Messrs. J. Cutbush, S. Roberts and ten others as recorded.

The MINUTES of the Annual General Meeting of March 16, 2001, were read and confirmed on motion of Mrs. A. Griffiths and Mr. L. Bursill - Carried

The President gave a summary of her Annual Report as printed in the February Bulletin. It was moved Mr. N. Martiensen seconded Mr D. Perry. that the President's and Secretary's Reports (as printed) be accepted. - Carried.

The Treasurer, Mr. M. Beaven presented his Financial Statement and Balance Sheet and moved that these be accepted. Seconded Mr. D. Overett. - Carried.

Mr. Beaven, who had tendered his resignation at the 2001 Annual General Meeting, had carried on for the last year because a replacement Treasurer had not been found. However, he could not continue further and therefore retired. The President thanked Mr. Beaven very much for his work as our Treasurer and wished him well. Mrs. Griffiths also expressed appreciation to Mr. Beaven, especially for his GST expertise.

Mr. A. Platfoot kindly agreed to be acting Treasurer for the time being.

Mr. Doug and Mrs. Betty Perry tendered their resignations from the executive Council but agreed to continue to attend to supper arrangements.

The President moved a motion in appreciation of their years of service and said how very much we appreciated their supper involvement. - Seconded Mrs. Griffiths. Carried.

Mr. Stewart Roberts has also tendered his resignation from the Executive Council which was received with much regret. President Emerson moved a motion in appreciation of Mr. Roberts many years of active service on the Committee. Seconded Mrs. Griffiths. - Carried.

Continues over page

ELECTION OF OFFICERS FOR 2002:

The President declared all positions vacant and Mrs. Griffiths was asked to conduct the election for President. Councillor Emerson was nominated by Mr. Bursill seconded Mr. Martiensen and elected unanimously with acclamation. She thanked members for so electing her and looked forward to another enjoyable year.

The President then proceeded to conduct the election of officers for 2002/2003:

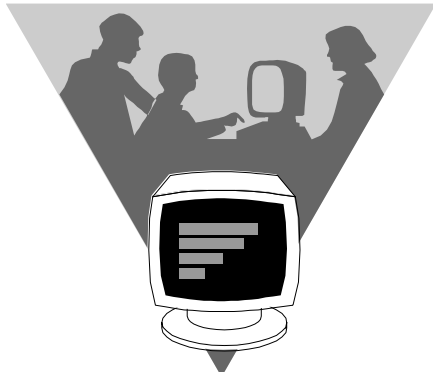
Deputy President Mrs. A. Griffiths OAM -- **Vice Presidents:** Mr. J. Cutbush , Mr. D. Overett

MINUTES of 36TH ANNUAL GENERAL MEETING - MARCH 15, 2002 PAGE 2. ELECTION OF OFFICERS: (Cont)

Committee

Hon. Secretary:	Mrs. M. Whybourne
Hon. Treasurer:	+++++
Assist. Treasurer:	Mr. A. Platfoot
Public Officer:	Mr. A. Platfoot
Excursions Officer:	Mrs. A. Griffiths
Excursions Booking Clerk:	Mrs. B. McGrath
Bulletin Editor:	Mr. L. Bursill
Hon. Research Officer/ Archivist.	Mr. L. Bursill
Publicity Officer:	Mrs. M. Blackley
Museum Curator:	Mr. A. McGrath
Deputy Museum Curator:	Mr. J. Cutbush
Committee:	Mr. N. Martiensen Dr. E. Duyker Ms W. Fyfe (Two others to be appointed)
Book Review Editor:	Dr. E. Duyker
Auditor:	Mrs. C. Draper
Hon. Solicitor:	Mr. M. Solari

President Emerson thanked all members for accepting office. The meeting closed at 9.00 P.M. and a general meeting followed



From The Editors Desk

Some of you may be aware that my wife Barbara Bursill is a student of poetry and has published 15 articles in prominent literary journals. Her theme for her Masters and later her PhD were on women writers and women's issues in literature.

What she uncovered in her studies indicated that women writers were ignored in favour of men. That women's writing was as prolific as men's but that male editors favoured male writers and that male editors predominated. This problem is particularly Australian, for when Australian women go overseas they are immediately recognized for their talent.

When I commenced my studies in Anthropology I was astounded to find that women appeared to play an almost invisible role in society. It was men who controlled and directed the development of societies and civilizations.

A typical book of its day was Lee & De Vore's "Man The Hunter" which purported to show that it was men's activities that supported and supplied life necessities.

I was astounded and remember being told by lecturers and professors that women were only bit players.

Later, as I delved more deeply into Aboriginal customs and rituals I came to the realization that Aboriginal women (and probably all women) had their own ceremonies and contributed more than 90% of the food, plus their role in child bearing and raising.

Man the hunter contributed a measly 5 or 6 % of the food and did almost nothing towards child raising. In fact wherever I looked around the world I found this disparity between women and the recognition of their contributions to society a common theme.

In every case I examined I found that the male history writers deftly forgot or simply ignored the woman's role and concentrated on the male effort entirely.

Just recently I was reminded of this when a documentary of women fighter pilots showed how Russian women were instrumental in bringing to heel German air superiority over Russia in 1943.

The documentary also showed British, American, Canadian and Australian women who flew fighters and ferried aircraft of all types and sizes across the Pacific and Atlantic Oceans.

How many of us were aware of those activities?

In this issue of the Bulletin I hope I can in some small way redress the balance of women's history by reproducing Ed Duyker's story of women on the Australian Gold Fields.

It would be wonderful if some women readers might further restore the balance by contributing articles on women's roles in the Shire over the last 150 years.

I promise that I will give those stories PRIORITY in publishing.

Les Bursill Editor.

EXCURSION REPORT

As fully reported in the February Bulletin our tour on Saturday, May 25, 2002 will be to Berrima; take your morning tea which we will have at Mittagong, before travelling on to Berrima.

Terry is planning to take us around all the sites in Berrima in the coach and then allow a period of one and a half hours, or two if necessary on the day to allow inspection of buildings and other sites you may wish to explore more fully and luncheon too, If you prefer to take your meal with you, that is in order. but the cafes, etc now available may appeal to you as an alternate choice.

After leaving Berrima we will commence our return journey via Sutton Forest (where there are two very interesting country stores, then on through Moss Vale, Bowral; quoting Terry regarding travel -- we will go by the New Hume Highway and return by the Old Hume Highway as far as Picton when we will turn towards the coast and home.

Leave Cronulla at 8 a.m. Sutherland 8.30 a.m. -- members \$29.00 and visitors \$34.00 inclusive of G.S.T.

Final details for August outing unfortunately. have not been finally confirmed -- we hope to do this at next meeting and on the May trip.

2002 week-end tour will be from Friday November 29 - and include Saturday November 30, returning Sunday December 1; during these three days we will cover much territory the Society has not done before.

Leaving Cronulla at 8 a.m. Friday, Sutherland 8.30 a.m. our route will be to Nowra with a comfort stop and morning tea on the way.

Then we turn inland along the "Old Wool Road" taking us to Nerriga (not Nerrigen near Bateman's Bay) where a country cooked roast luncheon and sweets will be awaiting our arrival. A museum will be opened for us too.

After luncheon and a "look around" on the way we will come to the Posthouse Motel in Goulburn. our accommodation for the two nights. It is very close to the business centre of the city, and being daylight saving some of our group may wish to stroll that way after dinner. Dinner Bed and Breakfast will be at the Motel.

Saturday morning we will travel along the Hume Highway, south, to visit Crookwell -- and spend most of the morning there. On the return trip to Goulburn we will stop at Taralga where there is some very interesting sites and history.

Both places have said they will enjoy a visit from our members.

Sunday morning we leave towards home -- hopefully a look at the church and remembrance wall at the Police Academy and on to Bungonia Look-out; then through Marulan. Tallong, Wingello, Bundanoon and Exeter heading for Moss Vale R.S.L, for luncheon.

After passing Moss Vale township we will turn towards Robertson and the Macquarie Pass to Albion Park., thence homewards on Princes Highway to the Shire.

Cost of week-end will be \$299.00 members with \$304.00 visitors. Again the G.S.T. has been included; this makes our trips cost more.

Deposits accepted, finalised by October Meeting.
Bookings to Betty McGrath. 9521-2227, 141 Loftus Avenue, Loftus; enquiries to Betty or myself (9523-5801),

Aileen M. Griffiths

O.A.M.

Women on the Goldfields

by
Edward Duyker

Between 1852 and 1861 more than 342 000 immigrants flocked to the Australian goldfields from Europe and joined thousands of hopefuls from other British colonies, China and the United States. Few would strike it lucky, but all would help lay the foundations for broader economic and social change in the Antipodes. Among these hopeful immigrants, were many women who accompanied their husbands or joined their loved-ones in Australia. However, only a handful of these women published accounts of their experiences during the gold rush; others left precious memoirs which are only now being rediscovered.

The National Library holds a good selection of these valuable published accounts. They include first editions of Mrs Charles [Ellen] Clacy's *A Lady's Visit to the Gold Diggings of Australia in 1852---53*, (1853), Elizabeth Ramsay-Laye's *Social Life and Manners in Australia: Being the Notes of Eight Years' Experience* (1861) and Louisa Anne Meredith's *Over the Straits: A Visit to Victoria* (1861) and *Travels and Stories in Our Gold Colonies* (1867) in the Rex Nan Kivell and Ferguson Collections. These particular women writers had privileged backgrounds. In *Over the Straits*, Meredith (who made a only a brief tour of the Bendigo and Ballarat fields after crossing from Tasmania), could not disguise her contempt for the ordinary women she met: 'the greater portion were sluttish and dirty in the extreme'. With little appreciation of their difficulties and concern over appearances rather than practicalities, she wrote that 'Women were cooking, scolding, smoking and nursing outside the hovels, with thick heavy stock-keeper's boots on, laced halfway up the leg, and tattered draggled gowns, 'kilted' high enough to show the tops of them. Hordes of shaggy brown unkempt children were as usual wallowing in the mud.' The reader can readily contrast Louisa Anne Meredith's unsympathetic account with the words of yet another woman gold rush writer,

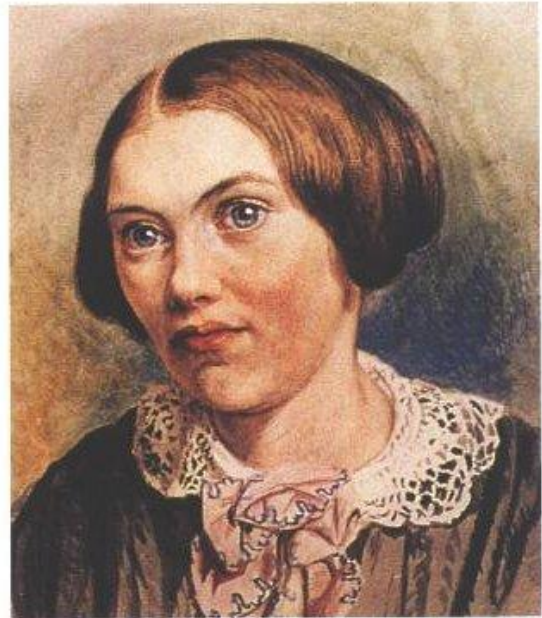


Photo of a portrait of Emily Skinner courtesy of Sue Duyker.

Emily Skinner (née Fillan), who arrived in Victoria in 1854:

'Sometimes in lonely places where no other woman was within reach, perhaps sick and weak, I had to sit down beside the tub to do the necessary washing or attend to the children. At another time, finding myself on the floor with the poor child crying beside me, I was dimly conscious of having fainted away from weakness. How one longed for mothers and sisters at such times.'

Born the daughter of a Scottish jeweller in London, in 1832, it is unclear where Emily met her future husband William Eliott Skinner (1826--1913). Almost certainly they were engaged before Emily arrived in Australia. But the two did not travel together; William arrived first (possibly on the *Ganges* in June 1853). In her memoirs Emily seems to have been deliberately ambiguous in her references to her marital status on disembarking from the steam packet *Lady Jocelyn* on 12 August 1854. In the passenger list published in the *Argus* the following day, she appears under her maiden name. She and William were married on 5 September 1854 in St Peter's Church, Melbourne. It is surprising that she makes no mention of this major event in her life. One suspects that her sense of Victorian propriety made her inclined to induce her readers to believe that she arrived a married woman. How would they view a writer who travelled, as a single woman, thousands of kilometres to meet

her love far from family scrutiny? In her shipboard journal, Emily is careful to tell us she was effectively chaperoned by a Mrs Thomas; but those three pre-nuptial weeks in wild Melbourne Town, however innocent, posed potential embarrassment! Her journey north from Melbourne to join her husband on the Ovens diggings was equally problematic, yet she dares tell us of the strange man who began to undress in her room. Despite the tones of correctness and occasional melodrama, the great charm of Emily Skinner's account stems largely from her lack of embarrassment in recounting the privations of life on the diggings. Emily is not afraid to tell her prospective readers in Britain, whom she perceives to be largely above domestic labour, that she regularly got her hands dirty. She writes frankly of living in a bark hut or baize-lined tent and of gaining supplementary income through dressmaking, washing and ironing. She writes amusingly of her naïvety on arrival and delights in colonial neologisms. She reveals herself to be a compassionate observer capable of surmounting ethnocentric and religious prejudices when writing about the European brides of Chinese diggers or the adulterous brides of drunken European miners. She has good words, too, for Catholics, the Irish and the Americans. She is proud of her adventures in the wilderness and her labours. Most of all, she is proud of making ends meet and of creating domestic happiness under adverse conditions. William and Emily Skinner had nine children between 1855 and 1873. Such was infant mortality on the unhygienic goldfields, that a third of the Skinner brood did not survive to adulthood. Most of Emily's known writings date from her residence in Beechworth in the late 1870s. Some time in the following decade, she and William moved to the Melbourne suburb of Coburg where Emily died, aged fifty-eight, on 13 March 1890.

I first read a copy of Emily Skinner's gold rush memoirs in February 1993. They were sent to me by Eric Mamet, husband of one of my Mauritian cousins. Eric had received them in typescript (apparently dating from the 1930s) from his godmother, Kitty Duvivier, whom I would later discover was a descendant of Emily's sister Margaret Tuttenberg (née Fillan) and a niece by marriage of one of my great-aunts. At that time I only knew the author, clearly a woman, by the

mysterious initials 'E. S.'. I was soon hopelessly smitten by this anonymous author's charms. (Indeed my wife used to joke about a case of 'historical adultery'.) Ancillary documents in Queensland and Mauritius yielded her name, or rather the approximation 'Skimmers'. But after protracted research in Victorian records and through contacts in England and Queensland, I was able to positively identify 'Emily Skinner' as the author, visit her last resting place, and make contact with several of her descendants living in Benalla, Shepparton, Melbourne and Sydney. As fate would have it, I was fortunate that my first contact was with Emily's gracious granddaughters Nancy and Marjorie Conquest. Their brother, Walter, and mother, Florence, had long recognized the significance of Emily's writings and had preserved handwritten copies of her



Céleste de Chabrillan, photo Courtesy of the National Library Australia

shipboard journal, memoir, poems and short stories. I was deeply touched to be presented with these precious copies just before Easter 1994 (and have since donated them to the National Library). In addition, Nancy and Marjorie allowed me to copy an original watercolour and a number of photographs of their grandmother and sent me notes which

helped flesh out historical details hard-won from Victorian archives. Finally, in 1995, *A Woman on the Goldfields: Recollections of Emily Skinner 1854---1878* was published by Melbourne University Press.

The year before Emily Skinner penned her recollections, Céleste de Chabrillan published her memoirs of gold rush Melbourne under the title *Un Deuil au bout du monde* [Death at the End of the World]. The National Library does not possess the original French edition of 1877, but it does hold these marvelous memoirs in the form of the English translation by Patricia Clancy and Jeanne Allen, published by Melbourne University Press in 1998, under the title *The French Consul's Wife: Memoirs of Céleste de Chabrillan*.

Born in 1824, the illegitimate daughter of an impoverished milliner, Céleste Vénard was apprenticed as an embroiderer at the age of eleven before drifting into prostitution. Beautiful and intelligent, her misfortune was tempered by employment in a brothel frequented by the Parisian elite. Drawn to the stage, she performed as a dancer at the Beaumarchais Theatre and then as a bareback rider and charioteer at the Hippodrome under the stage name 'Mogador'. A Parisian celebrity, Céleste was mistress to a succession of European noblemen, before forming a lasting relationship with Count Lionel de Moreton de Chabrillan.

De Chabrillan belonged to one of the most illustrious aristocratic families in the Dauphiné, but his gambling debts barely covered his vast inheritance, so he tried his luck on the Victorian gold fields in 1852. He returned to France in 1853, having failed to strike it lucky, but soon gained appointment as the new French consul in Melbourne. Céleste had apparently declined his initial proposal of marriage, but ultimately agreed to accompany him back to Melbourne as his wife. They were married in England shortly before embarking on the *Croesus*.

Céleste would no doubt have made a fairly effortless transition from courtesan to countess in the Antipodes, had she not written a revealing memoir of her earlier life. With the aid of a cousin of Emperor Napoléon III, she succeeded in having her name removed from the register of

prostitutes kept by the prefecture of police, but she was unable to recover her manuscript from her publisher--who knew a best seller when he saw it! The scandal would follow her to Melbourne where she would endure snubs and censure from the Melbourne establishment. These experiences would form the basis for *Un Deuil au bout du monde* and a novel *Les voleurs d'or* (1857) of which the National Library holds Lucy and Caroline Moorehead's translation *The Gold Robbers*, (Sun Books, Melbourne, 1970) and a precious copy of the 1864 dramatization.

Because Céleste de Chabrillan wrote as the wife of the French consul, she offered a very different cultural perspective from the reminiscences of Ellen Clacy, Elizabeth Ramsay-Laye, Louisa Anne Meredith or Emily Skinner. And although she lived on the wooded fringes of Melbourne (in Collingwood and then St Kilda), her experiences in Australia were essentially urban. An accomplished horsewoman (no doubt thanks to her days at the Hippodrome), Céleste was nevertheless, uncomfortable when she ventured into the Australian bush and her prose contains few observations on the natural splendours which surrounded her. Furthermore, she did not recount the privations of the diggings as a participant observer as did Emily Skinner. Her home (eventually sold to pay for her husband's debts) was simple, but she did not live in a bark hut or baize-lined tent. Her husband was improvident, but she did not have to feed a large brood of children or earn supplementary income through dressmaking, washing and ironing. When she returned to France, she travelled first class.

Despite her humble origins and grievances towards Melbourne 'Society', Céleste neither displays fundamental sympathy for the miners suffering the injustices of the undemocratic colonial administration, nor makes mention of her husband's role in attempting to dissuade French diggers from supporting the Eureka rebellion. Indeed she is relieved at the end of the troubles and seems to have more pity for Governor Hotham rather than the fallen diggers. A natural storyteller, Céleste nevertheless captures a great deal of the ebb and flow of life around her. As the wife of the French consul, she met many characters who came to her husband for help after all manner of misfortune and adversity. The *mémoires* conclude, very movingly, with the death of Lionel de Moreton

de Chabrillan in Melbourne on 29 December 1858, aged only 40 years. Aside from her memoirs and *Les voleurs d'or*, Céleste de Chabrillan published eleven other novels, twenty-six plays, seven operettas, twelve poems and seventeen songs. She has also been the subject of several biographies and the National Library holds *Daughter of Paris: The Life Story of Céleste Mogador, Comtesse Lionel de Moreton de Chabrillan told by herself and Charlotte Haldane* (Hutchinson, London, 1961). It has even been suggested that she inspired Bizet's *Carmen*!

This article was first published as 'Precious as Gold', *National Library of Australia News*, vol. X, no. 1, October 1999, pp. 7---10.

Secrets of Sandy Point

Continued from last issue.

CHAPTER 4

THE SALES BEGIN

During the period from the purchase by Messrs. Johnston, Gibb and Bourne in 1925 from Edward Porter until the death of William David Johnston in May 1941, a total of only six (6) lots of the sub-division were listed as sold. These were lots nos. 96; 26; 33; 70; 100 and 98 in that order.

A mortgage was taken out on the property in 1932. James Gibb and Joseph Leonard Bourne continued to sell lots until the death of James Gibb in October, 1945, which left Joseph Leonard Bourne as the sole owner (with Mortgage).

CHAPTER 5.

THE GREEN BELT.

From Green Belt to 342y Village Zoning.

The Green Belt was a concept developed in England and now firmly established in that country as an accepted feature of town and country planning practice. The idea was to surround each city, town and village with a wide belt of land devoted to non-urban pursuits. The extension of urban areas into the green belt was strongly, and on the whole, successfully resisted by the planning authorities. The basic policy underlying the selection of land for **the green belt** was "to keep it open and undeveloped and

to prevent any further spread of adjoining towns."

Accordingly there was a clear presumption against any new building and against any new employment which might create pressure for further building.

Throughout the Sutherland Shire several areas including parts of North Miranda, Taren Point, Engadine, Heathcote, Loftus, Menai and Sandy Point were zoned "**GREEN BELT**" under the County Scheme of the Cumberland County Council.

The Scheme Ordinance prohibited residential development in **the Green Belt** upon allotments of less than five acres unless the site was within the boundaries of a village, hamlet or rural settlement or the dwelling was needed for a rural worker who was required by the nature of his duties to reside on or adjacent to the place of employment.

In July, 1951, The Sandy Point Progress Association became concerned about Sandy Point being zoned as "Green Belt". Consequently a series of special meetings were held and a number of delegations were made to the Cumberland County Council and Sutherland Shire Council for the sole purpose of removing Sandy Point from the Green Belt.

Sutherland Shire Councillors were invited to attend meetings in Sandy Point to discuss the situation and assist the Progress Association in its efforts. Mr. J. Mannix, M.L.A. for Liverpool, was of great assistance in suggesting that a petition be formulated for submission to the Minister.

Early in 1952, Mr. E. Scott, a landholder of Sandy Point, applied to Sutherland Shire Council to erect a dwelling on Lot 107 (178) St. George Cres. but much to his dismay he received a reply from the Cumberland County Council (dated 10th March 1952) rejecting his application on the grounds that Sandy Point (or Georges River as it was referred to) was zoned "**Green Belt**".

In September, 1952, a letter addressed to the Hon. J.J. Cahill (the then Minister for Local Government) was sent to all property owners seeking their support for a Petition, which sought action under Section 342Y of the Local Government Act to allow residential development to occur in the locality of Sandy

Point. The Petition gave the following reasons for such a request:-

1. Having been refused by the Cumberland County Council to be declared a "Village Area" without reason.
2. Refusal by the Cumberland County Council to even consider acting under Clause 52 of the Scheme Ordinance.
3. This sub-division consists of 111 blocks of approximately 90 acres total area with each block approximately $\frac{3}{4}$ acre. Approx. 50% of this area has been built on with new buildings under construction or waiting for permits.
4. The ratepayers and residents consist of returned and present soldiers and people who have been deprived of their land by the Housing Commission. These people came to this area to settle believing that because of its position, they would be free from any further disturbance.
5. Much money and effort had been put into this Estate by the residents, not only on private property, but in building and repairing the road. The Progress Association recently spent 70 pounds in road repairs.
6. Electricity is supplied to the Estate from Liverpool Council. Street lighting is to be installed in the very near future.
7. Telephone. The P.M.G. Department is installing a Post Office at Sandy Point – the name being "Tudera Creek". This service will be operating in one month's time.
8. The Estate is admirably suitable for residential purposes; the terrain being sand and sandstone and is suitable for no other purpose.
9. The entire 111 blocks are bounded by tidal waters and a Military Reserve and have no green belt contact.

A Census of Sandy Point which was prepared by the Sandy Point Progress Association outlined the extent of the development and the size of the population in the community. This census not only confirmed that a considerable amount of "unofficial development" had taken place, but also impending development.

In addition, the Minister was invited to Sandy Point "to view first hand," the absolute worthlessness of the Estate for rural development.

Shortly afterwards all residents and landholders were asked to fill out an application for **INJURIOUS AFFECTION** and these were used in conjunction with personal representations to the Minister via a delegation in July, 1953. The delegation consisted of Mr. H. Ede; Mr. E. Smith (a former Mayor of Liverpool); Mrs. Small and Mr. R. Nichols and was led by Mr. T. Dalton, M.L.A.

Mr. Mannix also made a speech in Parliament concerning the anomaly which was the **Green Belt Zoning of Sandy Point**.

Further liaising of the Sandy Point Progress Association; the Sutherland Shire Council and the Cumberland County Council took place resulting in the Association preparing and submitting a plan for a "Shopping Area" and associated "Recreation Facilities" which were paramount in the bid to gain **342Y Village Zoning**.

This plan was forwarded to the Sutherland Shire Council in September, 1953, and used by them to formulate a firm proposal to the Cumberland County Council regarding the future development of Sandy Point and thus facilitating a new zoning. Accompanying this plan was a petition which read as follows:-

"We, the undersigned ratepayers and occupiers of St. George Crescent, Sandy Point, hereby petition the Council of the Shire of Sutherland to make application of Section 342Y of the Local Government Act of 1919, as amended, to be applied to the whole of the land at Sandy Point comprising 111 blocks with a view to planning the area as a living (village) area."

All remained quiet for a few months until finally in March, 1954, Mr. Mannix received a letter from Mr. J.B. Renshaw (the then Minister for Local Government) informing him of the decision to suspend the provisions of the County of Cumberland Planning Scheme in respect of the land within the Sandy Point Estate in favour of 342Y Village Zoning.

Residents were informed that they could now confidently lodge applications with the

Sutherland Shire Council for permission to carry out future developments.

Once again the Sandy Point Progress Association through perseverance and tenacity were able to beat City Hall and give the residents confidence in their ability to work for the well being of the residents.

CHAPTER 6

OUR MAGNIFICENT WATERWAYS.

OLD MAN RIVER. = GEORGES RIVER.

Sandy Point is very fortunate to have as one of its boundaries a magnificent stretch of river running through 80kms of winding country almost from Appin to the south-western part of Botany Bay.

The first inhabitants of its shores were the members of the Dharawal Tribe who fished its waters and collected food from its banks. They swam in its waters and enjoyed the cool breezes that meandered its reaches. The first European to enter the Georges River was Capt. James Cook in 1770. He is said to have had his men row him upstream as far as the peninsular we call Tom Ugly's Point.

In January, 1788 two Captain Arthur Phillip's party – Lieutenant King and Dawes rowed two boats upstream for a distance of about 8 kms taking them to what is now called Lugarno Point. Their intention was to locate a suitable site for the first Fleet to establish a land base. They failed to find fresh water and were dismayed to discover that the river was unsuitable for large craft because of the numerous sandbars.

It is likely that these initial impressions convinced Capt. Phillip that Botany Bay and the immediate surroundings were not suited to his purpose. He needed more hospitable terrain and for this reason the First fleet left Botany Bay and settled in Port Jackson.

Historical research has not been able to discover when or why Georges River received its name. Captain (later Governor) Hunter, who surveyed Botany Bay and the river to Salt Pan Creek in 1788, originally called it "**West River**". By the time Matthew Flinders and George Bass had

made their celebrated journey in 1895 it was known as "**Georges River**" even though Governor Hunter had a change of mind and referred to it as the "**South West River**" two years later.

Governor Phillip may have bestowed the name in honour of King George III of England who reigned from 1760 to 1820.

Available evidence suggests the Governor Hunter visited the river for the first time in January 1797. He made a brief river trip and took a good look at the quality of the soil around the banks and later commented favourably on it. He reported that the river ran for approximately 25 miles (40 kms) in a southerly direction from Botany Bay. Hunter also noted that the river was navigable by small craft for at least 20 miles (32kms).

The newcomers to Sydney town were quick to discover the fertile qualities of some soil close the banks of the Georges River. A few moved out of Sydney town to establish farms on the banks where maize was grown; pigs were raised and cattle grazed. An early resident of note was Major George Johnston whose farm "Georges Hall" was at the junction of the river and Prospect Creek. The farm also acted as the law-enforcement centre for the area.

When Governor Lachlan Macquarie visited the Bankstown-Liverpool area in 1810, he set aside land for the new township, selecting the name "LIVERPOOL". Encouraged by the deep water at the banks in the township, Macquarie envisaged a complete river port. Convict labour was assigned to build a stone and timber wharf, which was completed in June 1818, located in the heart of Liverpool. It was designed to handle vessels of up to 50 tons. Macquarie's plan was to establish a river-trading route between Sydney and Liverpool, but he misjudged the situation.

According to W.C Wentworth (of Blue Mountains exploration fame) writer and politician, the Liverpool wharf could take fairly large boats, but the river could not. There were problems with the shallow water previously noted by Lieutenant King and some areas of the water were so protected that inadequate wind was available to drive a suitable craft. As a result, passengers tended to travel by road but heavy or bulky goods used the river.

This was the general pattern until 1856 when the railway to Liverpool was constructed. However, at least one vessel, the steamer “Phantom” continued to ply the river mainly carrying coal, until the 1870’s. The Phantom” was a 63 gross ton iron-hulled paddle steamer built in Melbourne in 1858 from sections imported from Britain. It originally operated on Port Phillip Bay but in May, 1859, the vessel was sent to Sydney where it plied the Harbour to Manly for ten years.

Perhaps the earliest construction work on the river took place in 1835/36 when a weir was built to supply Liverpool with fresh water. Despite the potential, the riverbanks were thinly populated. A ship building yard was established where William’s Creek joined the river (near Hammondville) and as one of the first to build ships up to 20 tons. It was probably here that the “Lady Leith” was built by Messrs. Coutts in 1832.

In addition to boat building activities, large quantities of shells were gathered from Lime Kiln Bay for making lime in the construction of the Landsowne Bridge. Oysters were gleaned; trees were cut and floated down the river; charcoal was burned on its banks. The Landsdowne Bridge was completed in 1836 from stone cut from quarries (which can still be seen from East Hills Park) at Pleasure Point. The stones were taken up river by barges using the tide to help move the heavy loads. A stockade (probably used for convicts located near the footbridge to the former Commonwealth Housing Settlement at East Hills, is the origin of the name “Stockade Reach”.

Timber won from the dense forests along the river brought income to the area.

In the 1870’s Thomas Holt – a pioneer of the Sutherland Shire and Member of Parliament – put forward a proposal to dam the Georges River at either Kangaroo Point or Tom Ugly’s Point to provide additional fresh water for Sydney and create a series of lakes to equal Europe’s best. To prove his point, Holt arranged a river trip for 150 people including M.P’s; judges; lawyers; merchants and journalists. The “Illustrated

Sydney News” of 26th October, 1870, carried an interesting description:

“Occasionally a break, or a bit of a clearing, lends to a pleasing charm to the scenery. Places where the axe of the early settlers had left its mark on the forest, opening lands and frontages to the water’s edge. Strips of fence indicate land once under cultivation, but at most of these clearings time begins again to assert itself and the undergrowth and young forest run riot over the improvements of the early settlers. One of the most noticeable of these gaps along the wooded shores is the spot known as the “Government Quarries”. The river here opened into a splendid reach – the banks, save where the quarries had been, were clothed with forest to the edge.”

As Sydney grew, the Georges River became popular for private residences, weekenders and picnic spots. One popular spot was “Parkesvale, just opposite Picnic Point and Blackwall—a spot known to Sandy Pointers as “Third Beach” an attraction operating at its peak from the early 1900’s. It was named in honour of Varney Parkes who had officially opened the pleasure grounds in 1900. He was the local member of Parliament and the son of Sir Henry Parkes (the Father of Federation).

The Sanbrook Brothers who had a sizeable contracting business in the 1890’s and operated a paddlewheel steamer between Sydney and Como; Parkesvale; Lambeth Park (opposite Sandy Point boat ramp) and East Hills developed the picnic area. One of their paddle steamers, named the “Telephone” had been built in 1878 as a Sydney Harbour Ferry and carried 300 passengers.

When the brothers bought riverfront land facing Oven Reach for their personal use, they realised the potential for tourism. Parkesvale thrived until World War I when its popularity waned and it finally closed in 1920. Other ferries and pleasure craft joined the growing number of vessels using the river. One was the motor launch “Cambewarra” which carried 125 passengers and cruised between Sans Souci; Kurnell; Parkesvale and East Hills. The river continued as a haven for sailing and cruising with commercial and

private pleasure craft using the glorious waters of the Georges River.

The foreshores of the Georges River are predominately covered with mangroves which are land plants that have adapted themselves to live in inter-tidal areas. They survive wave action and dramatic temperature changes. The mangroves serve as a barrier to slow down tidal movement, trap floating debris and silt and build up the level of the forest floor. She-oaks also grow along the banks of the river interspersed with rocky outcrops and sandy beaches. The Georges River is well known for its sand in the building industry. In July 1969 a licence was granted for dredging for 2 miles along the east shore of the Georges River. Right of way was granted by the Land's Department for the removal of sand via St. George Cres in trucks of 15 tons capacity. This right-of-way is now the access to First Beach as it is now called.

The adjacent bush land supports eucalypts and angophoras with the undergrowth supporting acacias, flannel flowers, banksias, bottle-brush and other heath land shrubs.

Sandy Point is the habitat of large flocks of sulphur-crested cockatoos, galahs, rosellas, corellas and king parrots. Egrets, pelicans, ducks, sea gulls, cormorants and other wading birds frequent the Georges River. Sightings of red-bellied black snakes and brown snakes are common as well as goannas, echidnas, wallabies, and a koala. A large colony of brush-tailed possums call Sandy Point home as does the dear little ring-tail.

Overlooking the Georges River at Sandy Point are precipitous cliffs of Hawkesbury sandstone with very little top soil. However, the two areas known as the flood plains support a build up of silt soil.

Sandy Point experiences varied climatic conditions influenced by the topography and the aspect. Cooling NE summer breezes are a welcome bonus to the eastern shores while the winter sun is cherished by those lining on the northern shores and along the banks of Deadman's Creek.

Over the years there has been significant flooding of the Georges River and its tributaries

with one of the most memorable in 1986 when Deadman's Creek cut the Heathcoat Rd. Several low-lying properties were inundated with floodwaters necessitating rescue services being put into operation.

To Sandy Point the Georges River is the jewel in the crown.

A CREEK OF MANY DEADMEN.

The actual name given to the creek, which forms the western boundary of Sandy Point, has been the subject of disagreement for quite some time. In the original grant to John Alford of 60 acres western boundary was designated Deadman's Creek. This name appears on the Government notices dated 14th September 1831.

A map of the area produced in 1830 by Surveyor Dixon shows the creek as "Deadman's Creek". The name "Deadman's Creek" also appears on the title deed dated 19th October, 1831, granting the land to Solomon Levy.

On the Primary Application for subdivision by Edward Porter, dated 4th August 1920, the creek was referred to as "Sandy Creek – late Deadman's Creek" on two separate occasions. Similarly, on the Certificate of Title held by Edward Porter showing the Undivided Portion (circa 1920) showed the creek clearly named "Sandy Creek". The name "sandy Creek" also appeared in various commercial and Auctioneers' plans.

However, on a Subdivision Plan dated 24th February 1925, the creek is named "Tudera Creek – late Deadman's Creek". This supports the theory espoused by some people at the time, that the name "Deadman's Creek" may have been a little too eerie and perhaps lacked the respectability needed by a person seeking to purchase a lot by the creek or river in the new subdivision.

The name "Tudera" is said to mean "the place of the many dead" or "the place of many killed". Either meaning would seem to indicate that the aboriginal word "Tudera" is perhaps a burial ground or at least a fighting ground for the local aborigines.

The name "Tudera" still appears on current Certificates of Title – perhaps as a result of the entry on the original sub-division plan of 1925 and at one time the signpost on the Heathcote Road proclaimed the name "Tudera Creek" replacing Deadman's Creek".

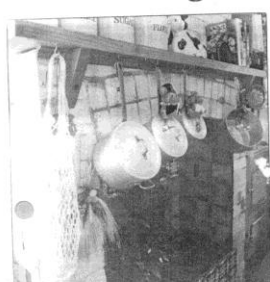
Whether by the result of public outcry or the continuous reporting in the media of name Deadman's Creek is synonymous with many a tragic accident. The sign "Deadman's Creek has been restored to its rightful place.

Today Deadman's Creek is a peaceful stream bordered by many mangroves and offers many residents a pleasant outlook. Until approximately 1995 the sheltered banks of Deadman's Creek known as Shady Nook and accessed from the Heathcote Rd. provided a pleasant picnic and swimming spot for residents and travellers along the Heathcote Rd. but unfortunately the area was closed off due to the vandalism of vehicles in the area. Shady Nook has been reclaimed by Mother Nature and perhaps only the original inhabitants dance at night.

Continued next issue.

REAL ESTATE

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REAL ESTATE G

FOR SALE: THE HOUSE GOD BUILT

Dreams of converting a church into a home, restaurant or art and crafts stall could come true with the auction of a delightful stone church at Kurnell next week.

The 50-year-old building is zoned residential (a) which allows it to be used as a church or home.

Other plans would have to be approved by Sutherland Shire Council. While only small, the church is brimming with character.

Cypress pine has been used liberally for floor boards, rafters and doors.

To allow all the congregation to hear and see the service from the front is a feature.

Thus, the floor would have to be lifted and levelled if it was to be used for anything but a church.

There are only two rooms – the main place of worship and a kitchen and communal room at the back.

While some repair work is required to return the church to its previous glory, it is basically in good shape.

It is set on a rectangular block of land about 3000 square metres dotted with large coral trees.

The trees overhang an old chimney – the remains of a doctor's consulting rooms originally at the site.

The church was built in 1927 with its foundation stone laid on Australia Day of that year in memory of Reverend Harold Wharm, one of the State's early Methodist ministers.

It continued as a Methodist church until about eight years ago when it merged with the United Church.

Although there is room for about 80 people the congregation has never been more than 25 or 30.

Sale of Kurnell church could realise a dream



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Gardener's Garage runs out of petrol

A SUTHERLAND Shire institution, Gardener's Garage, on the Princes Highway at Loftus, has been sold to a new owner. Left with nothing but an invalid person following a triple bypass heart operation and a back injury, the garage's lease for the site expired.

The lease of the two old working sheds and 1000 sq m of land on the site of the old National Park (NPN) was sold to the new owner. The new owner has been built by South Sydney Blue Composites and the main floor is paved with bricks from the old Sutherland brickworks.

An RNP spokesman said yesterday that one option being considered was preservation of the building, but other options included demolition and the site to be used for a new building.

He said the tenant who had leased the site for 50 years would probably be allowed to stay on indefinitely, although all commercial activity on the site had to cease.

Willard Tuck bought the garage from its former employer, Joe Gardener, in 1981, and has expanded a mechanical repairs shop from the site ever since.

Left with nothing but an invalid person following a triple bypass heart operation and a back injury, the garage's lease for the site expired.

Gardener's have ended this way. We have the lease but to end it and it was decided to end it on my 65th birthday," he said.

His wife, Valerie Tuck, said Gardener's Garage had long been used as a meeting place for Shire residents because of its prominent high way position.

People going to the South Coast have been using it for years, she said.

There was no much space on the site for people to always say "I'll be back at Gardener's". Sutherland Shire Council will probably incorporate the old garage buildings for inclusion in the heritage study which is being prepared for the Shire.

A decision by the National Park and Wildlife Service to demolish buildings might result in an alternative site being chosen for the site until the study is complete.

Boy robbed of baseball jacket

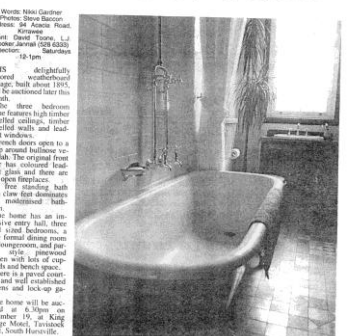
An 18-year-old youth punched a 17-year-old boy in the nose ball stealing his expensive American baseball jacket in a Crowsville 10 ball game, police allege.

The boy was walking through Moore Park when he was punched by the youth who pulled him down and stole his \$150 baseball jacket.

The jacket was described as having a "be" circular on the back, and the youth was wearing a "be" circular on the back.

REAL ESTATE

Bringing back charm of 1895



LINESIDE NOTES

Some historical notes about the coming of the train to Sutherland, Heathcote and Waterfall in 1884-7 These notes were supplied to the editor by A.C. Boissery in March 2002. This information is followed by a map of distances in miles and a map of tunnels in metres.

Sydney - Waterfall

The first section from Illawarra Junction to Hurstville, was opened as double track on 15th October 1884. The extension, of single track, to Sutherland, was opened on 16th December 1885, followed by the section to Waterfall on 9th March 1886.

Heavy suburban passenger services resulted in an extra two tracks being laid as far as Sydenham in June 1913, being extended to Tempe in June 1919, Rockdale in October 1923 and Hurstville in August 1925.

The single track beyond Hurstville soon proved to be inadequate to meet traffic demands, and was accordingly duplicated in stages.

Hurstville to Oatley and Sutherland to Loftus Junction on 4th April 1890; Oatley to Georges River and Loftus Junction to Heathcote on 9th November 1890; Heathcote to Waterfall on 12th December 1890; and Como to Sutherland on 22nd March 1891.

Gauntlet track came into operation on the Como Bridge on 26th February 1894. This bridge was closed on the 27th November 1972 with the opening of the new double track concrete structure, along with the 'new' Como Station which was relocated some distance towards Jannali.

To ease the grade against up trains, the line between Oatley and Mortdale was relocated in July 1905, while regrading work was also carried out between Mortdale and Penshurst.

The first regular operation of electric trains was between Sydney and Oatley commencing on 1st March 1926. Electrification was extended to Sutherland on 16th August 1926 and Waterfall on 20th July 1980.

The stretch beyond Como to Waterfall is one of the main obstacles to train working on the South Coast; although curves are generally easy, there is a ruling grade of 1 in 40 against down trains. Waterfall – Thirroul.

The section of line from Waterfall to Coal Cliff was constructed by Messrs Rowe & Smith. Owing to the nature of the terrain, however, the next section, from Clifton to Wollongong was opened first, with horse-drawn coaches providing a linking service. The section from Waterfall to Coal Cliff was completed on 31st December 1887, but was not opened for general traffic until the completion of the single track Clifton Tunnel, on 3rd October 1888.

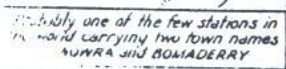
The Waterfall to Coal Cliff section today is vastly different to the line as built. Except for a short portion out of Waterfall, about two kilometres from Lilyvale to Otford and the last section into Coal Cliff, the present line is quite separate from the original track. The line-as opened had a ruling grade of 1 in 40 cut virtually straight through the hills by a series of tunnels, finally emerging at the base of Bald Hill, Stanwell Park after traversing the infamous one mile Otford Tunnel which carried the line down to the sea on a 1 in 40 grade.

Because of the 1 in 40 grade, and the single trackage, working of trains on this difficult section became just too much. Accordingly, it was decided to build a completely new route between Waterfall and Coal Cliff, using a ruling grade of 1 in 80 and double track. The new line was opened in stages, Waterfall to Helensburgh on 17.8.1914, Helensburgh to Otford on 30.5.1915, and Otford to Coal Cliff on 10.10.1920.

Six new tunnels were bored, these being, Helensburgh, 456 m; Metropolitan, 259 m; Lilyvale 259 m; Bald Hill, 385 m; Stanwell Park Tunnel, 117 m; Stanwell Creek Tunnel, 277 m. Other major Works include the 39 m high Stanwell Creek Viaduct which contains about half a million bricks.

- 6 SYDNEY TO MITTAGONG, BOWRAL, MOSS VALE
Return via MITTAGONG - PICTON Loop Line.
- 6 SYDNEY TO MOSS VALE, Bus through the Kangaroo Valley
Return via NOWRA.
- 6 SYDNEY TO ROBERTSON via MOSS VALE
Return via WOLLONGONG.
- 6 SYDNEY TO AUSTINMER, THIRABUL and Return.
- 6 SYDNEY TO WOLLONGONG and Return.
- 6 SYDNEY TO KIAMA and Return.
- 6 SYDNEY TO SHELLHARBOUR and Return.
- 6 SYDNEY TO NOWRA and Return.
- 6 SYDNEY TO NOWRA, Bus through the Kangaroo Valley
Return via Moss Vale.

- SYDNEY TO MITTAGONG, BOWRAL, MOSS VALE
Return via MITTAGONG - PICTON Loop Line.
- SYDNEY TO MOSS VALE, Bus through the Kangaroo Valley
Return via NOWRA.
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- SYDNEY TO SHELLHARBOUR and Return.
- SYDNEY TO NOWRA and Return.
- SYDNEY TO NOWRA, Bus through the Kangaroo Valley
Return via Moss Vale.



Book Reviews

Editor Dr. Ed Duyker

Hendrik Kolenberg assisted by Patricia James, *Lloyd Rees in Europe: Selected Drawings from his Sketchbooks in the Gallery's Collection*, illustrations, notes, bibliography, Art Gallery of New South Wales, Sydney, 2002, ISBN 0734763271, \$40 (including GST).

Reviewed by Edward Duyker

Since 1995, Lloyd Rees' son Alan and daughter-in-law Jancis Rees have donated nineteen of the artists' remarkable sketchbooks to the Art Gallery of New South Wales. These sketchbooks contain some 700 drawings, many of which were selected for exhibition at the AGNSW between 9 February and 28 April 2002. In this exquisitely produced book, *Lloyd Rees in Europe*, published to accompany the exhibition, Hendrik Kolenberg (assisted by Patricia James), has provided readers with a unique study of Lloyd Rees' European sketchbooks and reproduced many of the sketches he made in Italy, Spain, Greece, Malta and, of course, France.

Lloyd Rees (1895-1988) first travelled to Europe on a travelling art scholarship in 1923. Alas, his first Paris sketchbook was lost on a London bus! In his introduction, Hendrik Kolenberg convincingly asserts that when Rees returned in 1953, his 'rediscovery of Paris . . . was therefore doubly significant to him. He again dwelt lovingly on the city's distinctive features, its architecture, streets and parks, and captured the splendour and vivacity of Paris in the closely observed drawings in the last half of his "Navigating Officer's Note Book"'. Rees and his wife Marjorie stayed in a hotel in the Rue de Bellechasse, close to the Musée d'Orsay, and Kolenberg has retraced his sketching on the Ile de la Cité, including Notre Dame, Square René-

Viviani, Rue Saint-Julien-le-Pauvre, Rue Galande, Square du Vert-Galant and the Pont Neuf. In March 1953 Rees also visited Chartres in the company of the Australian journalist Roland Pulen then living in Rue de Fürstenberg, in Paris (where Delacroix once resided). On his return to France in 1959 and 1966, Rees was yet again inspired by Chartres and by Paris. During both visits to the French capital he stayed in the same hotel, in the Place Dauphine (overlooking the statue of Henri IV), and produced some very fine sketches.

Aside from a rich selection of sketches from various parts of Europe, this book provides valuable insights to the genesis of one of Rees' greatest later paintings: *A tribute to France* (1968-69). Hendrik Kolenberg observes:

'Rees's sketchbook drawings for *A tribute to France* are from St. Nazaire in Béziers. Clearly visible from this vantage point is an old water mill on the River Orb, Moulin Cordier, an important part of the painting's composition, though amplified by Rees in keeping with his romantic and imaginative inclinations. He and Marjorie spent five days in Béziers and while there also sought out the expatriate Australian painter Fred Jessup, who still lives at nearby Servian'.

Lloyd Rees in Europe also covers Rees' visit to Europe in 1973, after he returned to London for the opening of an exhibition of his work at the Grafton Gallery. He and Marjorie once again travelled to Italy and France and spent time in San Gimignano, Chartres and Vézelay. Inevitably Rees distilled his experiences on paper. Every sketch reproduced, the quotations from Rees' notes and the photographs of the artist at work (including a striking image of Rees at his easel on the Grand Canal in Venice in 1953), make this book a sheer delight to behold and savour.

Max Cramer, Treasures, Tragedies and Triumphs of the Batavia Coast: A True Story of Discovery and Adventure in the 20th Century, pp. 332, ISBN 0 646 483 X, available from Max Cramer, 49 George Road, Geraldton, W.A., 6531, E-mail: max@modnet.com.au \$29.50 softcover, \$39.50 hardcover, plus \$5 postage (1-4 copies).

Reviewed by Edward Duyker

In 1963, Max Cramer was one of the divers who discovered the location of the Dutch East Indiaman *Batavia* which foundered on Morning Reef, off Geraldton, in 1629.

He was also involved in excavations on the Abrolhos Islands which uncovered the remains of some of the 125 company loyalists (men, women and children) who were castaway and sadistically butchered by mutineers. For some forty years the *Batavia* has been a part of Max Cramer's life.

He is passionate about the wreck and its historical significance. Cramer even owns a rare 1656 edition of the *Ongeluckige Voyagie van't Schip Batavia*, which tells the *Batavia*'s tragic story. In *Treasures, Tragedies and Triumphs of the Batavia Coast*, Cramer tells the story of the discovery of the wreck, but also many other events in his rich and varied life.

Cramer has mainly worked in the building industry, but diving has been a parallel vocation. He has dived on many wrecks and done a great deal of salvage work. The sea has given Cramer many other interests too, including fishing and shell collecting. He is passionate about his native Geraldton and its natural and historical treasures.

While he clearly recognizes the need for professional maritime archaeology (and is a long-serving member of the local museum board), he rightly resents the fact that precious artifacts from the locality have been taken to far-

off Fremantle for display. He is also justifiably bitter at the lack of courtesy shown by metropolitan museum officials who did not even invite him and his co-discoverers to the opening of the *Batavia* Gallery in December 1991! One of the final chapters of these engaging memoirs deals with Cramer's 1998 expedition with Philippe Godard which led to the discovery of a silver Louis XV coin (dated 1766) deposited on Dirk Hartog Island by the French explorer Saint-Allouarn in 1772.

These are wide-ranging, unpretentious memoirs, which record valuable details of Western Australian marine archaeology, but also of coastal and island life in general.

The book contains numerous colour and black and white photographs, including images of the rough stone walls of the fort built in 1629 by the stalwart Wiebe Haijes on West Wallabi Island (Australia's oldest European building). This, too, has French-Australian historical significance because among the defenders were eight French soldiers.

Two Political Issues from the Year so far.

