



Sutherland Shire Historical Society Inc **Bulletin**

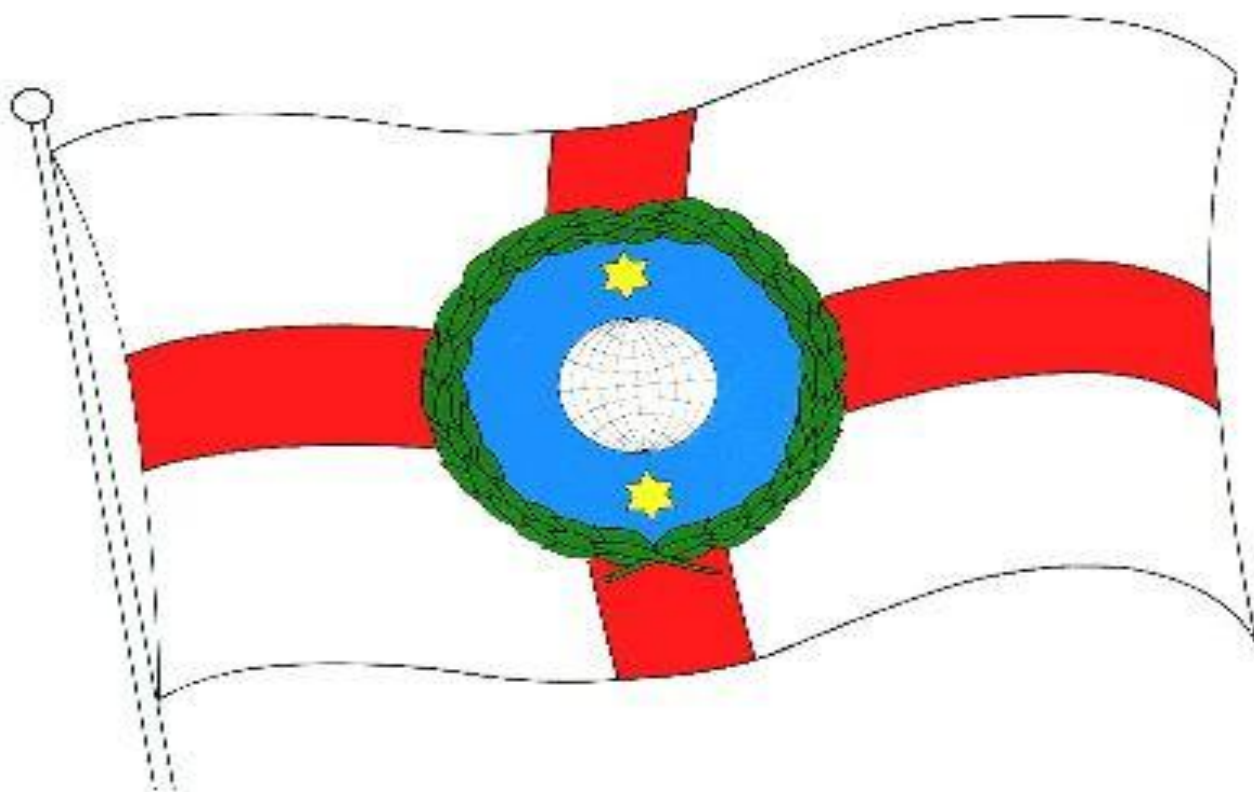


VOL. 7 No. 1

www.suthshirehistsoc.da.ru

February 2006 \$3.00

Sutherland Shire Centenary Edition



The Shire flag, designed in 1929 by Mr C R Wylie, incorporates symbolic Cook features. The red cross of St George represents the naval ensign of St George under which Cook sailed. The globe and polar stars set in the blue field (the ocean) were from Cook's family Arms granted after his death by King George 111.

**REGISTERED AT THE GPO FOR TRANSMISSION THROUGH THE POST
AS A PERIODICAL (CATEGORY B) NBH 2071**

ISSN 1444 - 2930



CRONULLA STORE & POST OFFICE. CRONULLA.

W.R. 5.



PRESIDENT:	Mrs Dawn Emerson, B.A. (Lib Sci), Litt. B.(Soc), AALIA., D.Ua, JP . Ph: 95431060 Fax: 9543 0191
DEPUTY PRESIDENT & PUBLIC OFFICER	Mr Jim Cutbush
VICE PRESIDENTS:	Mr Terry McCosker, Mrs Daphne Salt
HON. SECRETARY:	Mrs Angela Thomas P.O. Box 389, Sutherland, NSW, 1499 - Ph: 9521 2473
ASSISTANT SECRETARY:	Mrs Mina Whybourne Ph 9521 5752
HON. TREASURER:	Mr Maurie Beaven
RESEARCH OFFICER & ARCHIVIST:	Mr. Les Bursill, AIM. J.P. B.A. (Arch) M.Litt, (Anth). Bus 92891457 A.H. Ph: 9520-7394 Mob 0419 298 018
BULLETIN EDITOR:	Mr Bruce Watt, B Com. Dip Ed. Dip Ed Stud. Ph 9523 5294, e mail watto51@optusnet.com.au fax 9527 5294
MUSEUM CURATOR:	Mr Jim Cutbush
DEP. MUSEUM CURATOR:	Mr Terry McCosker
EXCURSION OFFICER:	Mr Terry McCosker Ph 9543 1160
BOOKING CLERK:	Mr Frank McGill 9524 8480
PUBLICITY OFFICER:	Mrs Mina Whybourne 9521 5752
CO-PATRONS:	1. Cr Kevin Schreiber Mayor of Sutherland Shire 2. Mrs Aileen Griffiths. O.A.M., J.P.
BOOK REVIEW EDITOR:	Dr Edward Duyker O.A.M., B.A. (Hons), Ph.D. (Melb), FLS, FRGS, FRHistS, J.P.
COMMITTEE:	Mrs Ruth Tucker, Mrs Mary Small, Mr John Risebrow, Mr Cliff Emerson, Mrs Marj Blackley
HON SOLICITOR:	Mr. Michael Solari

SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

Bulletin copies are supplied to all branches of the Shire Library; to the Mayor, General Manager and all councillors; the Royal Australian Historical Society; National Trust (NSW); State Library, NSW; National Library, Canberra; University of Sydney and UNSW; State Rail Authority; Australia Post Archives; Sydney Water Board Historical Research Unit.

Bulletin Extracts: Editorial material may be reprinted in other publications provided that acknowledgement is made both to the author and the Society's magazine. Copyright is retained by the author.

Contributions: Members are invited to submit material for inclusion in the Bulletin which need not be confined to local history, although this is especially welcome. If material is extracted or re-written, please state the source. Care should be taken with material still in copyright and written permission should be obtained from the author and the publisher. Please submit A4 typed pages of text, preferably word processed and include your name, address and phone number. Legible hand written articles may be accepted in some circumstances.

Meetings of the Society are held monthly on the third Friday at 7.45pm at the Stapleton Centre, Stapleton Street, Sutherland.

VISITORS ARE WELCOME

*All correspondence should
be addressed to*

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

Society Publications are registered with the National Library, Canberra, in accordance with International Standard Serial Numbering. This automatically includes copyright to the authors of all articles. The Society's occasional publications carry an ISBN number.

Index:

	Page
Shire flag	1
Coaching days -Cronulla	2
Office bearers	3
Disclaimers and index	4
President's report	5
Editorial	7
54 years in the Sutherland Shire	8
Vale: Betty Greentree	19
The stately homes of Thomas Holt	20
David Kirkby	30
Book review	31

Disclaimer

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

President's Report

Sutherland Shire Centenary Year, 1906-2006

Happy New Year! Not only is it the Shire's Centenary Year, but it is our society's 40th Birthday, so we will have a real celebration this year. We were deeply disappointed when the Council's Centenary Committee was disbanded, as we felt we never even got into our stride with organising celebrations for the Shire when the committee was wound up. Nevertheless the SSHS will do what it can to bring to the fore memories of times past, and how our great Shire came into being. We will have stories in our Bulletin, from past pioneers, telling us what life was like in those days. We heard this week that the date of our official Shire Birthday, 26th March, 2006 will not now be celebrated as one big event, and that smaller events throughout the year will be held by various groups. We are hoping to organise a dinner to celebrate our 40th birthday in June this year, and will report on this in the next Bulletin.



Citizen of the Year, 2006

We were so proud when our nominee, our Past President, and current co-patron, Mrs. Aileen Griffiths, OAM was chosen as the Citizen of the Year for this, our Centenary Year. Congratulations, Aileen, and we look forward to you being featured as one of the Faces of the Shire, not only on billboards throughout the district but on our local postage stamps. Aileen was one of our founder members, and this honour is well deserved. She received her award on Australia Day, at the Opera on the Beach ceremonies.

Council Grants

Our Members' Night in January, saw the announcement that we had been successful in gaining two grants: one for recording the oral history of some of our citizens professionally by an historian, and the other for commencing the huge job of classifying and cataloguing our museum collection. A big thank you to Council! Unfortunately we only got enough in the second grant to almost buy the software and not enough to buy a computer or the equipment to barcode and label each item or the classification system text. This is the biggest project this society has ever attempted, and will take 3 or 4 years to catalogue and classify each item, if we work every weekend, recording its provenance or history of its ownership and useage. Keeping Accessions Registers are now outdated, and the collection must be recorded on computer. Once each item is classified, and recorded we really need to be able to display them to the public. Our dream of a purpose-built several roomed Museum seems further away than ever, despite our fundraising efforts over the years. Campbelltown & Airds District Historical Society has been fortunate in obtaining from their Council the full-time services of a Museum Curator to catalogue and classify their holdings, as well as plan, design and co-ordinate their exhibitions. We congratulate their Council in recognising the importance of displaying their museum collection of district memorabilia, and look forward to the day when ours may be fully recorded and available to the public. We have wonderful volunteers who work under great difficulties to give us displays, and we know we have a wealth of material which has never been seen and deserves being on exhibition.

Sutherland Shire Citizens' Heritage Festival Committee

The Council committee for Heritage Festival was also disbanded, but the SSHS and several of the groups in the Shire felt we needed to co-ordinate and continue to meet, to make this Festival a success, so on Monday, 6th February, 2006 our Society, together with the Sutherland Music Club, the Botany Bay Family History Society, the Lioness Club, the Tramways Museum, and the Woronora Cemetery Crematorium and Trust met and formed the Sutherland Shire Citizens' Heritage Festival Committee. Ideals and aims are similar to the council committee's, supporting the National Trust and their themes each year, and assisting council in their bid to raise awareness of the heritage of the Shire each year, but

remaining independent as an autonomous citizens' committee. Council in turn will assist us with the printing of tickets, and covering the cost of hiring halls etc. so the partnership has not been completely lost.

Theme for 2006: Industrial Heritage

This year our theme is "Industrial Heritage" and we are looking forward to promoting some of the past industries of the shire: shipbuilding, oyster farming, orcharding, poultry and pig-farming, sea-weed collecting, shell-grit collecting and limeburning, home-building, bridge-construction, roadmaking, sheep and cattle farming, grape growing, winemaking and many others. A photographic display on the Industrial Heritage of our Shire, is to be organised by our Museum Curator, Mr. Jim Cutbush and Deputy Curator, Mr. Terry McCosker in the foyer of the Sutherland Shire School of Arts, from 1st April to the 13th April, 2006, open from 9.30am to 3.30pm daily. Many photos from the collection of Daphne Salt, and a continuous CD display of old movie footage featuring the Shire over 50 years ago, has been organised by members, Daphne Salt and Les Bursill.

Sydney's Industrial Heritage

Mr. Don Godden, eminent heritage architect, from Godden and Mackay, will be our guest speaker on Friday, 7th April, 2006 at the Sutherland School of Arts. A cocktail reception opens at 6pm, entry a modest \$3, and all members are asked to bring a plate. Bookings may be made at the Sutherland Entertainment Centre, or through the Society on 9543-1060. Tea, coffee and wine will be served after the talk by Mr. Godden on Sydney's Industrial Heritage, and members will have the opportunity to chat to this knowledgeable consultant, and ask burning questions about the conservation of what will be tomorrow's industrial heritage.

Heritage Festival, 2007

The National Trust theme for 2007 is unknown, but we have suggested to Council that in the past, as we have chosen a different Shire suburb each year to celebrate its heritage, in 2007 Council should choose Cronulla. South Cronulla Surf Life Saving Club is celebrating its Centenary, and as Cronulla has had a drubbing in the past year we feel that the associated publicity and promotion can have a beneficial effect in bringing business back into this usually busy holiday resort. We believe that Council's Economic Development Committee is interested in the effect that Festivals have in promoting the Shire, and are sure that holding the Heritage Festival in Cronulla for 2007 will give business the boost it needs. Over to the Councillors for support!

I look forward to seeing you at our next meeting. (Don't forget if you have a car, ring some of our members who don't, and see if you can give them a lift. They dearly love to come to our meetings but can't cope with public transport.) Best wishes,

Dawn Emerson,

Dawn Emerson,
President

Meetings, for 2006: Venue: Stapleton Centre, Stapleton St., Sutherland at 8pm.

Friday, 17 th February:	Mr. Greg Bond:	Laperouse Museum and Bare Island
Friday, 17 th March:	Mr. Gordon Marshall:	Ship Figureheads
Friday, 21 st April:	Mr. Arthur Geitzelt:	History of Sutherland Shire
Friday, 19 th May:	Mr. John Rayner, Gen. Manager, SSC:	The Future of the Shire
Friday, 16 th June:	Mr. Doug McNeil:	A former Shire President speaks out.
Friday, 21 st July:	Mr. Alf Bridges:	Eighty Years Living in the Shire.
Friday, 18 th August:	TBA	

From The Editor's Desk

This year is significant for a number of reasons. In 1906, with barely 1500 citizens, local government was bestowed on the Sutherland Shire. During the 20th century, population expanded to approximately 250,000 and the area changed from an isolated rural outpost to a closely settled urban area linked to the wider city. Much of this growth occurred in the post-war period. The Shire enjoys one of the highest living standards of any local area in Australia and retains many of its natural charms. Rapid growth and policies of urban consolidation have changed the urban character and architecture in recent years. To more recent residents, there are fewer visible guide posts to our early history.



2006 also marks the 40th anniversary of the establishment of the Sutherland Shire Historical Society. The 1960s and 70s saw an emerging interest in local history throughout Australia prompted by the bi-centenary of Cook's landing and in 1988, the bi-centenary of the founding of what would later be referred to as Australia. A focus on 'mother England' and a cultural cringe about our own identity was evident up until the 1960s so it was refreshing to see the emergence of people interested in exploring local history. We owe a debt to those who took up the challenge to preserve the oral, written and photographic history of our early days. Many local publications of that generation grew out of this tradition. The current generation of local historians is continuing this tradition. In the past year, many photographic and film records have been digitally recorded and the hunt is on to find and preserve as much film footage as possible. The hand coloured photograph of Giddings store on the inside cover was in poor condition. It was digitally remastered. If you know of any old film (8mm, 16mm or video) or have old photographs, it can be converted to CD and returned to you promptly. Kindly contact the editor. The society has recently purchased a computer and an archiving program. In the near future it is planned to catalogue and record all items held in the museum.

Aileen Griffiths is one of our founding members and has maintained a continuous membership since then, holding many positions in the society including President. Aileen's grandfather, John Atkinson, was a member of the provisional council set up in 1906 to guide the procedure towards the election of the first council. His selection was no doubt influenced by the fact that he was a prominent citizen who bought land in the Cronulla peninsular when it was first offered in 1895. Aileen has been a tireless worker involved in many community activities over her lifetime. Some of these activities include patron of the North Cronulla Surf Club Ladies Committee (a member since 1937), an organizer for the Australia Day committee, was a State representative for hospitals committee and a member of Cronulla Bowling Club since 1960. In recognition of her lifetime achievements, she was awarded the Order of Australia (OAM) medal on Australia Day in 1996. In December 2005, Mayor Kevin Schrieber conferred on Aileen the Sutherland Shire Citizen of the Year Award for 2006. At the Australia Day presentation, Aileen was honoured with an official 50 cent stamp series bearing her likeness as part of the NSW Local Citizen of the Year Award.

I trust that members will find this edition stimulating and I look forward to our 40th anniversary year with enthusiasm.

Bruce Watt
Editor 2006

54 YEARS IN THE SUTHERLAND SHIRE

1912 - 1966

By **Les Clarke** Serialised in B.B.C. NEWS 1968 & 1969

Editor's Note: This amazing first hand account of the early Shire pioneering years was first published in the magazine of the Miranda Builders and Businessmen's Club (BBC) of which Les was a former President.

Les was born in London in 1904 and immigrated to Australia by ship with his parents in 1912. On the way they were told of the sinking of the Titanic as their ship was one of the first to be equipped with Marconi wireless.

As the article is quite lengthy it will be serialised in several bulletins. Photos and sub headings have been added to the original text.

APRIL, 1912

Coming to live in Sutherland

My family and I were living at Willoughby at the time and my father obtained work in the Sutherland Shire. He took up five acres of land at GyMEA Bay from the Holt Sutherland Co., and he erected a temporary dwelling and then sent for the rest of us.



We boarded a train at Central Station and started the journey to Sutherland. After leaving Hurstville the countryside became very thinly populated and it appeared that we were in the country.

Crossing the Georges River at Como, the trains puffed slowly up the long hill to Sutherland. This took about twenty minutes as there was no station at Jannali in those days. On arrival at Sutherland my most vivid memory was the Station Master, who ran up and down the platform calling out, "Change here for Cronulla Trams!!!" (Later I was to find out that this Station Master's name was Warburton.)

Steam Tram to GyMEA Bay

We alighted from the train with all our baggage and walked out to the tram, the most amazing tram I had ever seen - a steam tram consisting of two carriages with footboards down each side and an open platform each end. It was drawn by a funny looking little steam engine. The railway porters brought out the luggage on trolleys and put it on the open ends of the carriages and we were ready to go.

The township of Sutherland was very small. It had a couple of hotels and a few shops and the Tramway Office. I will enlarge on this description later on. The tram started off and we travelled down the Kingsway to GyMEA Bay Road, where we alighted. We passed the newly constructed Brick Works. The Kingsway was a rough ballast road covered with red dust. Before arriving at our home we passed a large home on the corner of President Avenue with several acres of orchards. The owner's name was Mr. Hyles and the property was later sold to people named King. There was nothing else on GyMEA Bay Road between here and the boatshed at the Bay.

We alighted in the bush and walked down a bush road towards the Bay and were guided to our new home. How my Mother survived the shock of seeing the conditions that we were to live in I'll never know. Our home consisted of two rooms built of bush timber and galvanised iron, set in thick scrub, no water or electric light and none of the amenities that we know today. Conditions were very primitive.



Living in Gymea Bay

After a brief settling in period in our new environment, which included clearing the virgin bush sufficient to remove fire danger and to allow our first attempt at cultivation, a small garden for vegetables etc., and the erection of a dog leg fence¹ around our garden and living area, to keep out roving cattle of which there were plenty in those days. Our first home consisted of bush poles, tarred felt and corrugated iron. We obtained water from a creek near Avenal Road and had to carry this each day for almost half a mile. The only shopping facilities were at Sutherland and Miranda and our purchases had to be carried.

Attending school

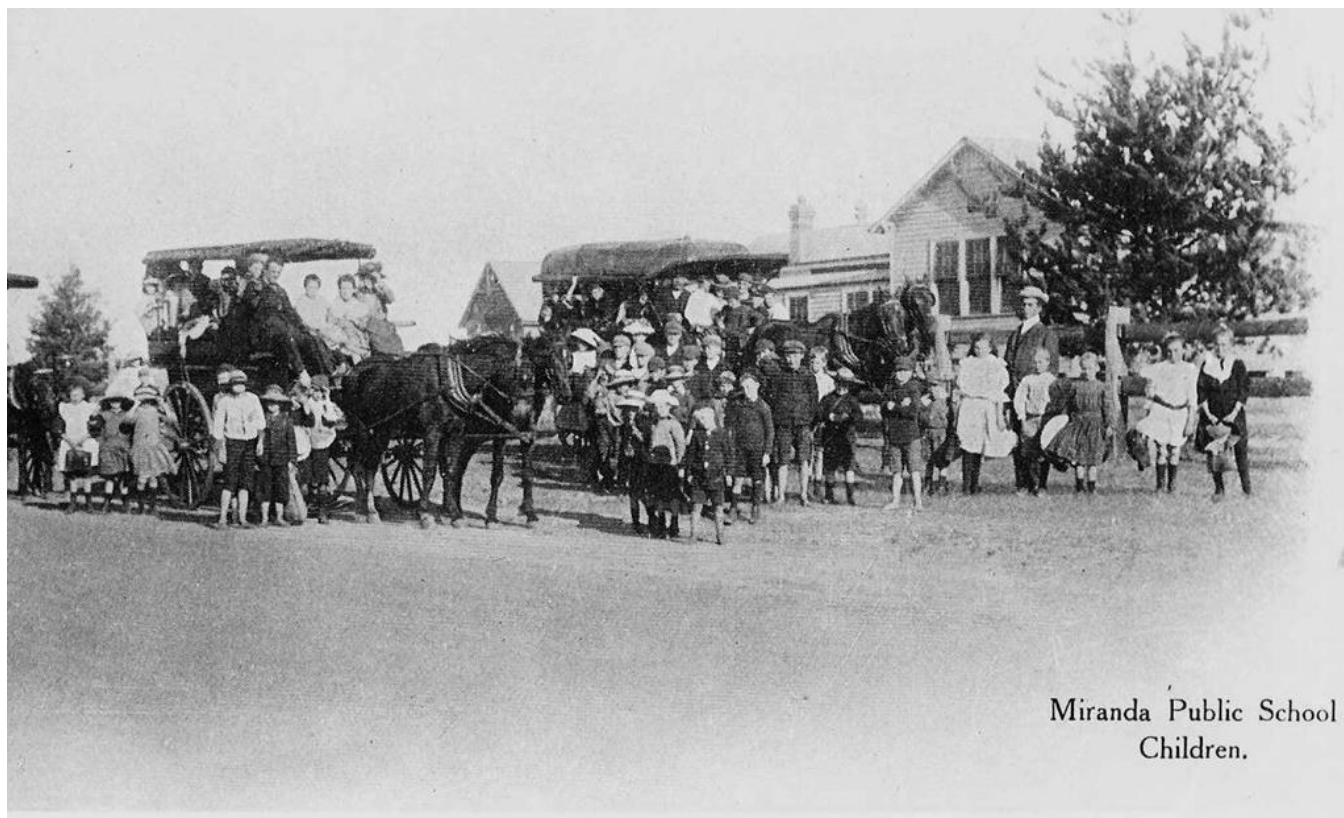
There were three schools in the Shire, Sutherland, Miranda and Cronulla. Being of school age, Sutherland Public School was selected for us to attend and we were escorted there to enrol. My sisters and I had to walk from Gymea Bay to Sutherland school. Later a horse drawn coach was run by the proprietor of the Boat Shed, Mr. Warman and was subsidised by the Education Department. Mr. Patterson, the Headmaster, a very strict disciplinarian and rather frightening to young children took down the necessary particulars and placed us in our respective classes. The Sutherland Public School consisted of three rooms, built of brick (they are still there, but have been added to) on the corner of Eton and Flora Streets and the Schoolmaster's house was where the High School now stands, opposite the end of Boyle Street and the playground was gravelled. There were three teachers: Mr. Patterson, Mr. McPhee and Miss Powie. The Headmaster was changed soon after my enrolment and Mr. Davies (Boss Davies) took charge, he was very well liked by all and was still there when I left school. Pupils came to school from National Park, Heathcote, Engadine, Menai, Woronora River, Como, Gymea Bay, Grays Point and Gundamain. The Como and National Park pupils were luckier than the others; a horse coach brought the Park pupils and the ones from Como travelled by train; the rest of us walked. As I mentioned earlier, a horse coach eventually ran from Gymea Bay to Sutherland; started by Mr. Warman, the proprietor of the Boatshed at Gymea, this was later taken over by Mr. Harding and then Claude Gough.

Walking to school

Walking to school from our home, which was in Forest Road, Gymea, bounded by Coonong and Bunarba Roads, (There were no roads then only dray tracks through the bush to the junction of Hotham Road and President Avenue) there we joined up with the Derrey Family and continued up President Avenue to Oak

¹ A dog leg fence was constructed entirely of bush poles. The first step was to cut plenty of long poles about 7-8 ft. long also about twice as many short poles about 7 ft. long and sufficient heavy forked poles about 4 ft. long to go around the area to be fenced at about 8 ft. centres. To erect the fence the forked poles were sunk into the ground about 2 ft. at 8 ft. centres then the long poles were laid in the forks, lapped at joints. Then the 7 ft. poles were laid across the long poles near the bearing in the fork forming an X with the bottom end of each pole sunk in the ground to prevent the X spreading. The final step was to place a second row of long poles in the top fork of the poles. Gates were made of slip rails. This type of fence is very strong and if heavy poles are used will keep out most stray animals.

Road then through the bush again to the junction of Acacia Road and Flora Street, then along Flora Street to the school. The school days then seem to be far different to what goes on today. The playground then, was full of lively activity; each season appeared to have its own particular game, which was participated in by all pupils. To name a few of the popular games: Boys: marbles, tops, leap frog, fly, cocky-lora, saddle-me-nag. Girls: hop-sotch, skipping, hoops, tennis, chasings.



Miranda Public School
Children.

Some history of Sutherland Shire

Having written of my arrival in the Sutherland Shire in 1912, I think it will be of interest to the readers to know something of the early development of the district from the time the first settlers came here. Many of the people mentioned were personally known to me and will again be mentioned later in episodes of my own experiences.

Port Hacking was discovered by Bass and Flinders in 1796 and explored as far north as the junction with the fresh water at the spot now known as Audley. It was not until 60 years later in 1856 that the first white man was reported to be living in Port Hacking, a Mr. Gogerly. Gogerly's Point, opposite Lilli Pilli, is named after him; it is now better known as Warumbul. In 1865 Dominick Dolan took up residence in 108 acres at the head of Burraneer Bay. A number of other persons acquired areas of land from the Crown about this time but little development took place. One of these gentlemen, William Simpson, later built a hotel at Bundeena, known as Simpson's Hotel. The area bounded by the southern shore of the Georges River and the Northern shore of Port Hacking became known as the Parish of Sutherland, deriving the name from Forby Sutherland, a seaman from Captain Cook's ship, who died a few days after the discovery of Botany Bay and was buried at Kurnell, being the first white man to be buried on the East Coast. James Birnie was the first settler, who owned 700 acres at Kurnell and Quibray Bay in 1815. In 1835 John Connell was granted 380 acres which included Boat Harbour in 1842. He also obtained 580 acres with over a mile frontage to Cronulla Beach to be his "forever" on payment of an annual quit rent of 11/-. All Crown lands were subject to a nominal rental, there being no Torrens Title.

Although the Illawarra District was developing it was nearly 100 years after its discovery before any progress was made in the Parish of Sutherland, the reason being the poor quality of the soil and the lack of access, the road to the South Coast by-passed the district through Campbelltown and Appin.

Thomas Holt

In 1880 [sic] [1860] Tom Ugly's punt was installed and the Sydney Road (now Princes Highway) was constructed to join with the new Illawarra Road at Heathcote. In the early 1860's Thomas Holt, who was a member of Parliament, representing Newtown 1861-64 and later M.L.C. from 1868-83 and owned station and pastoral properties in Queensland and N.S.W., decided to take up land in the Parish of

Sutherland for grazing purposes and also oyster culture. He purchased John Connell's holdings and Laycock's holdings for £3,000 in 1864. (Elias Laycock was a grandson of John Connell and a champion oarsman of Australia.) He also acquired the freehold of all the land between Botany Bay and Port Hacking except Dominick Dolan's 108 acres at Burraneer Bay and the Government reserves at Cronulla peninsula (south of Surf Road) and the South Head of Botany Bay (Kurnell) all together about 12,000 acres. He also purchased outright the Gwawley Bay and Weeney Bay. On obtaining possession of his property he stocked the estate with sheep, establishing headquarters at Miranda on the present site of the Sutherland District Hospital where he planted a lucerne farm.

Lehane family

William Simpson and John Lehane were two of Holt's early employees and John Lehane built his home on the site, (known to me as Lehane's paddock). His son, Tom Lehane served as Shire Councillor and was well known to me, particularly in regard to horse breeding. He bred a very hardy type of pony and used Kurnell as the grazing land. His ponies were in high demand. Tom Lehane's sister was the postmistress at Sylvania from its inception until a few years ago. [Ed.: 2nd postmistress – Honoria Rice was the first]

Holt's ventures: sheep, cattle, timber

The land proved unsuitable for sheep grazing and with the ravages of the dingoes (300 were killed on one drive) and the incidence of footrot which could not be controlled, the venture was a failure. It is reported that 13,000 sheep were destroyed on Holt's orders and were buried at Towra Point to fertilize the soil. Next he stocked the area with cattle from his Queensland stations, bringing the cattle by his own sailing ship "Delaware", landing them at Kurnell or Gwawley Bay. This venture was also a failure. His only profitable venture from the estate was mainly ironbark and blackbutt for which he received £5,000. The timber was loaded at Sylvania.

Holt's coalmining venture

After almost 20 years costly experience in trying to develop a paying business on the estate without success, Thomas Holt decided to lease his estate but retain the mineral rights. He agreed that coal mines could be opened up and worked provided he received royalty on the output. A syndicate was formed to test bore for coal, with the option of 56 years lease of almost the whole of the estate, if payable coal was encountered. Three bores were put down, the first near the present Cronulla Hotel in Elouera Road. This bore was sunk to a depth of 1,750 feet when boring had to cease owing to a tool being dropped down the hole and wrecking the drilling machine. The second attempt was made in Harnett's Paddock. (Now Jenola Sports Ground on the corner of Kingsway and Gannons Road.) After reaching a depth of 1,500 feet the shaft broke leaving the cutting head at the bottom of the hole. No means could be devised to clear the hole and the bore was abandoned. The third and last attempt to find coal was at Dents Creels near the natural stone bridge off Grays Point Road. (I know this spot well, having taken many pieces of the core home for knife sharpening.) This bore was successful and a seam of coal was struck at 2 400 feet showing a depth of 4'8". Drilling continued for another 60 feet when another seam of coal 6 ft. deep was found. Development of the coal mining venture was not proceeded with. These were the events leading up to the formation of the Holt-Sutherland Estate.

James Murphy

When the syndicate formed to develop the coal resources of the area, had completed the test bores, they decided not to continue operations. James Murphy one of the syndicate members formed a company in 1881 titled "The Holt Sutherland Estate Land Co. Ltd.," which leased the whole of Holt's property for 56 years with the right to sub-divide and sub-lease to tenants for 99 years. All mineral rights were reserved by Thomas Holt. The terms of the lease were; rental £1,000 for 1st year, £1,500 2nd year, £2,000 3rd year, £3,000 for the next 25 years, then £5,000 per year for the residue of lease. Royalties to be sixpence per ton for screened coal and three pence per ton for screenings. The company issued a brochure on the Estate to attract settlers and were successful in sub-leasing many holdings, mainly in the Miranda area. The "Six Ways" the junction of The Boulevard, Port Hacking Road, Kiora and Miranda Road, became the centre of the village, with a School of Arts, a store and a blacksmith shop.

Mr. Thacker, first president of the first progress association, Miranda

Among the first settlers were the following gentlemen, all of whom I knew. Messrs. Thacker, Matson, Lye, Stapleton, MacFarlane and Mortlock. Mr. Thacker was the President of the first Progress Association in the district and through its efforts was instrumental in having the district proclaimed the

Shire of Sutherland, instead of being part of the Bulli Shire as originally intended. His property was in Sylvania Road between the Boulevard and Kingsway. His son had the first barber shop in Miranda.

Mr. MacFarlane, first Shire Clerk

Mr. MacFarlane first took up the area where Penprase's Store [*Ed.: Paul's Warehouse*] now stands, but later took up land in Bellingara Road. He became the first Shire Clerk of the Sutherland Shire and later, when the Georges River Bridge was built, he became Tollmaster.

The Holt-Sutherland Estate Land Co., Ltd.

The annual rental of land to the sub-lessees was about £2 per acre. The Holt Sutherland Estate Land Co., Ltd., being unable to sub-lease sufficient land and further being unable to collect sufficient rents from its tenants, owing to the difficult times the country was experiencing, got into arrears with the heirs of the estate to the extent of £5,480 (*Ed.: Hon. Thomas Holt died 1888*) and were unable to pay.

Parliament intervenes to break the will's entail

In 1900 Parliament passed the Holt-Sutherland Estate Act 1900 which broke the entail. (*Thomas Holt had willed the Estate to his male heirs in succession*) and made provision for the future administration of the property and conditions of lease etc. As the original company was unable to pay the arrears owing, the heirs, with government approval, agreed to write off the debt and transfer the lease to a new company, the Holt-Sutherland Estate Company Ltd., at a rental of £1,250 per year, with 10% (rising to 15%) of any annual profit made by it. Royalties were reduced also to 3d. and 12d. per ton for coal produced; if any.

The right to secure free-hold of holdings

A most important clause in the Act was that sub-lessees were granted the right to secure the freehold of their holdings on payment of 25 years rental in advance. Thus, land which was leased at £2 per acre, cost £50 per acre to freehold. Mr. Maloney was appointed liquidator of the old Company and also became secretary of the new Company. With the passing of the Act and the inclusion of the right to freehold attached to each sub-lease the Company had little difficulty in disposing of most of the land and settlement of the district was greatly accelerated.

Township of Sutherland born

Seventy acres of land east of the Woronora Cemetery on which the township of Sutherland now stands was Crown land, which Holt would not buy when he took up the Estate. With the construction of the railway in 1885 this land was opened up, and sold freehold with upset value £1 per acre. The site of Boyle's Railway Hotel was bought freehold for £9.10.0 per foot. The township of Sutherland was born!

Woollooware Road is the first planned road

The first survey of the Parish of Sutherland shows that Woollooware Road was the first road planned in the area; this marked the western-boundary of John Connell's 580 acre grant and was provided as a road in 1842 from Botany Bay to where it now joins Burraneer Bay Road, to allow access for future settlers. All access was by water in those days.

Old Illawarra Road

The Old Illawarra Road constructed by Sir Thomas Mitchell from Lugarno Ferry via Menai, Woronora Ford (*Ed.: The Needles*) and Heathcote in 1843-5, although adjoining the western boundary of the Parish, was not intended to serve the Port Hacking District, but to give more direct access to the Illawarra District. This road fell into disuse after the installation of the Tom Ugly's punt and became overgrown. Only recently the Sutherland Shire Council has made it reasonably trafficable for the main benefit of the Bush Fire Brigade.

Port Hacking Road and the Princes Highway

In 1865 a road was surveyed from Tom Ugly's - Sylvania, to midway between Caringbah and Lilli Pilli, ending at Patrick Dolan's 152 acre block. A later survey in 1887 extended this road to Little Turriel Point. This road was named Port Hacking Road and became, and still is, the main road serving the eastern end

of the Shire. The road from Sylvania to Heathcote, connecting with the Old Illawarra Road, was built in 1866 and was known as Sydney Road; later to become the Princes Highway.

Other roads in the eastern part of the Shire

Tom Ugly's punt was established in 1879 [1860], thus making access to Port Hacking and the Illawarra Districts much easier. Other roads mapped by the Government to assist in the cutting up of the Parish into reasonably sized holdings for sale, or by grant, were Cawarra Road and part of Burraneer Bay Road. None of these Government roads were named and it was not until the Holt Sutherland Estate Company was formed, that these roads were named and other roads planned. The Company laid out the estate on the square system, The Boulevarde and Woronora Road (now President Avenue,) running East and West, with the following roads running North and South; Hotham Road, Manchester Road, Wandella Road, Yanda Road, Attunga Road, Bellingara Road, Careena Road, Sylvania Road, Parraweena Road, Greendale and Willarong Road. The Kingsway was laid down in conjunction with the Government and was to be used later as the route for the tram line to Cronulla. The aforementioned roads being the basic layout for the Estate were later added to by land developers and private subdivisions, after the formation of the Sutherland Shire. Mr. James Murphy, the promoter and a director of the Holt Sutherland Estate Company from its inception, was responsible for the names that most of our first roads bear and also gave us the names of Como, Miranda and Sylvania, in many cases using the native vocabulary to obtain them.

Railway line to Sutherland and Waterfall

The Illawarra railway line was opened for traffic to Sutherland on the 26th December, 1885 and to Waterfall on the 9th March, 1886. Como, Sutherland and Heathcote came into being with the construction of the railway line. Jannali, Loftus and Engadine have been added during my stay in the area.

Woronora Cemetery branch line and mortuary platform

A branch line was laid into Woronora Cemetery from Sutherland and a Mortuary Platform built near the present office in the Cemetery. A Funeral train ran each day from the Mortuary Station, Regent St., Sydney. With the advent of motor transport this service gradually diminished, and was finally discontinued.

Miranda: first settlement in the area

As mentioned earlier the first settlement in the area was Miranda, with its centre at the Sixways where there was a General Store owned by Mr. I. T. Nelson, this business was later transferred to "Highfield" (now Caringbah) on the corner of Kingsway and Cawarra Road. There was also a blacksmith's shop owned by Mr. Parker, on the corner of Port Hacking Road and The Boulevarde (I took many horses there to be shod). Where Lober's Showrooms are now, was the site of Miranda School of Arts, the meeting place for the settlers. This old building was only demolished in recent years. The main industry was farming, market gardening and fruit growing; there were many fine orchards, vineyards and poultry farms. All produce had to be horse drawn to Sydney. A number of carriers operated horse drawn lorries between the Shire and the City Markets among those I remember were Hayes & Sons of Woollooware Road; Mr. Bedford, Hotham Road; and later Atkins Bros. of Miranda.

With the railway and the punt making access easier, many people took up areas of land on the waterfronts beaches and bays for holiday homes. This assisted the Holt Sutherland Estate Company considerably in disposing of this land.

The method adopted in taking up a lease was for the intending lessee to select the area desired and mark same, then notify the Company who would then send out a surveyor to survey the lot and peg it out, the only condition being that the selected area must not be less than two acres.

Proclamation of the Shire of Sutherland, 7th March, 1906

On the 7th March, 1906 the Parish of Sutherland was proclaimed the Shire of Sutherland, mainly through the efforts of the Miranda Progress Association led by their President, Mr. Thacker. A provisional council was appointed pending an election. The population of the Shire at this time was 1,500.

Mr. W.G.Judd: first Shire President

The first council elected, consisted of President, Mr. W. G. Judd and Councillors, R. W. Cook, J. Hill, E. W. Hyndman, Lehane and McAlister. They met for the first time on 5th December, 1906. The Council Chamber was a small brick cottage on the corner of Princes Highway and Boyle's Lane (the present site of the E. S. & A. Bank Building) [Commonwealth] and was used as such until the new Chambers (recently demolished) were built on the corner of Princes Highway and Eton Street. Mr. W. J. MacFarlane

was appointed Shire Clerk in 1907 and held the position until 1929 when Mr. D. R. Kirkby was appointed Shire Clerk. Mr. W. G. Judd remained President of the Shire from 1906 to 1910; E. W. Hyndman (1911-15) succeeded him and was the first Shire President I knew personally. In 1912, the year of my arrival in the Shire; the population had increased to 4,355.

First council staff

The Council Staff consisted of Mr. Fred Dwyer, who was supervisor, of outside Staff, Mr. W. Roberts, Health & Building, Mr. O. Matson and Mr. Wigzell, Clerks. There being no mechanical equipment available, all road work was done with pick and shovel, horse and dray. There were very few formed roads, all of which were gravel and there were no bitumen roads at all. The mode of transport for Mr. Dwyer and Mr. Roberts was horse and sulky, but mostly on foot.

Sutherland township

My first recollections of Sutherland township are as follows. On the western side of the railway was an hotel then known as Skehan's Royal Hotel; a barber's shop, and Lobb's Hall. On the site of the Masonic Temple was a monumental mason's yard. The Roman Catholic Church was situated in Robertson Street at the rear of Lobb's Hall. The Woronora Cemetery formed the western boundary of the township and, was then only in course of development. There were a number of weather-board homes scattered near the railway station. The eastern side was more thickly populated than the western side and was the business centre of the community. The road now known as Princes Highway was then called South Coast Road. Starting from the southern end of the township adjoining the Royal National Park, the first building was the tramways carriage and engine sheds alongside the railway line, these have been demolished and part of the site is now occupied by the Railways Electricity Sub-Station; next came the Goods Shed, still existent. The building now used as an Estate Agent's by H. Lamb was the original Tramways Superintendent's Office. Next came the Stationmaster's residence at the side of the old railway bridge, a wooden bridge with corrugated iron sides since demolished, further on where the Shell Garage now is, was the Assistant Stationmaster's residence. On the opposite side of the road commencing from the Park boundary were two or three old cottages and on the corner of President Avenue was a builder's yard and sawmill run by F. Coles. The original Council Chambers were next, then Brown's Wood & Coal Yard and Powie's Newsagency on the corner of Station St., on the opposite corner was Ted Boyle's Railway Hotel. Both hotels have been rebuilt and modernised since those days. Boyle's Hall was in Station Street and is still there, but is now a second-hand dealers business (Roy Unwin). Moving northward the next business was Ericson and Rutherford's Grocer and Produce Store. Across the lane was a vacant allotment used in the main by travelling showmen and merry-go-rounds; then Muston's Bakery and shop, a lolly shop, a barber and Clark's grocery and produce shop. This site is now occupied by Woolworths. Flora Street between the Highway and Eton Street was only a 20ft. lane in those days. Across the lane was a small Greengrocer's shop then came the Sutherland Post Office, an old weatherboard cottage used right up to recent times and only demolished in 1966. The Congregational Church adjoined the Post Office, then came Vallance's Store (groceries and produce), further along was a boot maker, greengrocer then Stapletons original butcher's shop, (still there) and finally Tom's Bakery.

Behind the Council Chambers in Boyles Lane was the blacksmith's shop, this was originally run by a Mr. Phillips, but for most of my time has been owned by Sonny Bennett. The Church of England was situated on the site of the present Court House and the Methodist Church is still on its original site, although it has been rebuilt, the first building was timber.

No doctors or chemists!

The Public School is still in its original position but greatly enlarged. On the opposite corner of Flora and Eton Streets was the Police Station and residence of Sgt. Lewis, next door in Flora Street was his assistant, Constable Clugston. These two officers patrolled the district on foot as far as Caringbah and held the respect of everyone and maintained good order, not being afraid to deal out a clip on the ear, or a feel of the boot to anyone getting out of line. There was not a doctor in Sutherland, nor a Chemist and anyone requiring a doctor had to go to Cronulla or Kogarah and the nearest chemist was at Hurstville. But we did have a midwife, Nurse Lobb, who travelled throughout the Shire by horse and sulky, delivering the babies. She was credited with bringing many hundreds of our present citizens into the world.

Sutherland –Cronulla steam tram

Having mentioned the trams in earlier episodes, I think it is opportune at this stage to tell more about the Sutherland-Cronulla Steam Tram. On 12/6/ 1911 the Sutherland-Cronulla tram line was officially opened and commenced regular service from Sutherland to Cronulla (Shelly Beach) approximately 7 miles. The track was prepared and laid by Messrs. George Gilmore & Connell under contract with N.S.W.

Government for the sum of £24,000. All the work was carried out by hand, pick and shovel, horses and drays and horse drawn ploughs and scoops. Quarries were opened up at various points along the route and stone carted and tipped along the track. The stone was broken up and napped to 2" gauge for ballast by swagmen who travelled the country from job to job humping their bluey; they specialised in this type of work and were expert at the art of stone breaking. Sleepers were purchased at 2/3 each. The line started from Sutherland near the Electricity Sub-Station, south of the goods shed and) was directly connected to the railway, being the same gauge, to enable rolling stock to be brought along the railway line from Sydney to Sutherland. From Sutherland the line followed the Princes Highway and then Kingsway to Cronulla, along Curranulla Street, Waratah Street and Ewos Parade to Shelly Beach where a large loop encircling Shelly Beach Reserve allowed the tram to turn round without shunting. A single track only was laid with loops at various places to allow trams to operate in both directions and pass each other. At the Sutherland Railway Station the first loops were constructed to allow the shunting of the engine from one end of the tram to the other. The trams were normally made up of an engine and two toast rack or footboard carriages. An extra carriage was added at busy periods such as weekends when required.

The railway staff

The crew consisted of a driver and one or two conductors who clung precariously to the side of the carriage and traversed the length of the tram along the footboard to collect fares. In wet weather it was a very uncomfortable and dangerous job. The engine driver did his own firing. The next loop was at Acacia Road opposite the Tile Works. The loop was mainly used on week-ends and holidays when extra trams were in service. A branch line or siding was constructed into the Brickworks at Kirrawee; this was used for goods traffic such as delivery of coal and shipment of bricks and pipes etc. Miranda was the site of the next loop, directly in front of the school. A branch goods siding was provided near Miranda Co-Op Society's Store mainly used by the Co-Op and for loading clay and shale from the pit where Myer's Farmers [*Miranda Fair*] now stands. A goods siding was constructed at Caringbah and this was in the form of a loop and could be used for passing two trams, but was generally in use by goods traffic. The loop was situated right opposite the present Railway Station entrance and extended to President Avenue Junction. Next loop was situated between Dolans Road and Woollooware Road. A goods siding was provided in Cronulla at the corner of Nicholson Parade opposite the Cronulla R.C. Church. The line continued on then to Shelly Beach where as I mentioned earlier the tram travelled round a large circular loop for the return journey without needing to shunt the engine. The service provided by the trams was approximately hourly during the off peak period, with additional trams for peak hours and weekends and holidays. Goods traffic was run in off peak hours. All running service was done at the sheds in Sutherland where engineers, cleaners etc., were on the staff, coal bunkers were provided at Sutherland as also was an elevated tank to which water was brought by tram to supply the engines. A stand pipe was set up at Miranda opposite where the Rex Hotel now stands to allow the engine to take in water during the trip. The water came from Penshurst Reservoir through a 4" main laid across the Georges River at Sylvania for the exclusive use of the Tramways. I might add here, that during drought periods the public were permitted to obtain water from this main, through a stand pipe at Miranda School of Arts (now Lobers) by payment of a small fee, I think it was 2/- per 100 gallons. The Sutherland Cronulla steam trams gave regular service for just on 20 years with only one major accident to mar its record. This was in 1924 when a tram from Cronulla was running down Miranda hill from Kareena Road and jumped the line on the embankment at Miranda Road opposite Miranda Glazing works. The driver, Mr. Whyte was killed and a number of passengers injured. The journey from Sutherland to Cronulla took 35 minutes and the original fare was 5d. for five sections. Later the fare was raised to 2d. for the first section and 1d. for each additional section. Being only a small community in the early days, the crews of the trams, both driver and conductors, knew practically every traveller using the trams and looked after the regulars very well, by either blowing the whistle to warn their approach or wait a minute or two if the passenger was running late. They became endeared to the travelling public and were liked by everybody. I would like to make mention of a few just for the record as I am sure that the mention of their names will spark memories in

the minds of many who used the trams in those days. I will take the drivers first. "Hell Fire" Harry Harvey was I think, the daddy of them all, as his nickname suggests he always kept up a good head of steam and opened the throttle wide at every opportunity. You could always reckon on a fast trip with "Hell Fire Harry". His son, Andy Harvey was also a driver in later years. Other drivers were George Logan, Bob Thompson, "Sparrow" Lathem, Andy Norton, Alf Miller and Artie Whittaker, who is living in Miranda Road still.. Conductors whom I can recall were George Hill, Fred Hinte, Sam Thompson, "Bluey" Johnson, Alex Wilson, Bill Clark, "Wilky" Collins and George Gilham.

Travelling by steam tram from Sutherland to Cronulla

A trip in the tram to Cronulla was an epic in the life of any youngster in those days, this applied to me too, so I will try and describe what I saw. Boarding the tram at Sutherland Railway Station opposite Boyles Hotel, it was normal to wait for the arrival of the train from Sydney even if it was running late. With all the passengers off the train safely aboard (some hanging on the footboards) the conductor gave the signal right away and with a great hiss of steam, puffing and spinning of driving wheels, the tram would slowly creep up the short rise to the railway bridge, then gather speed down the hill towards the Council Chambers, crossing the main road to the right hand side and continuing on the right hand side to Curranulla Street, Cronulla.

Belmont Street to Oak Road

Belmont Street was the first stop and was then outskirts of the town; only a few scattered homes were passed between here and Miranda. The loop at Acacia Road was the next stop and you could pass another tram going to Sutherland here. Both sides of the main road (now Princes Highway) were bush, no timber yard or tile works. Leaving the loop and crossing Acacia Road, Gilmore's orchard was visible on the left of the road and extended from Acacia Road to Kenneth Avenue and northward to Waratah St., adjoining this was Ewer's Orchard and McPherson's orchard in Oak Road.

Oak Road to the Boulevarde

On the right midway between Acacia Road and Oak Road, the home of Mr Monro (Manager Arthur Yates Seeds) was passed. Oak Road was the end of the first section, later moved to Sydney Road (the junction of Princes Highway and the Kingsway). The Brickworks were next on the right only a fraction of the size of the present works; the left side of the road was bush to Bath Road where the next tram stop was situated. When the section was extended to Sydney Road, the stop at Bath Road was eliminated. From Bath Road to Miranda there was little else but bush on the right hand side. On the N.E. corner of Hotham Road (the next tram stop) was Brewsters dairy, now the site of the GyMEA Technical College. GyMEA Bay Road was next and it was here that usually a number of fishermen alighted to walk to the Lay and Northwest Arm; very popular fishing resorts in those days. The large old home in front of GyMEA Bowling Club existed, being the home of Mr. Nixon, a retired railwayman. The large home on the corner of Manchester Road which was converted into the Trade Union Club was originally the home of Mr. Frank Marion Jnr. who was then the Editor of the Sydney "Truth". The block between Manchester Road and Sylvania Road on north side of Kingsway and extending to Dwyer Street was a large orchard owned by Mr. Frank Marion Snr. At the rear of this property and extending to the Boulevarde was Thacker's orchard and market garden. The tram stops were Manchester Road, Sylvania Road, Wandella Road and then Miranda loop. The present site of Port Hacking High School was four separate holdings. On the corner of Sylvania Road was "Tareena", then an old home with castellated turrets nicknamed "The University". This was owned by John Paton. Next came Loveday's property, then Lye's poultry farm, on the corner of Wandella Road. The large park now known as Seymour Shaw Park was originally Hillsdon-Watts Nursery, specialising in fruit trees, shrubs and seedlings.

Miranda

On arrival at Miranda the first thing done was to take in water from the stand pipe alongside the line, then move on to the loop in front of the old school, (now demolished) which was the end of the second section and invariably a tram going to Sutherland was passed. Miranda was only a very small village, only a few small cottages between Wandella Road and Kiora Road, a clay and shale pit had been started where Miranda Fair now stands; this was worked for many years and the shale was loaded on to railway trucks in the siding near the Co-Op Store. On the corner of Kiora Road where the Post Office now stands was

the Miranda Butchery owned by Booth and Paterson. Opposite, where Penprase [*Paul's Warehouse*] now stands was a very large old weatherboard general store owned and run by Pipers. This was, I think, the largest store in the Sutherland Shire. It was Post Office, newsagent, produce and grocery as well as Draper's and clothing. It was only a few years ago that the old building was demolished to make room for Penprase's new building. The only other shops were Thacker's Barber shop and a Bakery. The corner now occupied by the Miranda Newsagency and other shops, was then a vineyard and poultry farm owned by Mr. Mortlock. All around Miranda were poultry farms, orchards and vineyards, these have all disappeared and the land has been subdivided and sold and now the whole area has become a closely settled residential area.

Miranda to Kareena Road

Leaving Miranda the tram travelled on down the hill past the Miranda Co-Op to Miranda Road passing over a high embankment at the bottom of the hill, (it was here that the only major accident to the tramway happened). From Miranda Road to Kareena Road the line passed through a deep cutting; this has now been filled in and graded. The grade on both the Miranda side of Miranda Road and the Kareena Road side was very steep and unless the drivers made a fast run down either side it was difficult to make the grade up the other side. On weekends and holidays when three cars were coupled to one engine and a full load of passengers were on board, it was common to hear the conductor call for assistance to push the tram the last few yards over the brow of the hill. This became a standing joke about our trams but there was never a shortage of volunteers to put their shoulder to the tram. Kareena Road was the first stop after Miranda and it was here on the corner of Port Hacking Road and Kingsway that Mr. J. Nelson built the first general store in the district and served the first settlers for many years before moving to Caringbah on the N.E. corner of Kingsway and Cawarra Road; this shop still stands. After Nelsons moved to Caringbah their old shop was operated by a Mr. Kensett. His wife was the Miranda midwife who travelled the district delivering babies in their homes. I had occasion to utilise her services twice when I lived at Caringbah. Between Miranda and Kareena Road were a number of poultry farms on both sides of Kingsway. Two I well remember were Jim Every and Elijah Phillips. Andy Draper has occupied his home at the bottom of the hill as long as I can remember where his sons now conduct Miranda Glazing Works.

Kareena Road to Taren Road

Continuing on from Kareena Road to Taren Road the next stop, Lehanes paddock, was on the south side of the track, the site now occupied by the Sutherland District Hospital. It was here that Mr. Lehanes one of Thomas Holt's overseers lived and planted the first lucerne farm in the district during the attempt to run sheep on the Holt Estate. Thomas Lehanes, a son of Mr. Lehanes Snr. was well known to me and was at one time a councillor for the Shire. He bred a very hardy type of pony and used the Kurnell Peninsula as grazing land for them. He spent most of his time herding his stock at Kurnell and could be seen almost every day mounted on his pony riding out to Kurnell, often with a party of the young fellows of the district who would assist in the round up.

Caringbah to Cronulla

On the northern side of the track opposite Lehanes Paddock, was Mondel's Vineyard and orchard and then Burton's poultry farm. Past Taren Road it was virgin bushland to Willarong Road, the next tram stop, but here on the corner of Willarong Road and Kingsway was "Sunnyside" wine bar. A short way down Willarong Road was "Sunnyside" the home of Frank Cridland, the author of the early history of the Sutherland Shire. The Caringbah goods siding was next situated opposite the present entrance to the Railway Station extending to the corner of President Avenue, then the Caringbah loop straddled the junction of Port Hacking Road, Cawarra Road and Kingsway. This was the third section on the tramline. Caringbah was only a small village in those days, the triangular block on the northern side of the road bounded by Kingsway, Banksia Road and Cawarra Road was owned by Thomas Hutchinson and was the local dairy; a small weatherboard shop on the corner of Cawarra Road and Kingsway about 10 x 10 served as the local Estate Agent also operated by Mr. Hutchinson. The southern side of the Kingsway from Willarong Road to Caringbah was natural bush. The south eastern corner of Port Hacking Road and Kingsway was occupied by Steve Mansfield's Post Office store and newsagency. Opposite where the Caringbah Hotel now stands was William Burns' Timber Yard later moved to the site now occupied by McDowell's Building. Alongside the timber yard was Burns' Hall, this was the local dance hall and was used extensively for all public functions. The only other building was Nelson's Highfield Store on the

N.E. corner of Cawarra Road. Continuing our journey to Cronulla from Caringbah it was mainly bushland on both sides of the line as far as Beach Road (the 4th section) later renamed Connells Road. The stops made were Greendale Gannons Road (it was here that an attempt was made to bore for coal, mentioned in earlier episodes), Dolans Road, Woollooware Loop, Woollooware Road then Beach Road. From Beach Road the first view of Cronulla was seen which was then very sparsely populated, a cottage here and there, mainly weekenders.

Cronulla

Croydon St., was the next stop where the Cronulla Hotel (Sur Mer) was situated. The tram line then followed down Curranulla Street to Surf Road, Laycock Avenue, Parramatta Street, Richmount Street and then traversed the loop at Shelley Beach for the return journey. There were only a few shops in Curranulla Street and the School of Arts was an imposing building (for those days) on the corner of Surf Road. The Cronulla Public School was situated on the site of the park opposite the present Railway Station and where the Railway Station now is, was Arthur Hand's Timber yard. The Post Office was on the corner of Gerrale Street and Nicholson Parade, opposite the present Cronulla R.S.L. Club. An open air picture show was in Gerrale St., between Surf Road and Grove Avenue and was a very popular source of entertainment (silent movies). This show had a very good dance floor in a covered section and was constantly used for dances and concerts on nights when there were no pictures. People came from all parts of the Shire to attend the dances at Cronulla Picture Show. Main Beach as it is now known was almost in its natural state with a wide expanse of sand extending to the shelter pavilion with galvanised iron dressing sheds on tall wooden piles about the centre of the beach and at the rear of the present sea wall and promenade. Neck to knee costumes were the rule for bathers and looking back now it is difficult to decide whether the bathers were in costume or fully dressed; nevertheless, it was a pastime enjoyed just as much then as it is now.

Gunnamatta Bay

Gunnamatta Bay was a popular resort for picnic parties as now and an added attraction was Bayview Hall, a very good Dance Hall built over the water (has since been demolished). The baths were built later. The local fishermen (professional) used Gunnamatta Bay as their home port and it was usually easy to get all the fish needed from the boats as they arrived. A ferry service ran from Gunnamatta Bay to Audley and round tickets were available covering rail, ferry and coach fares from Sydney and return. There was also a ferry service to Bundeena (Simpson's Hotel). Both these trips were very popular.

This is the end of part 1 of this story. It will be continued in subsequent bulletins this year.

Vale: Betty Greentree

By Marjorie Blackley

Mrs Betty Greentree died of cancer on the 13th October 2005. A long serving member of this society Betty will be remembered for her talks on her family history. One members' night, she showed a wedding



dress that belonged to her Aunt – the wedding was in 1901. The dress was faded but still beautiful. She spoke of the wedding cake from the same 1901 wedding, the top layer of which was still in an excellent state of preservation and is now in the Mudgee museum. Betty loved history and enjoyed the trips and talks arranged by this society over many years. She was a helpful and committed committee member.

Betty had the ability to enthuse and bring people together. In the days when few had cars Betty became a leader to an Anglican church group of ladies known as Young Wives. They met each month at different homes and she arranged interesting speakers. This group held together for many years until they could no longer be accepted, as 'young wives' and the group became Ladies' Fellowship. Many from this group were at Betty's funeral.

A dedicated Christian she was a long time server in Mothers' Union and played an active role on the Parish council at St. John's church in Sutherland.

A devoted wife, mother, mother-in-law, grandmother and great grandmother, Betty's love and loyalty to family was paramount in her life.

Betty played active roles in whatever she joined. Over time she was a member of Legacy, The Toastmistress Club, The Older Women's Wellness Centre and a foundation member of the Sutherland Croquet Club. Her role here was player, social committee organiser and team member enjoying travelling to country clubs with husband Ken and taking part in their competitions.

Always willing to give a helping hand she continued taking an active part in the life of the Sutherland Shire Historical Society as a member of the executive committee until a short time before her death.

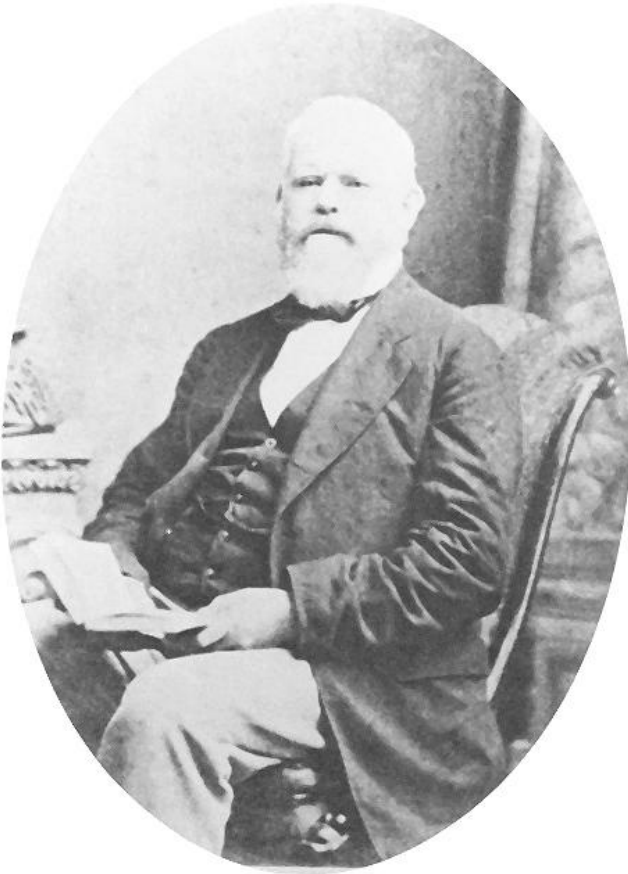
Well loved, well remembered, Betty we salute you and sadly miss you.

#####

Wanted:

The historical society is seeking books for display in its museum. Local history or period books for a bookcase display would be appreciated. . Editor

THE STATELY HOMES OF THOMAS HOLT



Thomas Holt built five majestic homes near Sydney, each one more grand and magnificent than the last. He designed them upon the lines of those ancient castles and palatial structures of England and Europe, with which he was so intimately familiar having been the eldest son and heir to a very wealthy man whose interests encompassed Britain and the Continent. Conversing with nobility and royalty, he lived, travelled and entertained in lavish circumstance. He delighted in his role of the colonial millionaire and country squire.

These stately homes in the old countries have stood the test of centuries of living, weathering and invasion, yet still stand in all their glory. Not one of Holt's mansions, each intended to stand timeless in this our youngest continent, still stands. Lack of foresight, lack of civic pride and lack of colonial funds contributed to their downfall. Each changed hands several times; each became neglected from lack of maintenance, invaded by rodents and abused by squatters and vandals, finally falling beneath the feet of progress.

SOPHIENBURG

In 1843 Thomas and Sophie bought 333½ acres at Liverpool, south west of Sydney, in the vicinity of the present Liverpool railway station. They named the

property Sophienburg at Sophie's suggestion. During their decade of residency at Sophienburg their first five children were born. Three sons – Thomas Edwin, Frederick Samuel Ellis and Alfred William, and two daughters - Alice Sophie and Elizabeth. Unfortunately three of the children contracted scarlet fever. Elizabeth succumbed to the disease in 1844 and Thomas Edwin in 1848. Frederick was more fortunate, but as a result of the illness remained profoundly deaf throughout his lifetime. Thomas Holt was a very close friend to the explorer Ludwig Leichardt, who was in fact Frederick's godfather.

At Sophienburg the Holt family concentrated its efforts on the production of fleeces and every aspect of the wool industry and he exercised 'Squatters' Rights' agisting stock on Liverpool Common which he later sub-leased. Their home was open to all who passed seeking a bed for the night. One of his more noted guests was Caroline Chisholm in 1844. Holt later defended her against criticism levelled at her in the Legislative Assembly.

Sophie Holt was very fond of music, and in the early 1850s Thomas imported a beautiful organ from Germany, for her to play. This organ is now housed in the Sutherland Shire Historical Museum where it may be inspected.

It was sold to James Henry Atkinson in 1853, who in 1856, with the advent of the railway to Liverpool, converted it into a depot for produce and an abattoir, irrigation centre and piggery. He sold it in 1862. Little is known of what did happen to the old home. It probably lies beneath the Liverpool railway station.

CAMDEN VILLA

In 1853, when daughter Alice was born, Thomas and Sophie sold Sophienburg to move closer to the city facilities. They made their new home on about ten acres of land on the northern slopes of the Cook's River. Camden Villa was built 1853-54 on what is now the junction of King and Camden Streets, Newtown. Here they lived for a further ten years. Thomas could more easily travel into Sydney each day for his investments and other business ventures, which did apparently pay off. He must have had the Midas touch. By the time Thomas Holt was forty three years old he was a colonial millionaire!

Four children were born to them at Camden Villa - Walter Henry, Anne Isabella, Florence Marie and Emmeline Augusta. In 1864 Thomas Holt handed Camden Villa over to the Congregational Church for half

of its current market value and then returned the proceeds from the sale as a donation. It was set up as Grammar School for boys, the fees being diverted to the newly established Theological College. The Grammar School folded in 1876, and the estate was sold up in 1888 and the building was demolished. Camden College, which had its beginning there, is now in Glebe.

The Australian Library Society, founded in 1826, was in financial trouble by 1861 and as a shareholder; Holt moved at a special meeting, that the books and building on the corner of Bent and Macquarie Streets be sold. This was carried unanimously, but by 1868 a buyer had not stepped forward so the State Government purchased the books and building, then liquidated the Library Society of debts but had no money left to pay the shareholders, who were made members of the State Library as a sort of compensation.

SANS SOUCI

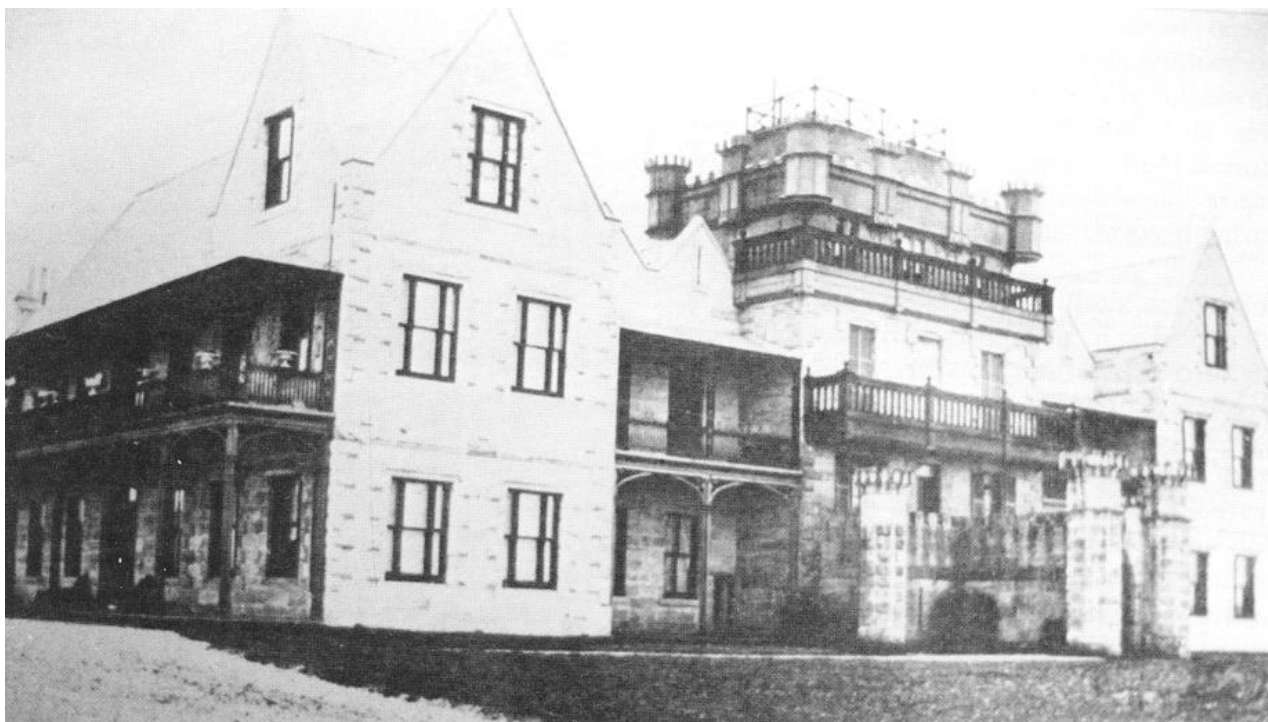
The massive expansion of the Holt holdings did not rest there. He bought 1000 acres of Rocky Point land at South Kogarah from Robert Cooper, a distiller in 1853 as another investment. He renovated his newly acquired two storey Georgian colonial mansion, then re-named it Sans Souci, after the summer palace of Frederick the Great, Emperor of Sophie's native Germany. However Sophie did not like the isolation, the area, nor the boggy, sandy, marshy route to their home, so this property was sold in 1865. Sans Souci became an hotel and dance-hall in its time, finally being pulled down in 1920, but the name has stuck in the area.

THE WARREN

It appears that each home built by Thomas Holt was to be a masterpiece of architecture, each one more grand than the last. Their next home was a baroque chateau built of stone quarried on the property on the Tempe Hills overlooking the Cook's River. Designed along the lines of the Summer Palace of Frederick the Great, construction began in 1857-58 on the shooting retreat before Holt's decision to enlarge it and retire there. The modifications are thought to have been completed in 1864. This he named The Warren. At the time it is thought that he was experimenting with the production of fine furs by breeding rabbits and allowing them to run free to delight the children and to provide shooting sport for his guests. Initially The Warren was to be a shooting lodge, it was extended extravagantly. A platform commanding a view of the distant mountains had been erected over the original building, from which two wings ran back making now three sides of a square. All rooms in the new wing faced outwards, while galleries and spacious corridors overlooked the courtyard. A large veranda and balcony ran the length of both wings. He had a shooters' stand and shelter erected in a corner of the grounds by the river.

Thomas Holt had always been interested in the acclimatization of exotic fauna and flora. Two years after the Holt entourage migrated to Sydney it was suggested to import 400 breeding alpaca ewes at the cost of £2000. In 1850 a mixed flock of 280 llamas, alpacas and Vicuña sheep were actually brought to Sydney by Charles Ledger, an exotic animal trader who was established in Peru. Holt secured many of them and attempted to cross breed llamas and alpacas. He ran alpacas from South America (bred in the Andes for their long silken woolly hair), squirrels and game animals including elk, elands and llamas on the land and put salmon in the river. He also imported over sixty wild rabbits from England and others from Tasmania. They were prolific breeders, as only bunnies can be. Holt has been unjustly blamed for rabbits becoming a national pest, but his leverets were contained by a stone wall, though some could have burrowed out. Wild rabbits had been brought in on the First, Second and Third Fleets for food and by others many years before Holt migrated to Australia, particularly in Victoria where they spread and crossed the border into New South Wales.

Construction of The Warren was commenced in 1857-58, and thought to have been completed in 1864, while the Holts were on another overseas tour. This time they were in England and Paris. (Holt was the Australian President at the Paris Exposition) It was constructed in the style of the great traveller and millionaire that he was. Situated on 130 acres of land bounded by the Cook's River, the Warren Road, Unwins Bridge Road and Old Illawarra Road, the entire grounds were enclosed, except the river frontage, by a six-foot high sandstone wall. To assist the unemployed of the time, Holt gave each worker 2/6d per day for labour, regardless of whether they had worked the full day. Hundreds of men were so employed.



THE WARREN 1870. Built in the Tempe hills overlooking the Cooks River. Work began 1857, completed 1864

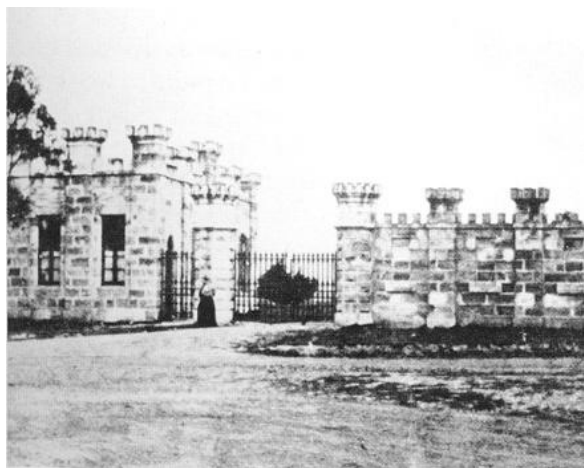


*View of Cook's River
from WARREN 1870*

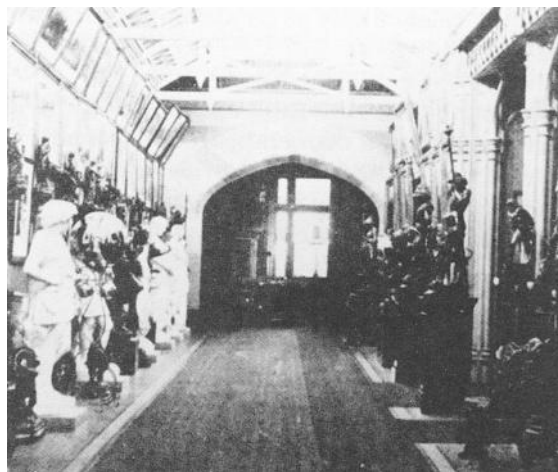
The Warren contained thirty rooms and a dining room to seat fifty to sixty at a meal, and a ballroom. The *piece de resistance*, the picture gallery, was 116 feet long and 15 feet wide, filled with his collection of French artworks purchased by him at the Paris Exhibition in 1867. It was approached by a grand staircase with a long skylight and large plate glass windows

at each end. The Gothic effect was heightened by the fact that neither the gallery nor any of the rooms on the upper floor had ceilings - the roof being left open and the roof timbers wrought and decorated beneath glass. In the basement was the kitchen, still-room (cool larder) and stores.

Surrounding this incredible mansion lay an immense garden, wire-netted to keep out the rabbits. Winding walks threaded through the thickets and shrubberies where kangaroos and wallabies dozed in the greenery.



Entrance Gates to THE WARREN & The Lodge



Art Gallery at The WARREN 1870

Built into the massive surrounding stone wall of the estate was the Lodge, a castellated room beside the main entrance gates. It was intermittently used by students from the nearby Camden College. There were also a number of workers' cottages scattered throughout the grounds, and it is rumoured that there was an underground passage to the Cook's River one mile away. The tunnel is reported to have once been used by some enterprising robbers to enter the house and steal some silver. On the riverfront were the Turkish baths and the bathing sheds. In the rock by the river he had his private cemetery laid out. The Macpelah (burial vaults) were hewn into the rocks overlooking the river, where he and some of his more intimate friends proposed to rest after the cares and anxieties of this life were over. Thomas Holt had intended to live out his days here in The Warren, as he would have been nearing his 60th year when it was built.

In 1871 Thomas Holt lent his friend, Sir Henry Parkes, several of his alpacas to run on his Georges River estate at Landsdowne Bridge.

Frederick, despite his hearing deficiency, was well educated in all aspects of business life. He was also his father's partner and private secretary. Planning for his retirement, Thomas wished to set his sons up with holdings of great future prospects. Each son was allotted an estate. To Frederick was Salsbury Plains in Queensland (1000 square miles), to Arthur, Arthursleigh on the Wollondilly (40,000 acres), Liverpool, numerous properties in and around Sydney city, and to Alfred, the Sutherland Estate (13,000 acres). He commissioned a sandstone manor to be erected on the Sutherland Estate. Holt had consolidated these holdings by buying up remaining land and obtaining grants. By 1868 Thomas Holt had title to most of the Hundreds of Woronora - 13,000 acres of land and two bays, Gwawley Bay and Weeney Bay, south of the Georges River. There was an estimated 8000 acres of first class soil, 3000 acres of middling quality and 1000 acres of very poor land. The good land was used chiefly as a fattening station for cattle.

From the time Holt took up residence in The Warren, he had a man employed permanently to collect oysterlings from the rivers and bays to lay down in Gwawley Bay in his claires.

Early in 1879, Mrs Sophie Holt and her daughters again left Australia to visit relatives in Europe and England. Later that year Thomas decided to join them in England and sell The Warren to the Government. Sir Henry Parkes was interested in it for use as a Governor's residence. Richardson and Wrench, Holt's agents, provided the necessary details and descriptions to Parkes. Holt invited the Ministers to the Estate for "a picnic on the banks of the Cook's River if a nice day or lunch in the house if wet". The sale to the Government never eventuated, but it was sold to the Excelsior Building Society, which in turn sub-divided the estate and sold it. The mansion and about twelve acres of land went to the Roman Catholic Church and became a Convent for French Carmelite Nuns in 1886. Later the nuns moved to other quarters leaving The Warren in the hands of caretakers who could not prevent vandalism. During World War One it was used as an Artillery Training Camp and ammunition dump, and in 1919 was resumed and demolished by the State Housing Commission. There is no trace left today of this magnificent home!

SUTHERLAND HOUSE

Work began in the mid 1870s and was completed in 1881. It housed the culmination of a lifetime of Thomas Holt's irrepressible urge to collect rare books and artworks. Home to Frederick Holt and his family until

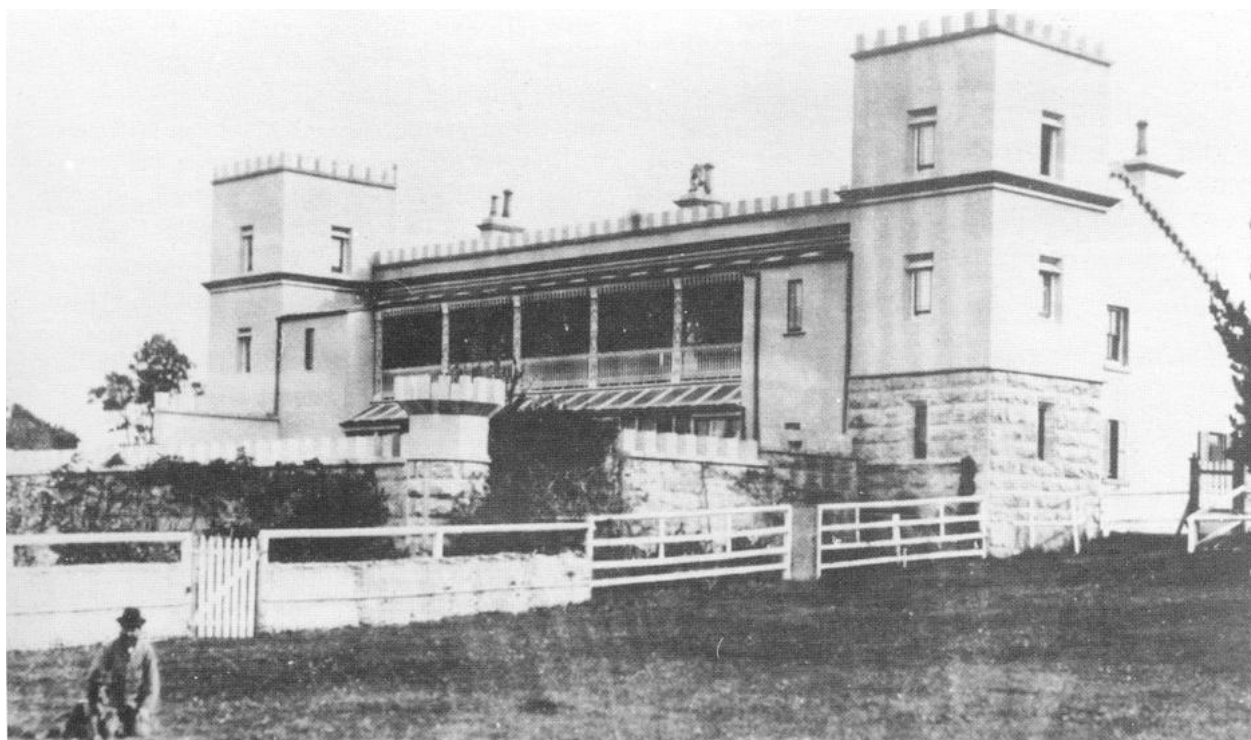
1897, leased to Mrs Hamilton in 1894 when it became Sylvania Sanatorium. In 1908 was passed in at auction then it was run by Mrs Crossley and her son Herbert as a guest house. In 1911 considered for use as the Naval College, then in 1915 sold to Mr Hillman who installed a caretaker, Mr Griffiths. On 17th December, 1918, was gutted by fire then demolished.

A lifetime of grandeur has been lost forever!

When Mrs Sophie Holt and her girls left Australia in 1879 it was their intention to stay abroad for some time. When The Warren was sold up in 1880 Thomas transferred its valuable contents into Sutherland House.

Thomas Holt was seventy two years old when Sutherland House was completed. The building was carried out by the contracting firm of Thomas Gwathorpe Smithson, whose family also manufactured snuff and tobacco for the Sydney market and ran the Smithson Wine Bar in Sydney for 45 years. The actual construction of the House and landscaping took over five years under the watchful eyes of Mr Justice who had been re-located from Kurnell to the stone dwelling built by Connell on Horse Rock Point.

Thomas Holt envisioned a Lord of the Manor life for his son. The house paddock was of 33 acres, the surrounding district was divided into 500 acre lots to be leased by farmers to work for him. The project was doomed to failure from the onset. He was unable to acquire the co-operation of the smaller independent farmers who refused to accept this leased tenancy. The lord of the manor was completely out of character with the hard working Australian farmer, many of whom had left their old countries to escape this system. They were not prepared to take such a regressive step.



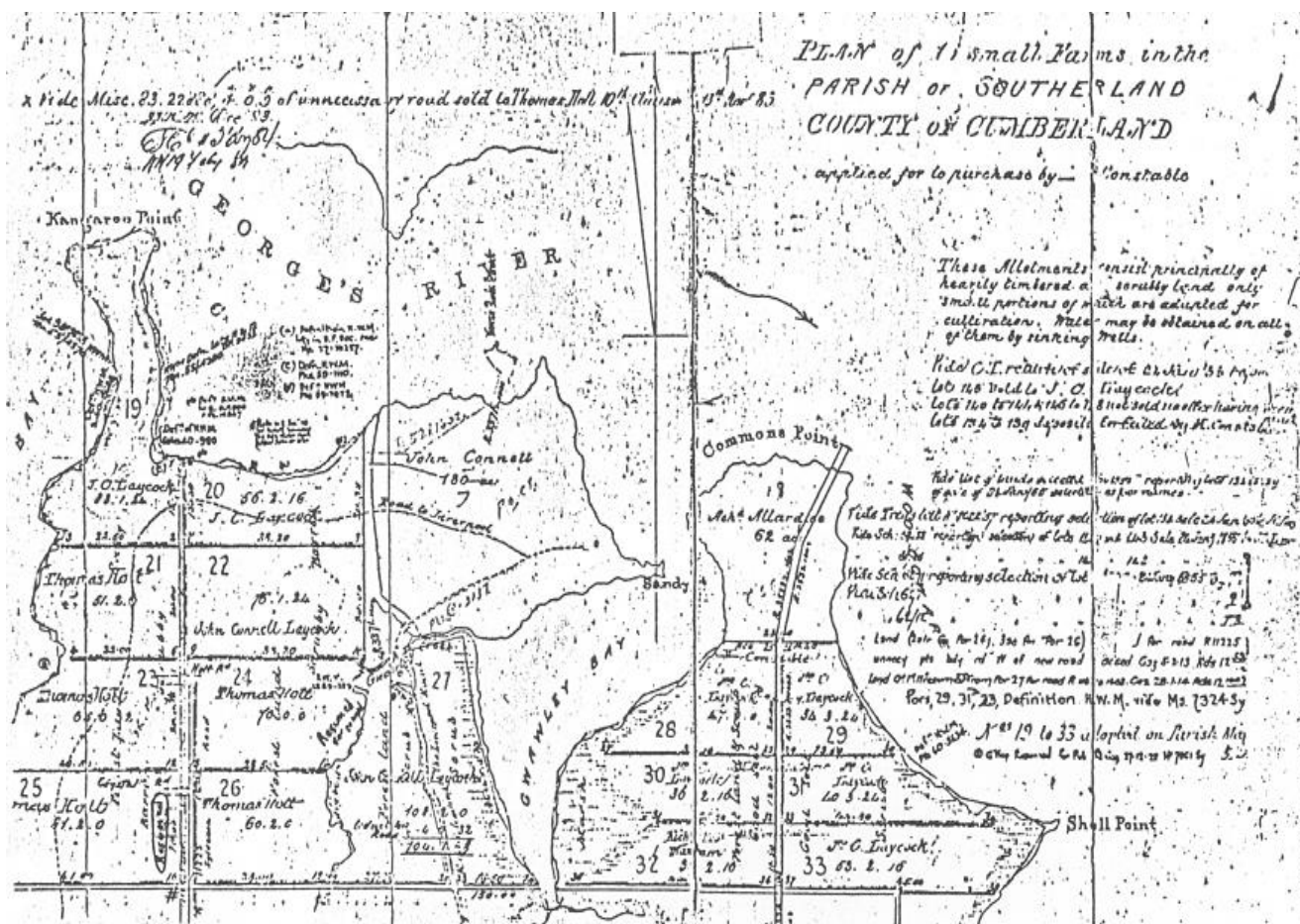
Sutherland House 1900, Frederick Holt in foreground Sutherland Library

Nevertheless Sutherland House was truly a magnificent structure. To the east of Horse Rock Point, along a sandy beach separated from Shag Point by yet another sandy beach lies a point modestly named Holt Point, also known as Sandy Point. It lies about one and a half kilometres east of the Tom Ugly's Bridge, on the southern side of the Georges River at Sylvania. It was here, facing Gwawley Bay, near his bridge across its mouth to Cummins Point, Holt built the lavish mansion. Being a man of civic mind, Holt employed the unemployed, the down and out, (including the occasional runaway sailor and escapee), and was assisted in the heavy stonework by convicts, Chinese and Aborigines. Work commenced in the mid 1870s. Huge sandstone blocks were hewn on the estate and brought by bullock dray and river barge to the building site. Using Chinese labour he cleared the land, ringbarked unwanted trees, then planted buffalo grass which he had personally imported from America, all over the property to provide a lush and nourishing pasture. Holt established a chain of waterholes from one end of the estate to the other. Exterminators were employed to eliminate the dingo and native cat with strychnine. The buffalo grass settled in well, the runners soon dominating the native turf. He then introduced sheep and cattle from his northern holdings to graze amongst

In 1879, before his wife's departure, Thomas leased the Sutherland Estate to his son Alfred, and also sold him the sheep, cattle, squirrels, alpacas and llamas which were on the Sylvania property. This contract was terminated by mutual consent. Thomas Holt then leased to the Holt-Sutherland Land Company 12,000 acres; reserving 700 acres, Sutherland House, and his two bays for Frederick. Thomas lived with Frederick and his family at Sylvania until he left Sydney on 23rd September, 1881, on board the P&O Steamship *CATHAY*. In 1882 the Holt family and entourage travelled on the European Continent visiting family, renewing old acquaintances and seeing their old territories. Thomas became ill in Austria in 1883, and his health progressively deteriorated. He did visit to Australia once more, in 1887, when he had a very happy reunion with his sons.

Thomas Holt made his will six months before his death. It contained over twenty pages of highly technical jargon and codicils. In this will, which was disputed several times, he disposed of all his property in Australia, England and on the Continent to his widow and children and their descendents, allowing a generous allowance to Miss Dodds, Mrs Sophie Holt's companion and housekeeper, and to his friends. Thomas Holt passed away on 5th September, 1888, in England.

Map showing farms in Sylvania area 1878



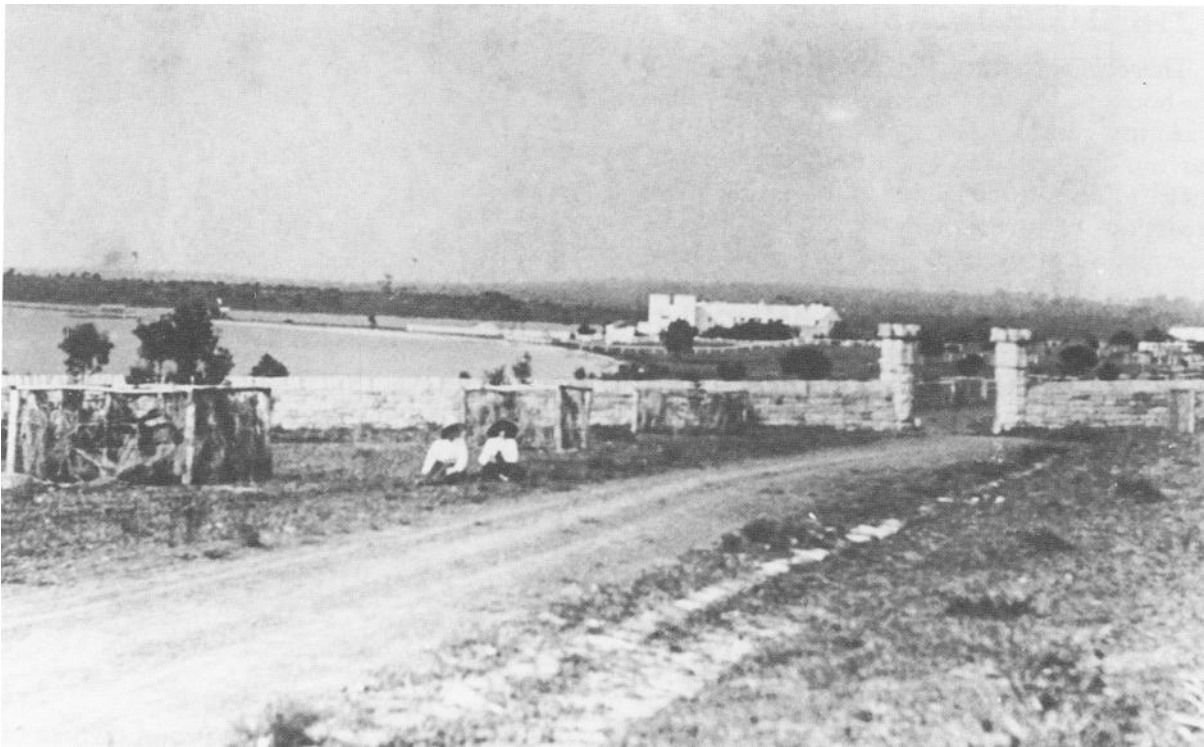


Reflections of Sutherland House over the Georges River 1910 - Sidney Bartlett

THE MANSION ITSELF

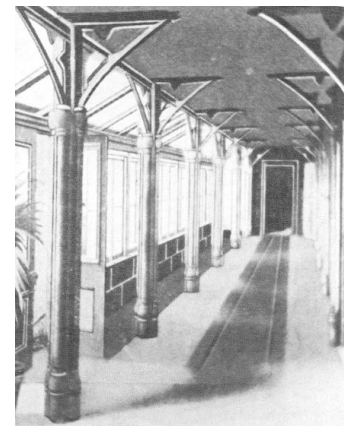
Sutherland House was a massive castellated fortification built of sandstone. It contained 39 bedrooms, 2 kitchens, sitting rooms, conveniences and other facilities, with "no fewer than sixteen bedrooms off one corridor alone, most of the sixteen opening onto the balcony which overlooks the bay. Not a scrap like the rooms found at most health resorts are these bedrooms. Every one of them is large, roomy, well ventilated and worthy of a place in the most select of Sydney's hotels. The dining room measures 36 feet by 27 feet, and opens out onto the (glass walled) conservatory which in its turn gives access to the beautiful well kept garden, and commands views of the Georges River and Botany Bay, almost from La Perouse to Tom Ugly's Point. There are maids' rooms, men's rooms, two kitchens, gentlemen's and ladies bathrooms and lavatories, carpenter, smith and painters shops, and a most wonderfully arranged motor garage, stabling, cow bails and fowl houses. A never ending supply of the purest spring water is raised per medium of the windmill ... and a beautiful swimming bath (120 feet by 30 feet) and boat houses are within the grounds. An abundance of fresh fish and oysters may be secured each day." (quoted from the auctioneer booklet printed for the sale of Sutherland House on Easter Monday, 20th April, 1908).

According to verbal reports, Sutherland House was lined from floor to ceiling with paintings and valuable works of art by the old masters from all over the world and by Australia's finest artists. The stately ballroom appeared to have been transplanted straight from a royal palace, marble figurines, stained glass lead-light windows; handsome tiles interspersed with gold leaf provided thaumaturgic parquet. Hand carved timber panelling encompassing the walls; chandeliers were suspended like stalactites from awe inspiring ceilings. Tapestries secured at the Paris Exposition anodized the walls, antique silver and opulent artefacts adorned every nook and cranny. The elaborate decor of the Reception Room provided the audience, be they Royalty, intimate friends or the casual visitor, with but a tantalizing wisp of the coffered displays. The two hotel style kitchens supplied by an enormous pantry provided sustenance to the frequent large numbers of guests. The bedrooms were individually decorated in lavish style. Thomas and Frederick wished to encourage Australian artists, in whom they had great faith, and they bought many of their works and hung them throughout the mansion. The library, in which the early church services were held, housed thousands of books many of which were rare volumes. The organ room, in the north east corner of the House, was compact and designed for the resonance of the ornate hand carved organ played by Mrs Holt, which was imported by Thomas in the 1850s for his Sophie.



Clara and Mysie Rice at entrance gates to Sutherland House 1882

Ancient and contemporary statues of jade, onyx, marble and bronze the manicured gardens. The water's edge was reclaimed with blocks forming a massive wall against the tides. One boatshed on Point housed the oil-burning launch, another nearer the swimming stored the sailing boats, and in yet another were the row-boats.

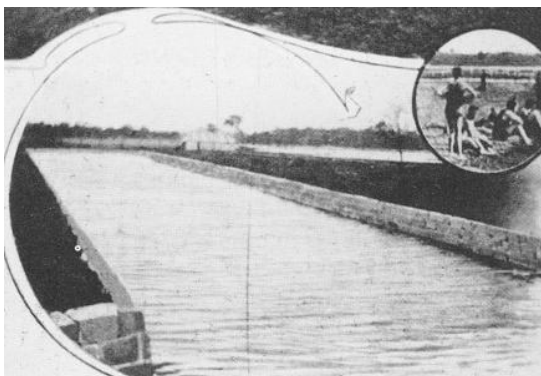


nestled in sandstone Holt baths

THE IMMEDIATE SURROUNDS

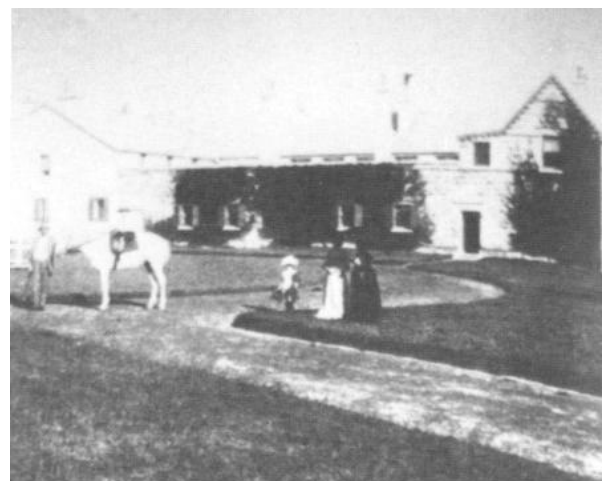
There were five cottages spaced throughout the house paddock, all built of stone. The Lodge was just inside the main gates of the surrounding wall, and was used by the Holts on their tours of inspection during the construction of the homestead. Then on its completion, it was occupied by Mr John Sedman, (the landscape gardener from 1883 to 1893) his wife and five children.

Rear view of Sutherland House 1890c



Swimming baths in grounds of Sutherland House 1908

*Stables
Sutherland House,
this was originally
the stone cottage
built by John
Connell on Sandy
Point*



In later years The Lodge served as the chapel for church services when the congregation had outgrown the organ room and the library inside the main building. A central partition within The Lodge was taken down to render two large rooms into one. The second dwelling was the home of Mr Banks and his family, the third was occupied by the Ellis family, the fourth was home to William Stewart, the coachman, and the fifth housed the stockman and his family. Miss Birch, Mrs Frederick Holt's lady companion, lived inside Sutherland House with the Holt family. She was the governess to the children Thomas, Frederick, Lucy and Ruth. Mary Anne Moore-Bently also lived in Sutherland House, being kept very busy in her duties as housekeeper. All of the families living and working on the estate were supplied daily with fresh milk, eggs, butter and vegetables by Mr Holt. At Christmas time a lovely gift was given to each member of these families from the Holt Christmas tree, in addition to a family Christmas parcel.

When Sutherland House was completed there were only two shops in Sylvania. Mrs Honoria Rice ran the grocery, Post Office and paper shop beside the punt approach and Mrs Small the fruit shop on the western side of the main road. The grocer (Mrs Rice), the fruiter (Mrs Small), the butcher and baker from Kogarah, made daily visits to the Holt's door.

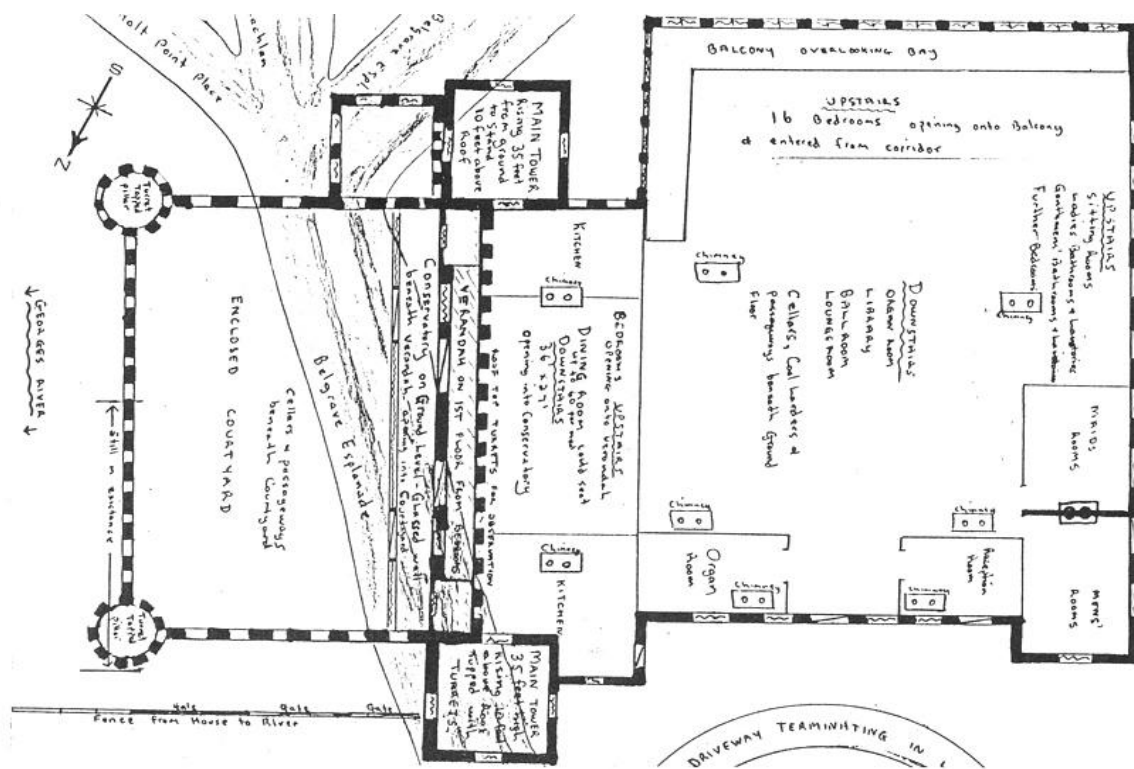
Frederick's boys were the proud owners of Shetland ponies which they rode along the water's edge.

To the west of the boatshed and baths and to the south of the house was the garage and stables, cow bails and fowl houses. Set into the stone wall and guarding the main entrance gates were two ten-foot tall cylindrical turret topped pillars towering above the sweeping driveway curving through the manicured lawns meandering its way to the door. The grounds were planted with Brussels' carpet from Sophie's native Germany, and buffalo grass from America. The house paddock was dotted with palms, pines and exotic trees; shrubs and flowers decorated the gentle slopes. Squirrels and deer, llamas and alpacas romped in their landscaped surroundings.

*Floor plan
Sutherland House
drawn from
photographs,*



*written and verbal
descriptions.*



Article kindly submitted by Daphne Salt.

This advertisement was placed by Thomas Holt, "The Warren", Tempe.

RABBIT STEALING

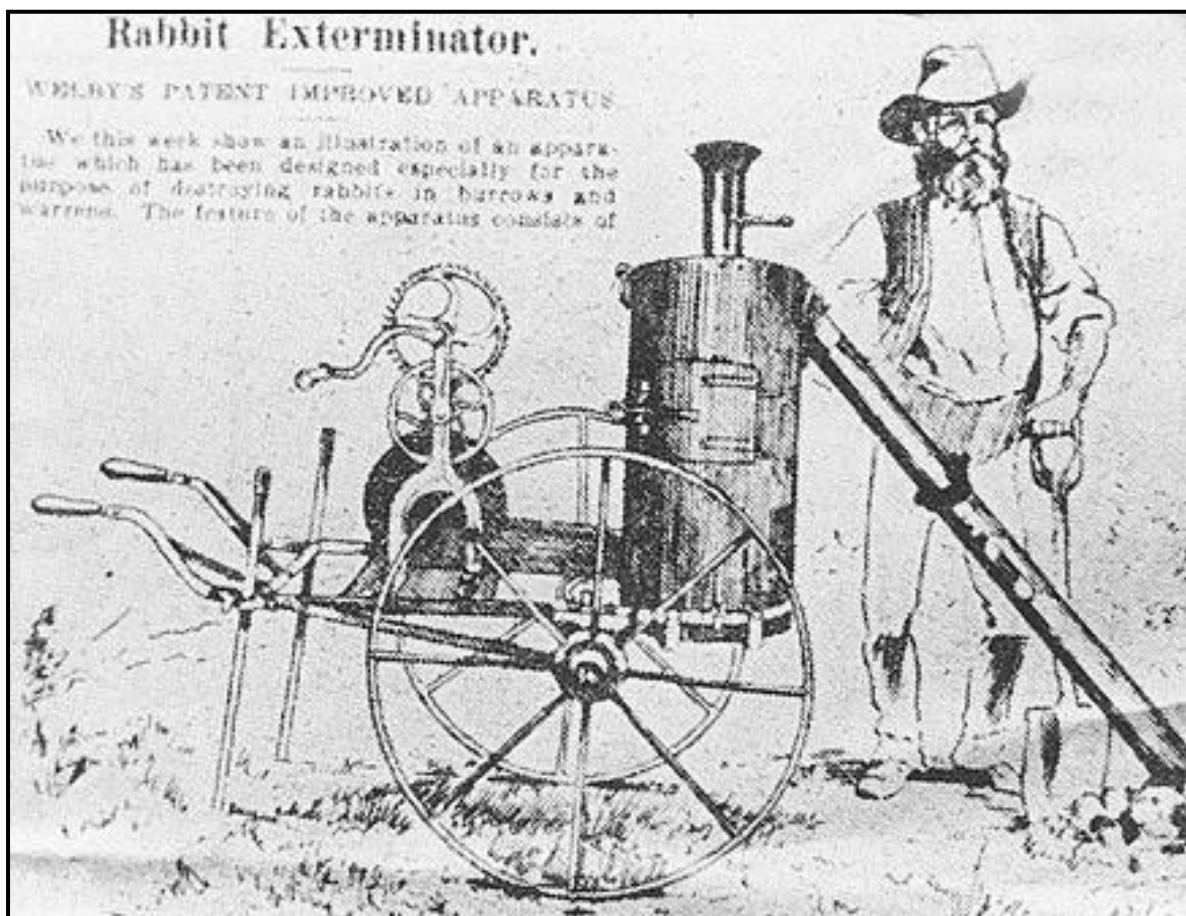
"Rabbit Stealing: £5 Reward – Whereas it has come to the knowledge of the undersigned that certain people are in the habit, on moonlight nights and early in the mornings, of shooting rabbits on his property, at the Cook's River, a reward of £5 is hereby offered for such evidence as will lead to the conviction of each person offending.

As a caution, the undersigned thinks it right to mention that he is creditably informed that individuals, who ought to know better, have been seen in a boat on the Cook's River, with guns and trained dogs, and that he is determined to spare neither trouble nor expense in arresting such parties if the practice is repeated.

The rabbits have been imported and taken care of at great cost, and if the experiment of establishing a rabbit warren be not wilfully and maliciously ruined in its infancy by thoughtless and unprincipled individuals, it will prove in a few years a source of amusement, and, if successful, may perhaps induce others to do the same.

It is, therefore, earnestly hoped that all who wish to see useful and interesting experiments of this kind fairly tried in the colony, will assist in preventing its wanton destruction."

The 'Rabbit Exterminator' was introduced when rabbits reached plague proportions. The fine print reads: "Welby's Patent Improved Apparatus. We, this week, show an illustration of an apparatus which has been designed especially for the purpose of destroying rabbits in burrows and warrens."



Thomas Holt: a brief biography

Born 14/11/1811 at Horbury, Yorkshire, England. Died 15/9/1888 at Bexley, Kent.

Entered father's wool buying business and had a successful career. Married Johanna Maria Charlotte (Sophie) Eulert in Berlin in 1841. Immigrated to Australia in 1842. An active Congregationalist and supported the Salvation Army. Successful wool buyer, property investor, farmer and director of gold mining, insurance and railway companies.

Acquired pastoral interest with others totalling 3 million acres in NSW and Queensland.

Member of NSW Legislative Assembly 1856 – 1864.

Colonial Treasurer 1856

Life appointment to NSW Legislative Council 1868 – 1883.

Member of Council of Education 1873 – 76, founder of Royal Prince Alfred Hospital. Joined Commission of Fisheries in 1880, Vice President of Agricultural Society of NSW, member of Royal Society of NSW. Commissioner for exhibitions at Philadelphia 1876, Paris 1878, Amsterdam 1883.

David Kirkby

David Kirkby was Shire Clerk from 1929 to 1963. With the impending bi-centennial of Cook's landing at Botany Bay in April 1770, The Sutherland Shire Council undertook to mark the occasion with the publication of a book. David Kirkby was given the task of compiling a definitive history of the Shire Council in its first 50 years. The 'Kirkby manuscript' was a highly detailed account of this era. For publication, the document was considerably reduced in content.



"From Sails to Atoms: first fifty years of Sutherland Shire 1906 to 1956" was published in 1970. Along with Frank Cridland's seminal book: "Port Hacking, Cronulla and Sutherland Shire" (1924), it remains one of the most definitive accounts of the Shire's history.

He was one of the original organising founders of the Sutherland Shire Historical Society and remained a Vice President until his death on the 31st July 1970.

David Kirkby and his wife Helen at a Sutherland Shire Historical Society excursion to Fort Denison on the 14.12.1969.

Book Review

Bruce Poulson, Recherche Bay: A Short History, Published by the Management Committee of the Southport Community Centre, Main Road, Southport, 7109, second edition 2005, pp. 83, illustrations bibliography, maps, ISBN 09757950-6, paperback, \$24.95.

Bob Brown, Tasmania's Recherche Bay, Published by Green Institute, GPO Box 927, Hobart, Tasmania, 7001, 2005, pp. 56, illustrations, maps, ISBN 0 646 44899 4, paperback, \$17.95.

Recherche Bay in Tasmania has a rich French heritage because of its discovery by Admiral Bruny d'Entrecasteaux's expedition in 1792. Indeed two chapters of Bruce Poulson's book are devoted to this early French history. D'Entrecasteaux returned to Recherche Bay in 1793. His contact with the local Aboriginal people was positive and joyous. The bay also has an important place in the story of Australian science. D'Entrecasteaux's geophysicists established an observatory and undertook pioneering experiments that helped to prove for the first time that the earth's magnetic field intensifies north and south of the equator. The naturalists of the expedition also gathered many thousands of specimens. Indeed the botanist Labillardière's collections provided the basis for the first general flora of Australia: the *Novae Hollandiae plantarum specimen*.

Recently, the discovery of the presumed location of Félix Delahaye's vegetable garden on the bay has captured the public imagination. Recherche Bay is also where 22 year old Jacques-Laurent Boucher, a gunner from the expedition, was buried in February 1793. He was the first European to be laid to rest in Tasmanian soil. Bruce Poulson devotes one chapter of his book to yet another member of the expedition: 'Louis' Girardin who was actually a woman: Marie Louise Victoire Girardin. Although her true gender was soon suspected by her crewmates, Marie Louise maintained her assumed identity with dogged determination. With operatic dash, she was even slashed on the arm in a duel with an impertinent assistant pilot whom she had challenged. There is, of course, much more to the history of Recherche Bay than its early French visits. Later chapters in Poulson's book deal with the mutiny on the *Cyprus*, settlement, whaling, fishing, coal mining and nineteenth and early twentieth century timber cutting. Tragically, Recherche Bay is now threatened with renewed logging.

The final chapters of Bruce Poulson's book reflect on the logging issue and the search for Delahaye's historic garden site. Poulson is a former history teacher, retired principal of Elizabeth College and a former Fulbright Scholar. His book is steeped in local knowledge and personal experience.

Bob Brown's book is an impassioned essay on the threatened north-east peninsula of Recherche Bay. It contains many splendid photographs of the area, mainly by Senator Brown himself, but also by Toby Smith, Tom Baxter, Geoffrey Lea and Heather Kirkpatrick. These photos will leave little doubt in the minds of those that have not actually visited the peninsula themselves, that it is worthy of protection. Aside from being an impressive photo essay, Senator Brown's book also contains numerous extracts from the account and atlas of the naturalist Jacques-Julien Houtou de Labillardière. It not only provides an engaging record of the peninsula's environmental and heritage struggle to date, it also offers readers suggestions for further action.