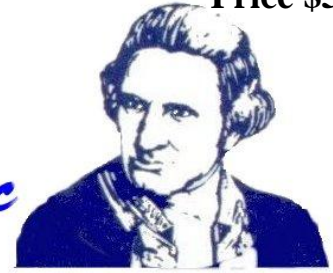


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*Sutherland Shire
Historical Society Inc*
Bulletin



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**An Edwardian cottage - The Esplanade, Cronulla.
Memories of a gentler time.**

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The cover – The Esplanade, Cronulla-one of only a few survivors of the holiday house period at Cronulla at the turn of the Twentieth Century.

The Museum is open on the first Saturday of the month from 10 am to 3 pm and at other times by arrangement with Jim Cutbush, curator. He can be contacted on 9521 3721.

Donations of materials with a local provenance are welcome.

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.

SUTHERLAND SHIRE HISTORICAL SOCIETY BULLETIN

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Meetings of the Society

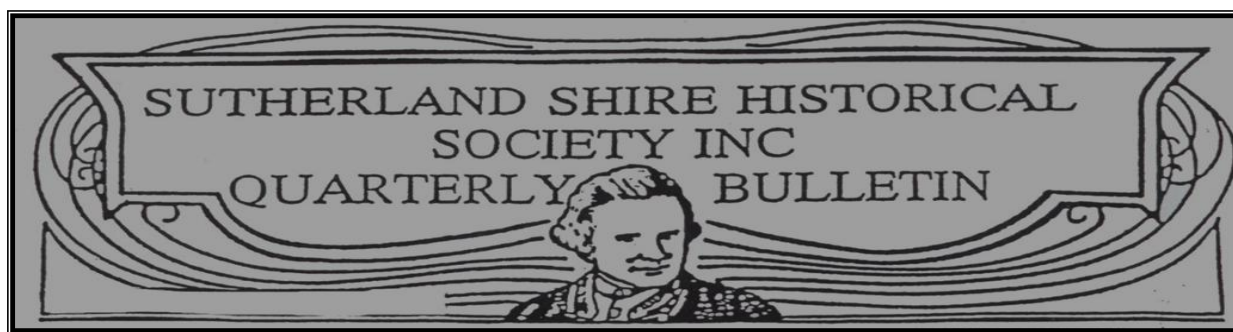
held on the third Saturday of each month at 1.30 pm at the Stapleton Centre, Stapleton Street, Sutherland.

Visitors are welcome.

All correspondence should be addressed to:

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

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PRESIDENT:	Andrew Platfoot	9542 3386	
DEPUTY PRESIDENT:	Terry McCosker	9542 1137	
PUBLIC OFFICER:	Angela Thomas	9528 6251	
VICE PRESIDENTS:	David Overett,	9524 8721	
	Bruce Watt	9523 5294	
SECRETARY:	Angela Thomas	9528 6251	
	email: a.badger@optusnet.com.au		
	P.O. Box 389, Sutherland, NSW, 1499 -		
ASSISTANT SECRETARY:	Elizabeth Craig		
TREASURER:	Anna Estephan	9525 6441	
RESEARCH OFFICER & ARCHIVIST:	Merle Kavanagh	9521 1043	
BULLETIN EDITOR:	Bruce Watt	9523 5294	fax 9527 5294
	watto51@optusnet.com.au		
MUSEUM CURATOR:	Jim Cutbush	9521 3721	
MUSEUM COMMITTEE:	Terry McCosker, Angela Thomas, John Risebrow, David Overett, Maurie Beaven, Merle Kavanagh, Norma Jean Taylor		
EXCURSION OFFICER:	Terry McCosker	9542 1137	
BOOKING CLERK:	Pat Hannan	9528 8294	
PUBLICITY OFFICER:	David Overett		
PATRON:	Clr Phil Blight, Mayor of Sutherland Shire		
BOOK REVIEW EDITOR:	Bob Osborne	9525 2929	
	Email: bvosborne@bigpond.com		
OTHER COMMITTEE MEMBERS:	John Risebrow, Pauline Curby, Mary Small		
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President's Report

Welcome to the first 2011 issue of the Sutherland Shire Historical Society, Inc Bulletin. I have been a little slow in writing this report (much to our Editor's dismay), but there are some good things I would like to share with Society members and friends.

Our January meeting, which is traditionally a member's *Show and Tell* meeting was replaced this year with a garden party in Nola Watt's home. Nola is a member and strong supporter of the Society and her offer to make her marvellous garden available was greatly appreciated. I also want to thank Angela Thomas, our tireless Secretary, for her talk based on some of her books and the various members who helped set up and then clean up after the event. We also had on display one of our new, very expensive, but very useful portable display boards. In the past we have had to rely on others to provide a display stand for our photographs. We now have two of these boards. One was donated by a member, and I wish to thank that member, and with the support of a Museums and Galleries grant, we have purchased a second display unit. These new display boards were put to good use at the Australia Day exhibition in Cronulla and the Tramway festival in late February. My special thanks go to Jim Cutbush and his team of volunteers who helped set up and then staff the two displays.

The January garden party saw a number of visitors come to the event. Obviously they enjoyed the afternoon as most came to the February meeting giving rise to a vibrant and successful get-together. I can only say things are looking up in the area of meeting attendance.

In January we had a meeting with the Council to discuss the plans the Society has to effectively and efficiently market itself to the community. We explained to Council that we wish to increase our relevance to a broader spectrum of people, by expanding our presence on the Internet, developing our museum and continuing to present stimulating talks covering a wide range of topics in an

environment that encourages and develops fellowship, friendship and learning. We have agreed to work more closely with the Council Tourism section to support other Shire business and community group activities and in turn gain greater recognition and support for our Society.

We also took the opportunity to explain to Council the importance of an effective museum as part of our strategy and some of the problems we face with the current premises. As a result of this meeting, Council have agreed to send a special maintenance team to the Museum to carry out some necessary maintenance and safety improvements.

During the meeting with Council we presented our Collection Policy, Business Plan and a draft copy of the revised Constitution. The Council asked for soft copies so they could distribute copies to relevant Council staff. We were well received by the Mayor and very senior Council managers and the Society is most appreciative of the support of our Patron, Mayor Phil Blight. We might struggle for better storage facilities and more museum space but we do gratefully acknowledge Council support. Copies of the documents given to Council will soon be available to read on our web site for those with Internet access. We will also make some printed copies available to members who do not have web access. The updated Constitution will be put to the next AGM for adoption.

At the February meeting, the Executive approved a proposal to help improve the use of our funds. For many years it has been Executive policy to build up our invested funds and to use the annual interest to supplement income. However recently when applying for grants, the issue of the Society seeking money when it has a large sum of money held in term deposits has started to become a matter of concern. To avoid criticism and to make better use of our funds, it has been decided to set aside sufficient money to cover two years operating costs and

to use the remaining money to fund projects that support the goals of the Society and if possible to derive a modest income from the funds employed. We will continue to seek grants from various bodies such as Museums and Galleries and our Council to assist in our project work. However, to avoid any suggestion that we are simply hoarding our money while seeking grants, we will seek grants to supplement our own funds in order to carry out various projects. This approach will give us greater flexibility as we do not necessarily have to wait for a grant to start a new project.

This year promises to be another exciting year for our Society and I want to encourage members and friends to be involved, to help where possible and to enjoy what is on offer.

Andrew Platfoot

FORTHCOMING MEETINGS

March	Scoundrels and Scalliwags Leonard Werman
April	Heritage Lunch 'When I was `Ten'
May	Sydney's Garden Palace Scandal, Lesley Muir
June	Clive Baker ... War books.
July	Angela Badger The Cruise of the Ophir, 1901.
August	David Overett...life of the woman who produced the Australian Womans cookbook
September	TBA
October	Mercy ships
November	Vic Grant, President, Matthew Flinders Society
December	TBA

presentation (details -9521-7265)

An Edwardian Summer Exhibition

Museum of Sydney

'Moombarah' is a house featured in the bulletin in 2007. For thirty odd years from 1903 it was owned by influential solicitor and amateur photographer, Arthur Wigram Allen. His prolific output of photographs was donated to the Mitchell Library and until recently, were only viewed by enthusiasts.

The exhibition, *An Edwardian Summer*, brings to life an exhibition of photographs, memorabilia, paintings, jewellery and furniture. An impressive book is also available at \$50.

The exhibition portrays an era sandwiched between Federation in 1901 and the start of World War 1 in 1914. It reveals a slower, more leisurely lifestyle of the well-to-do. Sydney exists on a smaller scale with much of the harbour side as yet undeveloped. There is none of the grittier scenes of poverty or crime that were also evident in the era. It is ultimately an exuberant, confident and intimate view of the social and economic life of a privileged family enjoying an exciting, joyous life as viewed by a doting father. It highlights the social and technological changes that swept away the Victorian era and ushered in the Twentieth Century. Intimate family scenes in relaxed poses are mingled with motoring, boating and harbour scenes and beach views. Many of the photographs feature Moombarah and Cronulla.

Highly recommended.

**Museum of Sydney until April 26th,
Corner Phillip and Bridge Streets, Sydney.
Until 26 April 9.30 – 5pm.**

\$10/concession \$5

Ph 9251 5988

Bruce Watt

From The Editor's Desk

Welcome to 2011 and the 45th continuous year of publication for the Society. My thanks go to our contributors for the high quality of our publication. In a recent meeting that Society executive members held with the Mayor, Phil Blight and the General Manager, John Raynor, the consistently high standard of content and presentation of the Bulletin was noted.

In this edition we complete the Walker report on the Holt Sutherland estate for 1868. One can imagine the 'Shire' in its almost untouched state at that time. I hope that you have checked out your little patch and compared what it was with how it is today.

Part 2 of Early Commercial Boatsheds continues to look at this important industrial heritage aspect of the Shire.

'Meet the Executive' has been a successful segment for some time now. In the last of these, Mary Small outlines her life experiences. In future we will need to spread our coverage to our members. If you would like to have a brief biography published and included in MEET THE MEMBERS, forward a copy to me. Looking back at the examples over the last couple of years will provide an idea of what is a suitable style.

The interview with Les Johnson was undertaken as part of an oral history project by Historical Society member and professional historian, Paulene Curby.

Congratulations to our new member, Greg Jackson, who has contributed two articles to this Bulletin. It's good to 'increase the gene

pool' with new writers and I encourage others to take up the challenge.

In a short space of time this year we have witnessed many natural disasters and tragedies. Australians have always responded generously at such times. People donate to causes for many reasons. It may be because they feel that their money will be put to good use or that it's a good cause. For others it may be tempered by the lure of a taxable deduction. Larger amounts may provide a legacy or memorial. At our last meeting, a suggestion was made that we approach our honorary solicitor to investigate ways that donations or bequests can be made to the Society. There will be more on this idea later.

As reported elsewhere, I would highly recommend the exhibition, '*An Edwardian Summer*' which is on at the Museum of Sydney until April 26th.

Finally, annual membership is from 1st July to 30th June. If you have not renewed as yet then you are unfinancial. Perhaps consider giving a membership as a present. Membership forms are on the last page.

Bruce Watt



MEET THE EXECUTIVE Mary Small



I was seven in September 1939 when the 2nd World War broke out and my brother, Paul, was three. We were both too young to appreciate what was about to happen. Our life, living in Plymouth in the West Country of England, was sheltered but Plymouth, being a strategic naval base quickly became one of Germany's main targets for destruction. When the air raid sirens wailed the approach of the bombers, the two of us, along with our parents, hurried downstairs to shelter in the safest hidey holes in the house, for Paul and me, in the cupboard under the stairs. Although our house escaped a direct hit, we did find shards of shrapnel in the garden.

Tentative plans were being made to send us to stay with relatives in Canada but not after the continual sinking of ships crossing the Atlantic by the German submarines. Instead we were evacuated to friends in the country where we attended a local school.

In 1943 my parents sent me to be educated at a convent school in Sussex which meant, for each term, a steam ride to Paddington station in London to be accompanied by my London based aunt Philomena to Victoria station in order to join the school train to Mayfield. If my aunt, a school teacher, couldn't meet the train, then a member of 'Universal Aunts' would collect me. For this to happen successfully I had to wear a large luggage label on my coat inscribed with the letters UA for detection purposes!

The school lay directly under the flight path of the Nazi's flying bombs which from time to time racketed overhead en route for yet more destruction on London. On occasions, Spitfires would fly close enough to the bomber to try and tip its wings and cause it to plunge into the countryside. I loved school and the expectation of holidays back home, particularly during the summer when we

stayed in North Cornwall and spent all day on the beaches or walking along the picturesque cliffs.

I remember a very special occasion when we went from school to London to stand with the crowds outside Westminster Abbey to see the newly married Princess Elizabeth and her husband, Prince Philip. We also had the opportunity to see tennis at Wimbledon.

I left school in 1949 and spent the best part of nine months in Fribourg, Switzerland, supposedly to learn French at the University but having a great time learning to ski (never further than nursery slopes!) and visiting Rome, Florence and Venice.

Between 1951 and 1954 I lived in London training to be a Speech Therapist at the Central School of Speech and Drama located in the Royal Albert Hall. Judi Dench was probably training to be the star that she is today in the Drama School. I was fortunate to be in London at the time of King George VI's death ; to join the long queues for his memorial lying in state; then his funeral; the sadness later erupting with the memorable and joyous coronation of Queen Elizabeth.

Qualifying in 1954, I returned home to Plymouth and for three years worked as a speech therapist with the School Health Department. I bought a Vespa scooter and spent all possible free time buzzing out to the fringes of Dartmoor to go riding. I also helped sail a ketch across the English Channel to Brittany. The Spirit of Adventure was firmly locked in!

In August 1954, along with two Plymouth friends, we sailed aboard the 'Rangitoto' to New Zealand via the Panama Canal for a two year working holiday. In Christchurch we bought 'Vera', an elderly Vauxhall car with our meagre savings that carried us, without too much trouble, first for a year in the South Island and the second year in the North Island. Factory jobs, then various fruit picking employment allowed us to save for an occasional expensive treat, the visit to see the Franz Joseph Glacier resulting in my eventually migrating as a 'Ten Pound Pom'

to Australia. On reaching the Franz Joseph camping ground after a long and hazardous road, it started to rain and continued to pelt down for three days. Having come so far we decided to stay until the weather cleared, and by this time, two Australian sisters had arrived for the same reason. We made good friends with Helen and Beth Oliver who were also on a working holiday from Melbourne.

Returning to Plymouth in 1959 via Ceylon and Suez, I spent another three years back home in my original speech therapy job, this time with a Lambretta scooter with a specially built dog box on the pillion, so that my mother's dog 'Shandy' could travel out to the moors with me while I went horse riding. During this time, the two Australians from Melbourne had come to England with their parents for a European holiday. Beth decided to stay and came to work, nursing in Plymouth. Plans were now afoot for me to apply to migrate to Australia, particularly as I would have the company of Beth returning home. We sailed from Tilbury in August 1962 via the Suez Canal to arrive a month later in Melbourne. Beth continued nursing and I found employment as a speech therapist at the Children's Hospital. Plans were afoot again for the two of us to travel around Australia in Beth's VW 'beetle' car which we did, leaving Melbourne in June and arriving in Perth three months later. We had lay back seats fitted in the car and mesh screens for the windows at night so were able to travel on a 'shoe string' without too many mishaps but plenty of rough roads through much of the northern region of Western Australia. We stayed in Perth for three years, Beth working for a GP and myself continuing speech therapy in the Princess Margaret Hospital for Sick Children. In late 1967 we returned by the mainly unsealed Nullabor to Melbourne to continue employment in our professions.

I met my husband Les while working in a one-off casual job as the shop keeper aboard HC Sleigh's cargo/passenger ship *George Anson*. Les was then the second engineer. We married in June 1971, were then based in my old home town of Plymouth for two

years during which time I was able to sail with him from time to time, being the Chief Engineer's wife. It sounds exotic but it's not, with usually no other women for company and nothing to do all day. But since the age of seven I had been trying to write stories and had been invited to partake in a course run by the American 'Famous Writer's School' with assignments to complete. Also I was completing my first published book-to-be for children (which eventually became a reality in 1976).

Les left the sea in 1974 and we moved to Launceston, Tasmania, where for six years he worked for Northern Woodchips. During this time, I became very involved with the emerging Riding for the Disabled Association, first as a secretary for the local committee, hands-on with the horses and riders, and later as the editor for the association's national journal, '*Riding Free*' which continued for thirteen years.

In 1980 we moved to Melbourne then, in late 1985 to Sydney and purchased a house in Sylvania. I was no longer working as a speech therapist but busied myself for most of the time with writing books for children and assisting once a week with Meals on Wheels. It was a small paragraph in the Leader newspaper that opened the new world of the University of the Third Age (U3A) and from then on, by attending the classes on offer that appealed to me, I now have numerous like-minded colleagues and wonderful friends.

Over the years I have had a number of published books for children to my credit. One of them, a crazy story entitled '*Tracey McBean's Stretching Machine*' was bought by Southern Star Entertainment and produced for television as ten minute serialized cartoons, all told running to 76 episodes. Tracey McBean is now an international star!

My decision to self publish '*Lennie's Ride*'; the story of Lennie Gwyther, a nine year old farmer's boy who rode his pony 600 miles from Leongatha in Victoria to Sydney to witness for himself the official opening of

the Sydney Harbour Bridge on the 19th March 1932, was the result of commercial publishers liking the story but bleating that history is difficult to sell to kids. I have proved them wrong. My book, 1000 copies published in mid 2010 continues to sell steadily and has recently been reprinted.

So, to date, this is my story and so amazing to remember that, while at school, I used to have impossible daydreams of perhaps sailing across the Atlantic aboard a liner such as Queen Mary and, after seeing Chips Rafferty in 'The Overlanders', the chance one day to visit Australia!

Sutherland Shire Historical Society

Excursions 2011

* MPC (Multi Purpose Centre)



1. **March** Saturday 26th
Yarrala Estate & Museum
Cost **\$20.00**
Includes bus and morning tea. BYO lunch
Departs **MPC * 9am.**

2. **May** Saturday 28th
Dangar Island
Cost **\$25.00**
Includes bus+ ferry+ guided tour. BYO morning tea and lunch OR buy lunch at store or Bowling Club.
Departs **MPC* 8.00am.**

3. **July** Friday 29th
Janet's British Royal Museum
Cost **\$29.00**
Includes bus, tour museum, morning tea & lunch at Bulli Workers Club.
Departs **MPC* 9am.**

4. **September** Saturday 24th
Motor Museum `at Kembla Grange
COST **\$30.00**
Includes bus, entry museum and lunch at Master Builders Club Wollongong.
Departs **MPC* 9am.**

5. **November** Saturday 26th
Experimental Farm Cottage & Parramatta Tour
Cost **\$20.00**
Includes bus, cottage entry & city tour. BYO morning tea and lunch.
Departs **MPC* 9am.**

Bookings Pat Hannan 9528 8294
patricia.hannan@bigpond.com

The Historical Society's January Garden Party



Nola Watt's Garden was looking its best when used for an open day in place of our normal January meeting. The President opened the meeting, welcoming all present and thanking Nola for making her beautiful garden available. The weather was kind and the members and visitors enjoyed the day. Over 60 attended to admire the gardens, front and back groomed to their peak, showing that diversity of events pays dividends.



In addition to the garden features, members presented a number of displays of interest to view including books for sale written by Angela who also sold the Society's tablemats showing views of National Park which are very attractive and exclusive to the Society.



The other displays depicted a collection of items to remind us of World War II in the district, a great selection of photos of early days from the Society's archives and a lovely display of unique paper weights. All added to the interest, and the plate including scones and nibbles provided with the admission was well received.



The day realised takings of over \$300 to add to the funds, which was worth the effort of putting up all the extra shade shelters. Another highlight was the addition of six new members who joined on the day.

The Excursion Officer detailed the outings for the ensuing year, and a number of bookings were made on the spot, so don't miss out.

Bob Osborne

The strange tale of the Schooner *Alligator*

Greg Jackson

Like many before me I have been interested in John Lucas' Woronora water mill built in 1825. My research saw me trolling through old newspaper articles now available on-line concerning John Lucas where I came across the following in the Sydney 'Monitor' 1st Sept 1826. This account concerns Lucas and his 1822 water mill, the Brisbane Mill on Harris Creek in the present day suburb of Holsworthy near Liverpool.



A schooner

The schooner Alligator arrived off the heads on Friday and having obtained permission to disembark her cargo at Lucas's Mill Georges River, preceded (sic) there accordingly and there unloaded. Sails, rigging and everything valuable were also all landed. Nothing remains in the river save the hull. In the mean time His Majesty's sloop of war Fly, was not idle. It is known that the Alligator is a good prize to of His Majesty's ships. A boat armed went off on Saturday, but the weather prevented its getting through Botany Bay heads. An armed party started on Sunday overland, but lost their way. A boat armed started on Monday. The result we shall perhaps learn before this number goes to press.

What intrigued me was the dramatic story, no less than 3 armed parties going off to arrest a merchant ship that had been given permission to disembark her cargo, presumably of wheat. So I did some further checking.

The following article appeared in the Sydney Gazette and NSW Advertiser on 30 August 1826, obviously a different variation of the same story.

A singular seizure has taken place by H.M.S. Fly, very recently. The alligator, a vessel that had been trading out of this port for several years past, belonging to Mr R Campbell, jun. and Mr Emmett, lately put into Botany Bay, with a cargo of wheat, &c from Launceston. This schooner being originally being a Portuguese built vessel, never had any regular papers, but merely a pass from the Colonial Government to sail within certain limits. The Alligator heard of the Fly's arrival by some chance or other, before she made the port and took shelter in Botany Bay. Application was made for permission, to the Naval Officer, to offload the cargo in Botany, at Mr Lord's Manufactory. The cargo was accordingly discharged....the vessel dismantled of every of stores and rigging....asnd the hull was left high and dry on the beach. In this foresaken and useless condition, the old Alligator, we hear, was discovered by the Lieutenant and boat's crew of the Fly, who went round to seize her. That she is a prizesuch as it is....there can be little doubt, if all be correct. However, to Mr Emmett there is every credit due sor sagacity in extricating as much of his property as circumstances would permit.

The *Alligator* was obviously a trading schooner. Searching for information in other newspapers of that period I came to the conclusion that there were two schooners called the *Alligator*. Both a "Government schooner Alligator" and a "coastal (or colonial) schooner Alligator" appear regularly in the Shipping Intelligence. The *Alligator* in this story was obviously the coastal schooner. This vessel displaced 198 tons¹, this made her half the displacement of the Endeavour replica at the National maritime Museum, a reasonably large ship. She is credited with overseas voyages to Calcutta², New Zealand³, Guam⁴ and Mauritius⁵. Unless the Georges River and Harris Creek were much broader and deeper than they are today, I doubt that the *Alligator* would get near Lucas' Mill. What could be going on!

A somewhat apologetic article appeared in the Sydney Gazette and NSW Advertiser on 2nd September 1826 which in the verbose journalese of the day explained the situation.

Our report last week, in reference to the Alligator, belonging to Messrs Campbell jun. and William Emmett, was not so correct as might have been wished but to misrepresentations. Journalists will always be exposed more or less if reports are only not suffered to go uncontradicted, so far from injury being sustained, the cause of truth attains a resplendency to which otherwise it might be a stranger. The Alligator was originally a Dutch vessel. The Governor at Java (Baron Von Capellon) gave her a register, at which time she belonged to a Mr Lindenham. From Java she came direct to this colony, in charge of a Mr Havel, who obtained a license from the Dutch government. This gentleman became involved, and a bottomry bond was given to Messrs Berry and Wollstonecraft. She then was sold, in a wretched condition, when high and dry in mud, to her present owners. However, as she was a foreign vessel, there was some difficulty started as to the existence of an Act of Parliament which was thought to render her liable to seizure as a prize. The owners applied to Sir Thomas Bandene, who referred the matter to the Attorney General, in order to ascertain whether a new register could be given to Messrs Campbell and Emmett. This the Attorney General deemed impossible, but suggested to His late Excellency the propriety of granting a pass to allow her to trade between the colonies and their dependencies at the same time affording an injunction to restrain parties from effecting any seizure that might perchance to be suggested. Upon the faith of this understanding on the part of the Colonial Government, the owners laid out, at least, upon their bargain, £1000. The pass and other papers were obtained - and the vessel has been cruising and sailing about for the last three years the same as any other Colonial schooner. Her late trip from Port Dalrymple was very long having taken up 88 days, and when she reached the heads the pumps were obliged to be kept at work. Mr Lucas of Liverpool, purchased the cargo of wheat before her arrival, and, as he wished that it might be taken up Georges River, application was made to the Naval Officer for a permit for that purpose, and she went round to Botany and thence up George's

River. The pilot however, not knowing the course he had to steer, ran her on a sand bank, where she continued safely moored, and it was found necessary to discharge her cargo in that unpleasant situation, though the crew had to wade through the ocean nearly up to their neck. In the mean time some busy body or other, having no business of their own, we presume to attend to, at none of great importance, gave information to the man-of-war that the Alligator was an illicit trader. An Officer and marines, well armed, were not in paying a visit on board, though she was, as all alligators like to be, nearly entombed in mud. The papers were examined - the register, the license, and the pass were exhibited - the Officer remarked (as we are given to understand) that the register was good, being a Dutch vessel, and further observed, that the pass had expired a few days, and therefore recommended that it should be renewed as soon as possible. This Naval worthy - people know what we mean - conducted himself like a gentleman, though all his men were armed - and after ascertaining that all was correct as possibly could be wished, under the circumstances that we have already stated, returned on board the Fly with his report to Captain Weatherall. Such as we are now told, by those who can have no interest in relating a falsehood, is the exact state of the case. The Alligator is still lying in the entrance of Georges's River, but we expect to witness her once more riding in Sydney Cove, or Darling Harbour, as soon as she can be extricated from the mud.

So the mix-up is blamed on "some busy body or other having no business of their own", not sloppy journalism.

The paper's explanation does not ring true. There is another possible explanation and for this I am indebted to Pauline Curby's excellent article in the Sutherland Shire's Historical Society Bulletin for pointing out the advantage that John Lucas enjoyed by landing his wheat at Botany Bay. The ports of Broken Bay, Botany Bay and Port Aiken (Hacking) did not have a customs presence until 1832 and in 1826 smuggling was common practice⁶. The customs duty on wheat was 1 shilling per

bushel and on flour 2 shillings and sixpence a hundredweight⁷ (a bushel of wheat is 60lb and a cwt 112 lb). By importing the *Alligator's* wheat through Botany Bay Lucas was presumably avoiding this duty thus giving his mills an edge over the 19 or so windmills operating in Sydney at the time⁸. This raid may have been executed to seize illegal grain rather than any problem with the ship's papers. The tip off to the authorities could have come from any one of the law abiding tax paying millers of Sydney who were doubtless incensed that Lucas was escaping duty. Unfortunately the newspaper article says nothing about the fate of the wheat; it could have been loaded onto small boats and shipped up the river to either Lucas' Woronora Mill or the Brisbane Mill at Holsworthy beyond the reach of the sloop of war *Fly*. Escaping excise is the only explanation for the existence of Lucas' mill on the Woronora River. This was a lonely isolated spot in 1825 with no local supply of wheat to grind and no road access. It is no coincidence that the mill closed when a customs presence appeared in Botany Bay and, even after Sir Thomas Mitchell's Illawarra road linked the mill to Sydney in 1843, repeated attempts to sell or lease this mill were unsuccessful⁹.

What was the fallout? Surprisingly little; John Lucas continued as a miller until 1828 when he was declared bankrupt¹⁰ following flood damage to his mill dam at Holsworthy and trouble building the Liverpool Court House. He recovered from bankruptcy to be a major landholder in the Burwood area. The 'Shipping Intelligence' columns detail the comings and goings of the coastal schooner *Alligator* for the next 12 years. In September 1843, the coastal schooner *Alligator* is reported ashore at Bulli¹¹ with two or three holes in her bottom; there is no further mention in the newspapers of the *Alligator*.

¹ S.M.H. Thu 11th May 1843

² Sydney Gazette and NSW Advertiser Fri 4th March 1814

³ Sydney Gazette and NSW Advertiser Sat 27th May 1826

⁴ Australian Chronicle Sat 19th Nov 1842

⁵ S.M.H. Thu 11 May 1843

⁶ D. Day Smugglers and Sailors: the Customs History of Australia 1788–1901. Canberra AGPS Press c. 1992 pp182-4

⁷ Morning Chronicle Sat 30th Dec 1843

⁸ <http://www.dictionaryofsydney.org/>

⁹ S.M.H. Sat 9th Nov 1844

¹⁰ Sydney Gazette and NSW Advertiser, Wed 17th Sept 1828

¹¹ S.M.H. Fri 1st Sept 1843

NATIONAL TRUST 2011 HERITAGE FESTIVAL

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An afternoon of friendly chat on the theme of
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1 pm on Saturday 16th April.

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Bookings essential from Pat 9528 8294 or
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The Road South to the Illawarra

Greg Jackson

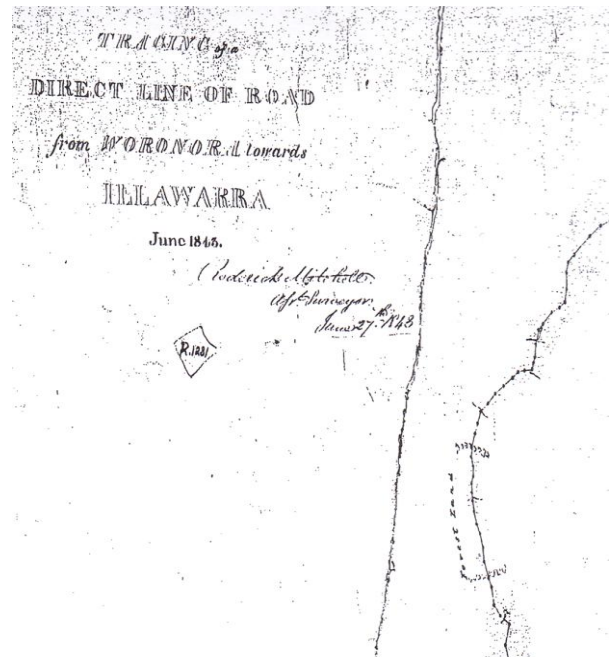
The first road south from Sydney through the Sutherland Shire to Wollongong was surveyed by Major Sir Thomas Mitchell in 1843 and this road is the last public works undertaken by convicts in NSW¹. The Illawarra road is a poor relation to the Great North Road (1826 to 1836) with none of the north's impressive culverts, drainage and convict camps. It was built by a small gang of 11 convicts under overseer O'Hara¹ compared to the 500 to 700 convicts working at any one time on the Great Northern Road. The Illawarra road was built at a time of the depression of the 1840's compared to the affluent, optimistic days of the Great Northern Roads. Despite the lack of resources initially committed to its construction, the Illawarra road proved far more important than the Great Northern Road with much of its line still in use.

The survey record of this road is unfortunately not complete. This road crossed the newly built dam on the Cooks River (circa 1839), the Georges River at Lugarno on a punt and the Woronora River via a causeway at the Pass of Sabugal (between Barden Ridge and Engadine).

This article covers Survey number SR5275², the section from Bottle Forest (Heathcote) south to Maddens Plains. Although this survey is attributed to Thomas Mitchell in 1843, it is also signed by Roderick Mitchell (his son) assistant surveyor in 1848 (see below). It is not clear exactly what Roderick did, he may have corrected the survey for any liberties that overseer O'Hara and his convict road builders took with Thomas' original survey.

There are only two place names mentioned on this survey: Mt Westmacott (south west of the present Waterfall railway station) that Mitchell obviously used for taking trigonometric sightings (his construction lines are evident); and a small area further south called enigmatically *Forest Land*, no clue is given to the nature of this *Forest Land*, the upper case in the spelling suggest that it may be a place name. It may be a station or homestead

developed in the period between Thomas' original survey of 1843 and Roderick's survey of 1848 or it may just be forest land. Below is a portion of survey SR5275 showing *Forest Land*'s location on the road south.

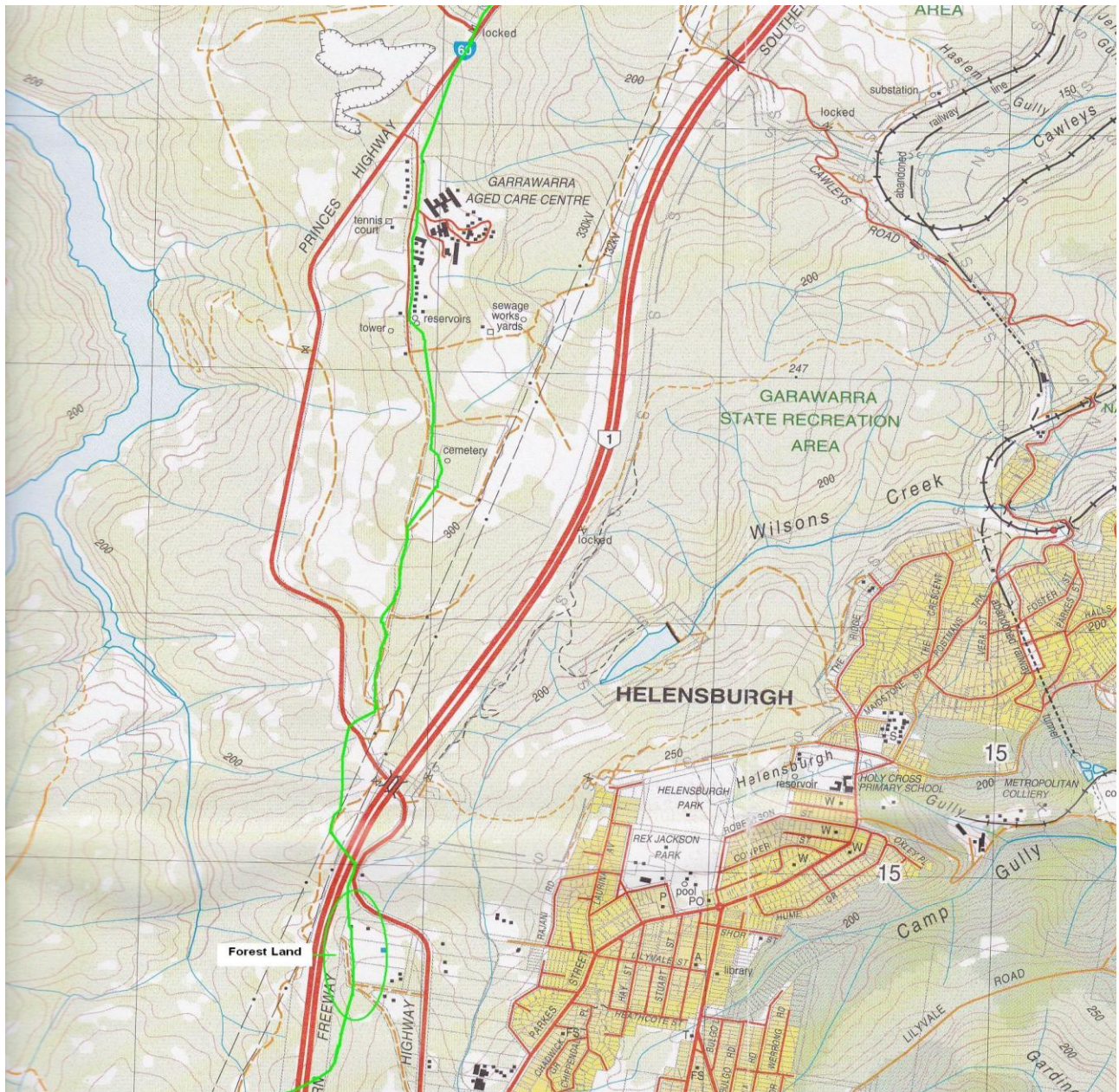


The first thing to do was to find the location of *Forest Land*. The Sutherland and Wollongong libraries were of no help as neither had any references to *Forest Land*. The old parish map 140659³ (undated) for the Parish of Heathcote, County Cumberland shows Mitchell's New Line to Illawarra south from Bottle Forest clearly (although not accurately) and this has no land grants south of Bottle Forest. Mitchell's survey has no scale, I expect that it had one once at the bottom and it was lost as the survey has deteriorated in the last 160 years but that presented no real problem.

Using all my skill with a photocopier acquired in 30 years as a TAFE teacher, I copied Mitchell's survey onto an A4 overhead projector transparency then copied the relevant portion of the modern Appin topographical map⁴ onto paper with different percentages of enlargement laying the transparent survey over the map to check the scale. Mitchell's survey is referenced to magnetic south and the topographical map is referenced to true north so the transparency must be angled at 12.5 degrees to the map underneath. Mt Westmacott appears on both maps so it did not take too many photocopies before Mitchell's

road started to align with existing roads and tracks. Old roads seldom disappear completely; they are usually lost under modern motorways or sometimes survive as tracks. Mitchell was a skilled and accurate surveyor; he followed the ridges where possible and this road followed roughly the old Princes Highway towards Wollongong. Mitchell's road passed through Garrawarra Aged Care Facility (formerly the Waterfall hospital for Consumptives 1909 to 1957⁵) then became a

modern track used to service the high voltage power lines, past the old cemetery for the hospital now overgrown in the bush (hospitals for consumptives had large cemeteries) and on to *Forest Land*. I have marked Mitchell's road and circled *Forest Land* in green on the relevant portion of the Topographical Map below. The small deviations in Mitchell's road are to avoid rock shelves that convicts with rock picks would have had trouble turning into a road.



Forest Land is on a low hill between the old highway and the expressway south. Having found *Forest Land* opposite the main road into Helensburgh, I now had to find out what it was (or had been). Driving up the dirt

track from the old highway to *Forest Land*, I found 4 modern rural properties each with about half an acre of land. There was no visible sign of anything old, no old buildings; Mitchell's original road was not even visible

crossing the small paddocks. Searching old newspaper articles I came across a long article entitled "Important New Line of Road" and claiming as a source "the New South Wales Magazine for June". This appeared in the *Australian*, Fri 9th June 1843. This article has no named author but by the style and the wording I think it is the work of Thomas Mitchell either directly or by someone quoting from one of his reports. Below is an extract that may provide a possible explanation for *Forest Land*.

....good road forever. There is one patch of very rich forest land, well watered at twenty two miles from Sydney, the who distance ...

Rather disappointingly I think Mitchell was simply alerting those that would come after him that an area of good agricultural land was available. *Forest Land* is only forest land.

Mitchell's road must have been more direct than modern roads. The article gives the distance from the end of South George Street Sydney to Wollongong as 42¹/₂ miles, about 8 miles less than it is today. The distance to Forest Land is also now longer than the 22 miles quoted above.

This same article may solve another puzzle: why was the large hill near Waterfall called Mount Westmacott? Captain Robert Marsh Westmacott had extensive lands near Mount Keira, a long way south of Waterfall and acquired land at Bulli where he had a house on Sandon Point⁶.

The following extract explains assistance that Mitchell received from Captain Westmacott.

...half miles: thus the Bottle Forest (as it was named from a bottle found fixed on a tree there) is exactly half way between Sydney and Woollongong. Captain Westmacott lent a horse to the Surveyor-General, and accompanied him on horseback – in returning along the new line; so open and passable was that wild country found in that particular

Mitchell may have named the hill Mount Westmacott in return for this assistance. Survey SR 5275 had another little mystery. On the damaged southern edge of the survey, almost illegible are some words, this section of the survey is enlarged below. I decipher them as 'Chippendale Appin...' or possibly 'Chippendale's Appin...'. Here the parish maps prove useful. Parish map 14062401 (undated)³ for the Parish of Southend, County Cumberland shows land grants on the coast near today's Austinmer to four members of the Chippendale family. John (60 acres), Edward (60 acres), Thomas (60 acres) and William (300 acres). This map shows Mitchell's road continuing on and passing close to the Chippendale estates and then linking up with the road to Appin above Bulli. This parish map also shows all the Chippendale lands being acquired at a later date by Captain Westmacott and his family home on Sandon Point was built on this land. This exhausts the information available from survey SR5275. If any of the readers have any additional information on this section of Mitchells' road I would be very pleased to hear from them.

1 <http://www.nationaltrust.com.au/lugforestrd.htm>

2 Available from the State Archives
<http://investigator.records.nsw.gov.au/>

3 Available from the Department of Lands: see: <http://parishmaps.lands.nsw.gov.au/pmap.html>

4 Topographic and Orthophoto Map No 9029-1S scale 1:25000

5 <http://www.helensburghnews.org.au/2010/06/brief-history-of-old-waterfall.html>

6 <http://www.michaelorgan.org.au/rmw1.html>

Interview with Les Johnson

July 2010

Born at Enfield in 1924, Les Johnson joined the Australian Labor Party (ALP) at the age of 15. From 1955-66 and 1969-83 he represented the Federal seat of Hughes, in the western part of Sutherland Shire, in the House of Representatives. I interviewed him in July 2010 when he travelled from his home on the Central Coast to attend the 50th anniversary celebrations of the Sutherland District Trade Union Club, of which he was a founding member. A more extensive interview dealing with his political career is in the National Library of Australia.

After World War II, Les and his family joined other Sydneysiders in search of cheap land. His mother, a resourceful British migrant who had been widowed some years earlier, had bought a block of land in Vernon Avenue,



Gymea Bay in 1946. This was 'just bush' so the family erected a tent on the land while Les and his brothers built a house. Over a period of about six months on weekends, while working full time, they built a 'substantial house', despite a shortage of building materials.

When he married in 1948, Les and his new wife, Gladys, rented a shed on a nearby block on Little Gymea Bay Road. They had a water

tank only, a fuel stove and malthoid on the floor but lived there happily for some time. Eventually they bought a block of land for £60 and Les began making concrete blocks for a temporary structure while building their house.

Building after the war was very difficult because of shortages. Les used to go to Valances' hardware store in Sutherland to buy the six bags of cement he was allowed per week. He would bring these home, one at a time, on the bus and would then 'hump' them up to his block from the road. He could get timber but not steel reinforcement and stoutly refused to buy building materials on the black market. There was a disused coal mine up a track to Bunarba Road where he found old iron and steel. He brought this home 'up hill and down dale' to use as reinforcement for the foundations of the house.

When he first came to Sutherland Shire he had drawn up plans for his mother's house which he took to Council. Wally Cooper (Hazel Wilson's father), the chief building and health inspector, told him he should have a land plan. Wally drew the land plan for him on the spot and then passed the plans. Sutherland Council worked 'in that personalised way'. Later Les drew up the plans for his own house and had no trouble with Council approval. There was a 'resourcefulness in people that does not seem to be there today', he comments.

At that time he was working for a pharmaceuticals firm but he resigned and he and a partner began operating 'a very big and busy' general store at Gymea Bay, down the far end of Gymea Bay Road. They sold 'everything', including groceries and hardware; it was truly a general store. Les would deliver items such as gallon tins of kerosene, sometimes to waterfront properties. The shop was open seven days a week and after working there all day he would go home and build his house.

People building houses in the neighbourhood would get together on Saturday nights for a 'beer or two' (wine was not drunk much, nor was coffee). 'Someone would be laying concrete and we'd all turn up and pitch in. Someone's roof would be getting pitched and we'd do that'. All Les' spare time was spent in

building his house. It was a 'seven day a week, seven night thing'. He considers this was good training for his political career.

Les became involved in local organisations such as GyMEA Bay Progress Association and GyMEA Bay P&C Association and in 1954 was approached by a number of men to stand for Council on a progress association platform. As there was no money for campaigning, they collected corrugated iron and any other suitable material from the tip. These would be silver frosted and erected on every available lamp post as election posters. Les recalls how there were hundreds of Johnson signs up in Sutherland Shire, 'You fought for every lamp post to cover it with your signs'. Gough Whitlam has often made references to this in speeches.

Les remembers the day he first met the future prime minister. One day a 'big bloke' came into his shop and said, 'My name's Gough Whitlam. I've heard of you.' When he visited Les' temporary dwelling 'about the size of an average bedroom' with the 'little chip heater annex with its tin bath', Gough was overwhelmed at the way the Johnson family lived. Gough, who came from a privileged background and lived at Wangi Avenue Cronulla, had 'never seen anything like that before'. Les took him around to meet people prior to standing for election. Gough stood unsuccessfully for local and state government but finally succeeded in being elected to Federal Parliament. Les often teased him about how unfortunate it was that he failed in his initial attempts to get elected as 'he would have made a great Shire president and a great State premier'. This caused Gough to 'grit his teeth in annoyance'.

In local politics, one of Les' opponents was Shire president Keith Bates who Les describes as 'the one coat tar seal Keith Bates who took Captain Cook's picture out of the Shire logo and put his own in for election purposes'. He later became good friends with Bates who was a 'no holds barred candidate'. Bates Drive was named after him 'so that suggests his capacity for self promotion'. Les describes him as a 'resourceful bloke' who represented building interests. Les' next opponent was John Dwyer who was supported by brewery interests at a

time when Labor councillors wanted to establish a community hotel. Les was the main spokesman for this campaign. At one 'church-driven rally' at Miranda School of Arts the chairman, Ray Watson QC, literally threw him off the platform. He also later became Les' friend. 'We never carried these differences into our personal lives'.

Despite the breweries' power, Les and his fellow 'left wing' councillors wanted to provide an alternative source of revenue for the Labor movement by exploiting 'the great Australian thirst' and use the money to benefit the community. They failed in their attempt to build a community hotel, but out of this defeat came the movement to establish a trade union club at GyMEA. Les called a meeting to do this, 51 years ago. It was a 'fairly adventurous thing to do'. They eventually found the present Trade Union Club (Tradies) site and established the club. Les considers this was highly significant because the club has bankrolled local Labor campaigns ever since.

Shire president Councillor AG Harper, who believed the Council should use contractors, clashed with Les who supported the 'day labour' system. At that time garbage and toilet pan collection was done by contractors while Council operated the electricity system. Les and his colleagues wanted Council to control all these enterprises, whereas he considers his opponents were 'only interested in balancing the budget'. Les now realises their position had some validity. With 75-80 per cent of Council budget going towards liquidation of debt, 'balancing the books' was a critical issue when Les was elected to Council. In his first campaign Les stood on a platform of 'permanent work, not patchwork'. Later he came to understand the problems that arose from this high level of indebtedness.

Although they were not on the Council at the same time, Les admired Joe Monro, an 'inspirational person' whom he associates with the construction of Tom Ugly's bridge and Sutherland Hospital. He was a 'big thinker' even though he could be self-centred. Les had the 'indelicate' task of running a vigorous campaign for a candidate, Tom Dalton, against Joe, a man he admired. As he was the only Labor person with a car, Tom asked Les to be

his campaign manager. 'Sutherland Shire had never seen such a campaign before'. They used to drive along Cronulla Street (this was before the mall) proclaiming that Tom Dalton was **not** a real estate agent. 'I could tell many stories about Joe Monro's prowess', Les chuckles. 'He should get credit for doing a lot for local progress, as well as for his own advancement.'

Les recalls interesting developments at Kurnell at this time, especially in relation to the sandhills. When field days were held there councillors travelled in Bardsley's buses carrying sandbags and shovels in case they got bogged and had to dig themselves out. Former journalist and owner of Metropolitan Sands, Tom Breen who had a lease over the sandhills had plans for the area, including a Taren Point bridge and suburban development stretching from Cronulla High School to Kurnell. This would have been the most expensive real estate development in Australia 'outside Sydney Harbour', but putting the Potter Point sewage outlet there stymied these plans. Les fought such schemes and, along with Arthur Gietzelt who was the Shire president at the time, spearheaded a campaign opposing a planned airport at Towra Point. 'We drove this threat to the Shire away by hard-boiled political activity'.

The development of Sylvania Waters was another hard-fought battle. Councillor Dyson, who worked in real estate with Joe Monro, campaigned for this. When Shire engineer Bill Bailey went to Florida to investigate similar developments there he found that water in the canals had to be 'sluiced', something not taken into account at Sylvania Waters. In the early days, sewers leaked into the canals causing environmental damage.

In 1955 Les moved to Federal politics when he narrowly won the new seat of Hughes on preferences. Liberal candidate Keith Bates put up an impressive fight and it took a fortnight to count the votes. Les recalls with awe how 'amazing' it was when he was elected to parliament. At 31 years of age he was the youngest member of the Labor Party, while Malcolm Fraser was the youngest Liberal. He remembers telling a journalist it was an

'overwhelming' experience and how it was his ambition to progress from being the youngest to the oldest Labor member. In the party room an old coal miner, Roly Jones, showed him what to do with his 'junk' mail: toss it all in a bin. Jones would thrust his personal mail into his pocket and although Les was not sure he always knew what these letters were about, if Jones thought the writer was having a hard time he included a ten shilling note with his reply.

As this was the time of the Labor split (ALP and DLP) Les was 'vigorously opposed' by priests especially one Jesuit in Caringbah. The words 'red rat' were daubed on some of his posters. He considers his campaigns were sabotaged when some Labor branches would not even distribute his electoral literature. He was seen as left wing even though he maintains he remained non-factional. Assiduous in attending branch meetings and electorate functions, he treated the party hierarchy with respect. 'I neutralised the opposition and was never opposed in a pre-selection'. He had more unopposed pre-selections than anyone else in Australia.

In 1958 he attended the opening of the Lucas Heights nuclear reactor, taking Labor leader 'Doc' Evatt's place. Evatt refused to go because, in his words, 'that bastard Menzies' was presiding. Les recalls the official opening, 'Typical of Menzies he didn't really say a great deal but he said it entertainingly and with a flourish'. When Evatt later asked him about the opening Les claimed it was a charade. Unionists employed there had told him of construction problems and how the reactor had not yet been completed. At the next sitting of parliament Evatt got Les to move an adjournment of the house in order to discuss this. That evening the *Sun* carried the headline 'Hoax'. Les did not get on too well with Menzies after that.

Les admired Arthur Calwell who succeeded Evatt as Labor leader. In 1961 he came 'within an inch' of becoming prime minister. When Les lost his seat in 1966, electors said they voted against him because they did not like the look of Calwell's 'twisted mouth' on television. But Les thinks he was an

impressive orator, 'one of the great Labor men', and particularly cites his post-War migration program as a considerable achievement. Les concedes that Calwell was racist as 'we all were', but this was 'expressive of the times'. He considers Calwell would have made a great prime minister had Whitlam not overshadowed him.

In 1958 Les was re-elected by a margin of 5000 votes; in 1961 by 15 000 and in 1963 by 8000 votes. Then in 1966 in what he terms 'the Vietnam election' he was 'thrown out'. The Labor party branches were split and one of the hardest things was how many people back pedalled on this issue soon afterwards, while people such as Les suffered the consequences.

The 1966 election campaign was 'ruthless' and 'vitriolic'. His signs were torn down, faeces was daubed on the windows of his office and home. Jannali Boys High School teacher Alan Cross told Les he had never seen 'a kid so persecuted' as Les' son was at school. 'It would make you cry'. When Les spoke at the school on election eve he expected a hostile reception but got 'great approval'. This was an uplifting experience for his son at a difficult time.

He did not lose by much in 1966 but it was hurtful to see that the greatest swings against the Labor Party were in the less affluent communities. Les considers that, 'nothing else counted' in this election except Vietnam. While Calwell spoke at the Gynea community centre during the campaign Liberal leader Harold Holt was at a large rally in Rockdale. Les could sense the hostility at Gynea. 'It was really a sad thing for Australia'.

Les was re-elected in 1969 when the Labor Party performed well but did not win. By 1972 when Labor won office Les had been in opposition for 17 years and the party for 23. Caucus elected Les Minister for Housing, a position to which he brought many innovative ideas. Later the works portfolio was added and he also administered the Snowy Mountains Corporation and migrant hostels around Australia. Les served his country until his retirement in 1983 by which time he led the local Liberal candidate by 22 000 votes.

Pauline Curby **SUTHERLAND SHIRE** **HISTORICAL SOCIETY**

November 2010 Excursion Report

On Saturday 27th November 2010, 25 members of the Society set out in the Community bus to visit one of the best community museums in NSW. Located at The Oaks, Camden, it is called the Wollondilly Heritage Centre. Terry McCosker was the tour leader, bus driver and guide for the last excursion for 2010. As usual Terry's wit coupled with an amazing knowledge of local history made the journey seem very short and a lot of fun.

It has become part of every excursion to look at interesting places on the journey to our destination and to listen to Terry's commentary and dry humour. Some of the outbound sites included St Luke's Anglican Church at Liverpool that was found to be "open for business" but not consecrated, creating all sorts of problems for the church and its parishioners. Then there was the Thomas Moore Theological College, the Technical College that started life as an asylum, was converted to a hospital before becoming a school.

Another heritage treasure is the Collingwood House which dates from around 1810. It was built by a whaling captain Eber Bunker. There was also some on board debate about the bridge over Deadman's Creek. The bridge was rebuilt during the early part of World War II to facilitate military transport and, according to the Army, is named after one of their officers. However the RTA claims the first bridge with that name dates back a century earlier. Perhaps tracing the history of this bridge would be a good research project for one of our members and friends?

On arrival at the Wollondilly Heritage Centre, we were greeted with a home-made morning tea of cakes and biscuits and scones with jam and cream. The complex consists of a number of buildings including a purpose built lecture hall, a slab cottage and two display buildings. We were shown videos on the building of the Warragamba dam which included some rare footage of the Burragorang Valley. The valley

and surrounding area was flooded as a result of the construction of the dam with the loss of several small villages that had been home to some families for many generations. There were also stories of the early industries in the area including the *timber getters* who harvested the rich forest timber in the area.

In one of the buildings was a mock up of an old school room and nearby a portable priest bed. This bed structure also included a wardrobe, chest of drawers and desk and the whole lot could be folded up into a single package when the priest had to leave for a new parish – ministry on the move outback style.

One aspect of the museum that gave food for thought is the practice of bringing in school children to work in an 1800's kitchen preparing food and cooking it in an old fuel stove – no fridge, no microwave, just hard work but a tasty result at the end.

There were also some interesting “gadgets” such as a *semi automatic* apple peeler – just pop on an apple, turn the handle and out comes a peeled apple with the core removed.

Some of the other building housed equipment from the local farming area such as fruit and egg sorters. It showed how innovative the early farmers and settlers in the area were when it came to ways and means to increase production from this rich and fertile valley.

On the way back we stopped at Campbelltown Catholic Club for a very cheap but very tasty meal. A great end to a great day.

Andrew Platfoot

Errata The unacknowledged article on Simpson's cottage in the November 2010 edition was written by Bruce Watt

HELP!!!



Elizabeth Craig is compiling an audio history of the Woronora Dam village construction from the 1930s and 1940s.

She needs any stories from members recalling that period and needs them urgently to be recorded in time for Heritage Week --- mid April.

WOULD ANYONE WITH
MEMORIES OF THE
WORONORA DAM VILLAGE
PLEASE CONTACT
ELIZABETH CRAIG ON

9528 4707

EARLY COMMERCIAL BOATSHEDS

Boat Building – Industrial and Hiring Part 2

Merle Kavanagh



Gunnamatta Bay

Como, Murphy's Shed

c. 1886 – 1940s. The original founder in 1886 was George Wheatley who established a shed at the new Como Railway Station on the banks of the Georges River, following the opening of the south coast rail line. A year later Wheatley sold to Donald Cameron who erected a large shed and floating slip. By 1893 Cameron had 45 boats and the shed was being run for Cameron by John Francis Murphy, brother of James who at that time was the Holt-Sutherland Company's manager, serving in this capacity from 1881 to 1895. But others had seen the opportunities at Como and both Henry Press and John Wills were hoping to acquire waterfront leases to establish their own hiring sheds. James Murphy used all his influence to help his brother, even pointing out that Press was not a British Subject, and the application was refused in 1894. It was James who established the Como Pleasure Grounds on the eastern side of the railway.

The shed had about 70 boats and Lye, Sparks and then William Jordan managed the sheds for Murphy, Jordan living in a small cottage built by Murphy. John Murphy appears to have acquired the lease on the Pleasure Grounds and boatsheds as in 1901 he made the first conversion of a lease to freehold on the boatshed and his adjoining house only. After

John Murphy's death in 1912, his brother James actually purchased most of John's assets, before John's Will was settled. The Perpetual Trustee Co. Ltd. oversaw the operation of the shed until 1929 when the shed was sold at auction to **James and Ernest Bryant** with Jane Peacock White. They also acquired the Pleasure Grounds and the *Propellor* reported that the sale of the Murphy Estate realized £5900.

Business was bad during the depression years. Having closed Wills Shed on the western side after the death of his father, James in 1933, Ernest concentrated on the eastern properties. Bryant tried to rejuvenate the Pleasure Grounds, but times were changing. The Georges River Bridge and motoring transport took the crowds elsewhere. Then in 1942, with Australia at war and the enemy heading south, all but two of Bryant's boats were taken away, drying out on the beach at Carramar. When they were returned a few months later, he had much trouble making his skiffs seaworthy. However, the sheds would never be as popular again. The shed was closed after World War II, part of it being incorporated into the Como Marina.

As a matter of interest, James died c.1924 and, apart from leaving income from shares to family and Michael Moloney, his estate was bequeathed 'for the purpose of educating the sons of poor Roman Catholic parents who are unable, owing to want, to go to the University to learn agricultural science'. This resulted in bursaries being established for this object at Hawkesbury Agricultural College.

Como, Wills' Shed.

1894 – 1930s After being refused a government lease, Wills initially hired 25 boats out from a private wharf on the western side of the railway during Easter 1894. The Railway Commissioners realized that this brought more people to Como by rail and with them on side, the Land Board granted him a special lease. By September 1894 he had erected a boatshed and floating slip about forty feet wide. In 1900 he volunteered for naval service at the Boer War, but it ended before he arrived. He was sent to China for the Boxer Rebellion and

there, too, he arrived after the fighting had ceased. However, he did use this record of service when he was in trouble over unpaid rent to the Land Board in 1907, and was allowed to repay his debt in instalments. On the western side of the railway, this shed had about 50 boats. It was managed by Brereton who also had a shed and pleasure grounds at East Hills. Wills and Murphy amalgamated in 1908, forming the Como Boat Letting Company.

In 1918 Wills sold his lease to **Jens Simonsen** and soon after it was reported that he had 75 boats. He had plans for expansion but in 1921 he transferred the lease to **James Bryant** who owned a shed at Lugarno. **James and his son, Ernest** wanted to increase the land leased, though there were objections and for a while they stored some of their boats in a floating boatshed moored on a sandspit near the main boatshed. Finally in 1929 they purchased the Murphy shed and then owned all the boatsheds with a total of 150 boats for hire.

James Bryant died in 1933 and his son **Ernie** closed Wills shed then, though it had been letting out boats for forty years. The Great Depression of the 1930s affected boat hiring greatly.

Como, Henry Press, later the Federal Shed

Early 1900s and owned originally by H.C. Press. Press had boat building and hiring businesses at Woolloomooloo and Cooks River dam, where he was assisted by Wills. In 1908 he went to National Park, selling his shed to a partnership of John Murphy and J.H. Wills, the owners of the other two sheds. They renamed it the Federal Shed. This led to these two men establishing the Como Boat Letting Company, with the three sheds at Como, all jointly operated, and all proceeds split between the two men, Murphy and Wills. Federal Shed managers were Alf Collins, Chris Larkin and then W. Henderson. It had about 40 boats. There was a dance hall on the top of the Federal Shed which the Secretary's Department condemned as dangerous after many years.

Kogarah Bay – Endeavour Shed.

At this shed Peter Kemp with Leslie, Bernie and Jack built all types of speed boats. The shed later became Botany Bay Sailing Club.

Kogarah Bay – Herbie Jones, near Bonnie Street.

Boat building was carried on here.

Kogarah Bay – Billy Shevill's shed.

This was on the waterfront and mainly launches were built. Unsure if the building still stands.

Kurnell – Fisher family, C.A.M. and Bill.

The Fisher family owned the Kurnell/La Perouse ferries around the 1920s, building these timber ferries at La Perouse and running the service with the father, C.A.M. Fisher in the *Kurnell* from Eight Hour Day 1912. They towed a boatshed from Sydney Harbour on a punt and re-erected it adjacent to Silver Beach Road in the 1920s. There Bill built skiffs. **Peter Bracken** rented it and built boats there before moving to his own shed in Ward Street. The Fisher shed was purchased by **Peter McWilliams** from Bill in 1960 and Peter continued to build boats there. It is also said that fishing trawlers to 50 ft. were built there and the boats were mainly carbell built with cork seams. The shed was also used as a sailing club and for seaweed harvesting. It was still standing in 2009 but in poor condition. Sutherland Foreshore Heritage Study cites it as 'A very rare surviving commercial boatshed that had been rebuilt substantially in an attempt to prevent erosion from changes in other parts of the waterway'. By 2008 the shed had been severely vandalized, though the Council had built a fence around it and called for a report the previous year on whether it could be saved. It was decided to make a photographic record of it and call for public comment pending demolition. From May 2009 Sutherland Shire council advertised it for demolition.

Lugarno - David Albone

About 1906 when he was aged 33, David Albone purchased land, Lots 222 & 223. He had launches and boats for hire and ran a ferry service with a launch to Como Railway Station. There were pleasure grounds, a tea room, store and later a dance hall but the service was not always reliable, passengers

waiting in vain while Albone was at the Como Hotel. However it was used regularly by Menai residents who walked or drove their horse-drawn conveyances to Lugarno before 1912 when the bridge over the Woronora River was built which made access to Sutherland easier. In later days when the home and hall were deserted, two well-known escapees, Dugan and Meers, hid there.

Lugarno - Ernie Bryant

c. 1910+ Bryant had a shed here and in December 1914 was advertising in the *Propellor* launch trips from the public wharf at Como to Lugarno Pleasure Grounds for one shilling return. He had launches for hire for the day and rowing boats always available at Como Public Wharf. He bought Murphy's shed and transferred his boats to Como and in October 1920 was advertising launches and excursions by E. Bryant, Como.

Lugarno – Hollands then John Boatwright.

Wooden boat shed, probably hiring out boats 1910 – 1920. After the building of the bridge over the Woronora River in 1912, road construction on the Menai side commenced. Jim Pickering of the Peakhurst pioneering family was foreman and two of his sons plus his brother, worked in the team. Jim's daughter, Emily, an Australian Ladies Sculling Champion in 1912, would take a large hamper of supplies to them once a week, accompanied by her sister, Vera. The hamper was carried from their home to Holland's boatshed, near the mouth of Salt Pan Creek where a boat was hired and rowed up river to the construction site. As the work moved uphill, the women had to carry it further.

A stone boatshed was built later, skids and a wharf with a pontoon. Boats were hired out and the Boatwrights operated the '**Henley Pleasure Grounds**' about 1920s. The shed was managed by **Alex Davidson** and steps were cut in the rock from the top of the cliff to the water. Only a few steps remained in the 1980s, at the end of Murdoch Crescent.

Sandringham – Pilgrim's Shed.

This shed hired out boats, but it is not known if they built boats.

Sans Souci – Delaney's Shed.

This shed was situated near Captain Cook Bridge and it is not known if they built boats.

Sans Souci – Cec Quilky, Alice Street.

He built small boats, then big yachts, some for the Sydney-Hobart races. Shed no longer exists.

Sans Souci – Unique Boats – Ray Douglas and Sid Brice, Park Road.

This was originally owned by **Ken and Vince Minter** and then by Ray and Sid. Shed was not on the water and no longer exists.

Shipwright Bay (Earlier known as Townson's Bay) – John Thompson

According to correspondents with the *St. George Call*, this man built a 'fore and aft schooner' of about sixty tons in the year 1867. He built two of the same type, though smaller, within the next three years and these vessels were engaged in the timber and other trades on the north coast.

Shipwright Bay

A few sheds were hiring only.

Sylvania – Captain William Rice

c. 1890s+ Besides his shed on the western side of the Woronora River, the Captain also hired out craft from the large boatshed on the waterfront behind their home at Sylvania.

Sylvania Marina – Glenn's Boatshed.

A Marina was in place prior to 1974 as objections to extensions proposed by the owner, B. Townsend, a resident of Harrow Street, were reported in April 1974. It was stated in the report that hiring of boats would cease and there would be no boat trailers.

Taren Point.

About 1960 there was a shed there but not on the water. It no longer exists.

Taren Point

See Sans Souci – Cec Quilky

Tom Ugly's – Humphreys' Shed.

Thought to have only hired out boats.

N.B. Hunt's Marine Centre bought boats from many of the George's River boat builders.

THE WALKER REPORT—

JANUARY 1868

(transcribed from the original hand written account by Daphne Salt)

THIS IS THE FINAL PART OF THE R. C. WALKER REPORT ON THE THOMAS HOLT 'SUTHERLAND ESTATE' FROM 1868. IT COVERS THE WESTERN SECTION OF THE PRESENT SHIRE AS SHOWN ON THE MAP (END OF REPORT)

KANGAROO POINT PADDOCK

The principal portion of this Paddock is a narrow neck of Land running out into the George's River nearly North & South, opposite to what is called the

Kangaroo Point Rises from the George's River to a considerable height with steep Banks, and Rugged Rocks. The principal part of the Point is Rocky, but there are patches of Sandy soil between the Rocks, that grow some Kangaroo grass, and Couch affording good feed for Stock – At the South End of the narrow neck, there is a dip in the Land, and then it rises up gradually with steep Rocks to about the middle of the Paddock. The South West portion is best for grass, but the grass-tree is very thick all thro' it – with a good deal of Fern: the soil is all sandy, except at the South East corner, which is an Ironstone Ridge of Stringy Bark timber growing very little grass. The remainder of the Timber is principally Red Gum, with some Bloodwood and Mahogany. It has been scrubbed three times – in 1861, 1864 and 1866: and is now free of Scrub, only a few sproats [sic] and seedlings showing up in places. It is bounded on the East, by the Road to Wollongong, which is fenced off by a two Rail split fence one side and a two [p60] rail, wire & Stone and logs, on the other side. The south boundary fence of two Rails wire & Stone, divides this Paddock from Oyster Bay Paddock, and Oyster Bay forms the Western Boundary. the Paddock is water'd by a small pond at the South East Corner Colose [sic] to the Bay where there is a small spring, but the water is not very good.

“Bald Face Stag”, on the Northern Shore. The distance across the River at this point is not more than 16 chains wide , and would in addition to the place pointed out at “Tom Ugly's” Point – be a good site for a Damming across the George's River. At the Bald Face Stag; there is a very high point of solid Rock; on the top of this a reservoir could easily be constructed for the Water to be pumped up into – it would [p59] then have sufficient force from this height to carry it to any part of Sydney: and the stone taken out in forming the Reservoir, could be used for making the Dam, which would save labor & money – there is also a very suitable place at Kangaroo Point, for the construction of a Wear [sic] , which could be made at a very small cost.

OYSTER BAY PADDOCKS N^o 1 TO 3

Originally one large Paddock, but afterwards subdivided by low log & brush fences into three paddocks. the Main Paddock was first divided by a two Rail split fence with log & wire, embankment & stone under bottom Rail – These lines of fence run due North & South; the East line, from Dent's Creek Paddock, to Kangaroo Point Paddock, and the West line from the Free selection land at the South boundary, into the second point of Oyster Bay. The South boundary fence dividing off Free selection land and Dent's Creek Paddock, is also a 2 Rail split fence with Log & Wire.

N^o 1 Comprising of a square of about 400 acres and is marked off from No 2 and 3, by the line of low Log fence, now destroyed, which runs due East & West, along a block of 196 acres of Government Land. Which is in the middle of the Oyster Bay Paddocks, and is poor barren scrubby land. This No 1 is all high ~~ground~~ and undulating Country, of Ironstone soil; in some parts clay, [p61] and other parts loamy – it principally grows native grass, blade grass, and a little Kangaroo grass – but the feed is not very thick: there is also a good deal of grass-tree growing in all parts. The timber is White & Red gum, Stringy Bark, Bloodwood, Mahogany, Oak & Blackbut [sic]. A great deal

of the timber here has been left unringbarked as some of it is very large, and a good distance apart – but there are also a large portion of Saplings left unringbarked, principally of StringyBark & bloodwood. In many places where the Saplings have been Ringbarked, they are shooting out again from the roots which gives the place the appearance of being Scrubby, it is however pretty free from Scrub, and has only been twice scrubbed, once in 1862 & second time in 1866 – when it was well burnt. The scrubbing here shows the benefit of the outlay, but by the Contrast in the appearance of the Country between this paddock and the Government Land, where nothing has ever been done to it. another scrubbing either next, or the following year; with a good fire after it – will effectually clear this part of scrub.

There are a few patches of Appletree scrub, and some Xmas bushes, which are growing up thick again, but on the other portions of the paddock, only seedlings and the shoots from the ~~bigger~~ Ringbarked saplings are showing up. In the South West corner, there is a good patch of land [p62] growing Forest Oak and some black-but, which if Cleared, or the Oaks Killed, would grow good grass, as it is very seldom that any feed is found under the oak, altho' the ground where the Forest Oak grows well, is almost invariably good soil. At the South West Corner, the land is not so good, there being a barren Ridge of Appletree, and Stringybark timber, there; which extends as far as the Roadway, running east & West thro' this paddock, from the Horse Paddock:- this Ridge is very Rocky & Stony ground, and affords very little feed – At the East gate leading from the Horse Paddock, there is a good large sheep yard formed of Brush fence. There are three Creeks running from this paddock which supply it well with Water – one runs from the Gynea ground thro' the South West Corner, into Dent's Creek: the next forms, the Head of Ewey Bay Creek; and the third is the Head of Gawley Creek, from which a branch runs off thro' the good Land.

N^o 2 Number two paddock includes a portion of the Government land allured to in No 1. and except along the Bay, at the North West side, where there is some very good feeding ground of Sandy soil, it is all poor land, of very stony Ironstone soil, and growing very little grass. It was scrubbed once in 1862 and again in 1867. but only a portion of it has been burnt –

owing to the rain coming on [p63] before it could be lighted – the scrub in this paddock was very thick and of a bad Kind to get rid of, there being a great deal of Stringy Scrub & what is called Honeysuckle Scrub and the low coast Scrub. The Timber on the foot-Land has not had anything done to it; nor has it been scrubbed – as you approach the Bay the land descends into a deep gully, which prevents your passing in a straight line into No 3. and it is very rocky all thro' the paddock. The timber is Stringy Bark peppermint [sic] White gum, Bloodwood and Honeysuckle, and except on the Government land has been well Killed by ringbarking.

N^o 3 In the North West portion of the Main Paddock divided from No 2 by the line of Brush fence running down the Gully between the two paddocks. All along the Bay from the dividing fence of No 2. round to the split fence, forming the West boundary there is some excellent feeding ground, of sandy soil growing Kangaroo and other native grasses, but the land is very Rocky, and ascends on the North point to a steep hill, on top of which it is poor barren stony land with a great quantity of Rock, with only a few patches of feed. Oyster Bay, runs in from the George's River between Kangaroo Point and Green Point, and forms, four separate Bays, No 3 is the first point from Kangaroo Point, No 2 being a continuation of Kangaroo Point – and from the head of the 1st Bay there is a Fresh water creek [p64] which comes down at the back of the hill just mentioned, through a deep gully starting from the Western fence close to the boundary of the Government land: and at the head of the Gully, there is a small drip of about 20 feet ~~drop~~ fall, of good Clear fresh water. All along the banks of this Gully on both sides, which are very steep, Right down to the Bay the feed is very good; principally Kangaroo grass, but of a coarser Kind of grass towards the bay. The banks of the Gully are very steep with large Rocks, and the grass grows on a sandy & loamy soil that rests between the rocks. On the South side of the Gully, there is a similar hill to that described on the North side, only higher, and more Rocky. The Government land before mentioned commences on the top of this hill, and forms the southern portion of the paddock, there is none of it worth much, and it has not yet had anything done to it. The timber of No 3 consists of White & Red gum, Bloodwood, Mahogany, Stringy Bark, & honeysuckle, and

has all been well Killed, except a few large trees left for Shade. It has been scrubbed twice, the 1st time in 1862 & 2nd time in 1867. but it will, owing to the nature of the ground Require more looking after than some other parts as a great quantity of seed will be protected by the Rocks.

[p65] OYSTER BAY PADDOCK N^o 4

This Paddock is distinct from the other Oyster Bay Paddocks being outside the Main boundary split fence, and is a piece cut out of the Double Bay Paddock – it is divided off on the West by a low bough-yard fence, now useless, which runs down to an old Sheep-yard, and meets a line of Log fences, a portion just repaired as the remainder on the East side of the Gully was – constructed at 1/9^d per Rod, which divides off Green Point, and runs into Oyster Bay. This is only a small paddock; and affords but very little feed. About the middle, there is a deep wide gully runs through the Paddock, from the southern fence, to the head of Oyster Bay – and a fresh water Creek at the bottom of the Gully, supplies it with water. The sides of the Gully are very steep and quite impassable for a horse. The only place where there is any feed is along the banks of the gully, and just at the edge of the Bay and down by the South boundary fence which is constructed of light logs. It has only been scrubbed once in 1862 – and is now very thickly covered with low prickly, and honeysuckle scrub. This paddock affords so little feed, that it is hardly worth the expenses of scrubbing all over, and should only be cleared on the part where the grass grows – as the barren part is nearly all stone. The timber is White gum, stringy Bark, Bloodwood permint [sic] and honeysuckle: it is all well Killed by Ringbarking, with the exception of a few saplings, that are shooting from the roots again, as the bloodwood & Stringy-Bark always do.

[p66] GREEN POINT PADDOCKS N^o 1 & 2

N^o 1 & 2 This is an extraordinary shaped point of considerable Size – it forms the West shore of Oyster Bay, on one side, and the East Shore of Double Bay, on the other. It is divided off at the South end by a Log Fence from Double Bay Paddock No 2. and the fence runs from the head of Double Bay to the head of Oyster Bay in a zig zag line, and crosses the old Road made for carting timber to Oyster Bay. The Point rises up with a steep ascent to a great height, from the line of log fence, with very rugged Rocks difficult of access, and continues

the same high rocky country to near the north end of the point when it falls with a gradual slope to the Water. On the top of the Hill there is very little feed, the land being barren & Stony, with large patches of solid Rock – but all round the slope of the hill along [sic] the Water, there is some excellent feeding ground, of Kangaroo and other native grasses, which grows between the Rocks, and on patches of good loamy soil, on the eastside of No1. there is a low point affording good feed, and in No2. there is a fine flat, which extends from the division fence up to the south Boundary fence, and gives some ~~fine-grass~~ good feed.

The division fence between No1. & 2 Paddock, is a low brush fence, running across from Double Bay to Oyster Bay, at the narrowest part of the point about the middle, but there is no necessity for this division – as sheep would never thrive on such country unless they were allowed plenty of room, and the whole point is none too large for one paddock. It has **[p67]** all been scrubbed twice, once in 1862, and again in 1865. but it is a very bad place for scrub, there being a great quantity of the low prickly scrub, and Honeysuckle scrub, which has a great deal of seed and grows very fast. At the North east point there are a great many Oaks growing up, and a quantity of broom brush, The whole of this point wants scrubbing very badly, and it should be done before Nov^r of this year, in some parts it is difficult to get thro' the scrub. The timber is nearly all Ringbarked, and well Killed, it consists of White & Red gum stringy Bark Bloodwood and pepermint [sic]. It is ~~wort~~ watered by two small Creeks, that run into oyster Bay and give plenty of water. The Water in Oyster Bay is a good depth and will permit a good sized craft to come up. A great quantity of timber used to be shipped from this Bay for Sydney.

GYMEA GROUND

This is a fine square block of high Land, and is called the Gynea Ground on account of the quantity of Gynea or Gigantic Lilly, which grows on the land, and is very valuable for manufacturing into paper. It is bounded on the South, by the Free-selection land; on the East by Oyster Bay Paddock; West by the Outside Waranora Paddock, and the Northern boundary is the old Log fence line which divides it from Double Bay Paddock No 3. The other three sides are all fenced with a two Rail split fence

with wire and logs. This is a very good paddock for feed growing Kangaroo [p68] Blade, and other native grasses, and altho' the grass is not very thick it will carry a good ~~deal~~ number of stock: The soil is Ironstone clay and loam, such as will grow good grass if cultivated for that purpose, or would make a very fair vineyard land if properly trenched. There is a good deal of Forest timber on it consisting of Ironbark, Stringybark, Red & White gum, grey gum, Blackbut, Bloodwood, Turpentine and Mahogany; some of the good trees have been left unringbarked, but the majority is well Killed. It has been scrubbed twice, first in 1863, and second time in 1866. and is now pretty free from scrub, and very little labor, would entirely clear it of scrub; the majority of what is showing up now is from seed – there are a few patches of appletree ~~shrub~~ scrub on the North side, and in places the bloodwood saplings that have been ringbarked, are shooting from the roots, and should have something done to them: If the young shoots are knocked off, and the old bark knocked off with them, and left until dry enough to burn: it will effectively destroy them, but as long as any bark is left on the stump it will shoot again.

In this paddock there is a good Shepherds Hut at the West Gate leading into the Outside Waranora Paddock, on the Road to Wollongong which runs through here, in an east & West direction, and there is a small well of good Water, a few yards in front of the hut. The paddock is watered, by three small creeks, one on the North running down ~~thru~~ to Oyster Bay Paddock. Another on [p69] the East side, which runs thro' Oyster Bay Paddock, and forms the head of Dent's Creek – The third is on the south side, and runs thro' the Free-selection land, from a sudden fall in the paddock on the south West corner where the Gynea grows very thickly.

DOUBLE BAY PADDOCK N^o 3.

Adjoins the Gynea Ground, having Oyster Bay Paddock on the East, and the Waranora Paddock on the West, on the North it is divided from Oyster Bay No4 . and Double Bay No2. by a Sheep log fence.

This paddock has been scrubbed twice, first in 1863, second time in 1866~~7~~ but there is a block of 100 acres of foot land in it that has neither been ringbarked or scrubbed — this is in the North West corner and runs along the

Western fence. The land in this paddock is not so good as the Gynea Ground, and in places is very rocky, the soil being of a white Ironstone clay, with a good deal of grass-tree. There is some Kangaroo and other native grasses, which gives some good feed but it is only in patches, and a quantity of low fine Rushes, which the Cattle & Sheep will eat. The Scrub is now well killed, but there are a good many Bloodwood saplings shooting from the Roots, and a few seedlings showing up — a very small expense would keep this part clean. The paddock is well watered principally by two Creeks, which rise near the South boundary line of fence, & run down to two very deep, and meet near the North boundary fence which divides the paddock from Oyster Bay No4. from the junction, it forms one creek which runs thro' Oyster Bay No4. into the Bay. [p70] On the East side of the paddock there is a portion of 52 acres of Govt. Land comes into it. A two Rail split fence forms the eastern boundary, with a small creek running thro' it that comes down through the Govt Land & continues thro' Oyster Bay paddocks, to the South East head of the Bay. The portion of Govt Land in this paddock is very fair soil, but the land beyond it is poor and Rocky. The timber is white & Red gum, bloodwood and Stringy Bark.

DOUBLE BAY PADDOCK NO 2

This is at the end of No3. It is divided on the North by a Sheep Log fence from Green Point and Double Bay No1 — and a brush fence from Waranora Paddock on the West. It contains also ~~about~~ a portion of 135 acres of poor foot Land. Only one portion of about 100 acres was scrubbed in 1863 but it is now as bad as ever. The whole of this land is very poor, and not worth doing anything to; and is very thickly timbered with white gum, stringy bark, honeysuckle, & Turpentine.

DOUBLE BAY PADDOCK NO 1

This paddock is nearly surrounded by water, the only fence being the South boundary line, which runs from a deep Ravine, in the Waranora Paddock, to what is known as the Old Sheep Yard but both this line of fence and the Yard are burnt, the line is however still well marked. The Sheep Yard, was about half way in the line of fence, to where it terminated at the East end in the creek running into the head of Double Bay. The North point of this paddock is the entrance to the Waranora River. The whole of [p71] this

has been scrubbed twice, first in 1863 and the second in 1867, and it was in a very bad state before the last scrubbing, but it has been well burnt in some parts since the last scrubbing, which shows the benefit of the work by the grass that has grown there. All along the Water side, and on the Points forming the Bay and entrance to the River, the Kangaroo & other native grasses grow exceedingly well and afford abundance of feed, but on the high ground along the South line of the fence, and on the top of the Range on the West portion running up the Waranora the land is very poor being coarse Ironstone soil growing very little grass. The whole paddock is very Rocky, and rises in a high ridge from the North Point, (on which there is a good Shepherd's hut;) ~~which~~ continuing in a Southerly direction to the fence line, leaving a steep bank down to the Waranora. The feed all along the banks is very good, but the land is very Rocky. There is a creek of good water which rises near the Middle of the paddock and runs down by the Hut to the Bay; There is excellent feed all round the Hut. Near the Old Sheep Yard is a portion of 135 acres of Gov^t land, being part of the block included in No 2. On the West Side of the paddock on the Waranora River is a singular Cave with some very pretty trees growing about it, which is named "the Old Woman's Bonnet", from its singular shape, being exactly like the old fashioned Bonnet – and makes a very romantic spot. The Cave is a good size [p72] and often affords shelter to sportsmen and Fishermen, who go up the River — The timber is Bloodwood, peppermint, Stringybark, & White & Red gum: All well Killed by Ringbarking except the small block of Gov^t Land. The Scrub in some places on the bad land is beginning to shoot again, but can now be kept down by running fires if lighted every Summer for some few years. This in fact will have to be done on all parts of the Run, and now the fences are not so close together, and not so many of them; there will not be that restriction to fires which was the draw back before. but in order to allow the fire to run, it will not do to have more stock on the ~~Run~~ Estate than is now upon it — that is about 1800 Sheep, and 500 head of Cattle. In some parts of the Paddock, the Bloodwood Saplings are shooting out very thick, particularly on the West side.

WARANORA PADDOCK

This is principally high steep Rocky hills, with very little feed on the top of them, but some good Kangaroo grass along the sides, and at the points. The South boundary of this paddock is a two Rail split fence with wire; Running from Double Bay No 3. on the East side, to the Waranora River, which forms the Western, and part of the Northern boundary. There is a deep Ravine Running thro' the paddock nearly North & South, parallel with the East line of fence. [p73] This can only be crossed in two places, one near the South boundary fence; the other at the North End, near where the line of fence of Double Bay No 1. comes into it. and the West Range can only be ascended at the South and North ends — The land is very poor at the East Side, being nearly all Rock, and again on Top of the Range on the Westside especially at the south portion of it but all along the River although very steep & Rocky there is some good feed of Kangaroo grass. And again, on the North points and on the sides of the Ravine is some very good feed. There is a fresh water creek at the bottom of the Ravine, and another in a gully at the North West point, which goes into a small bend of the Waranora. The timber is Bloodwood, Mahogany, Stringy & Red & White gum, but is all quite dead with Ringbarking. The whole has been scrubbed twice 1st in 1863 and second time in 1867. and is now very clean, and the scrubbing has made a great improvement in the Feed. A running fire passed over this for two or three successive years is all that. will be necessary to keep the Scrub under.

OUTSIDE WARANORA PADDOCK

This paddock is the Western boundary of the Estate, and has the Main Road to Wollongong passing through ~~thro~~^{thru} it, as well as the Road to Liverpool, which Crosses the River – on the East is the [p74] Gynea Ground – North the Waranora paddock; South a two Rail Log & Wire fence, continues from the Gynea Ground, and West the Waranora River. A portion of this paddock nearly half on the South side is foot Land under free Selection, which has not been Scrubbed or Ringbarked, but the remainder has been scrubbed twice, first in 1862, second time in 1867. the portion that has been scrubbed is very clean and the timber is well Killed by ringbarking; it is principally sandy or Loamy soil & grows good Kangaroo grass, most of the foot Land is Ironstone soil, all

along the banks of the River, which are a great height & very difficult of ascent & descent. the Kangaroo grass luxuriantly between the Rocks, and at the bottom there is a flat growing some fine feed. It has a never failing supply of fresh water, from two small creeks that run towards the Waranora from the middle of the paddock. On the opposite side of the River is a block of 50 acres of purchased land in line with this paddock in order to provide a landing place for the Estate, but nothing has yet been done to this land, the soil is very good but it is subject to floods. There were originally two paddocks in what is called the Outside Waranora Paddock divided by a low brush fence but it is now destroyed and remains, as one paddock, it is generally used for horses or working Bullocks being too small for any number of Sheep to remain long, and also a long distance from the Shepherd. Some of the land in [p75] this paddock would do very well for cultivation part on free Selection land, and part of the purchased land. but the greatest portion of it is Rocky and only fit for feeding ground.

None of the land after leaving the Gynea Ground in any of the paddocks West of Oyster Bay Paddock, is suitable for cultivation Except the small portion pointed out in the Outside Waranora. the whole of the ground being either too rocky or too poor for the plough. The upper part of the Run, from the Waranora River to the Woolloowara Bay Paddock will keep the Sheep, now on the Estate, well; and the remaining portion of the Run will keep all the Cattle. The Horse Stock will be apportioned off in different parts as required. there is ample water in both portions of the Estate in all seasons.

[signed] R C Walker

14th April 1868

THIS IS THE END OF THE WALKER REPORT.

This advertisement appeared in the Sydney Morning Herald on Thursday, February 10, 1848.

WOOL, &C – The undersigned is a Cash buyer of wool; or will make liberal advances on Wool or Produce consigned to his friends in England.

Wools repacked and sorted.

THOMAS HOLT, Jun.

136, George-street South

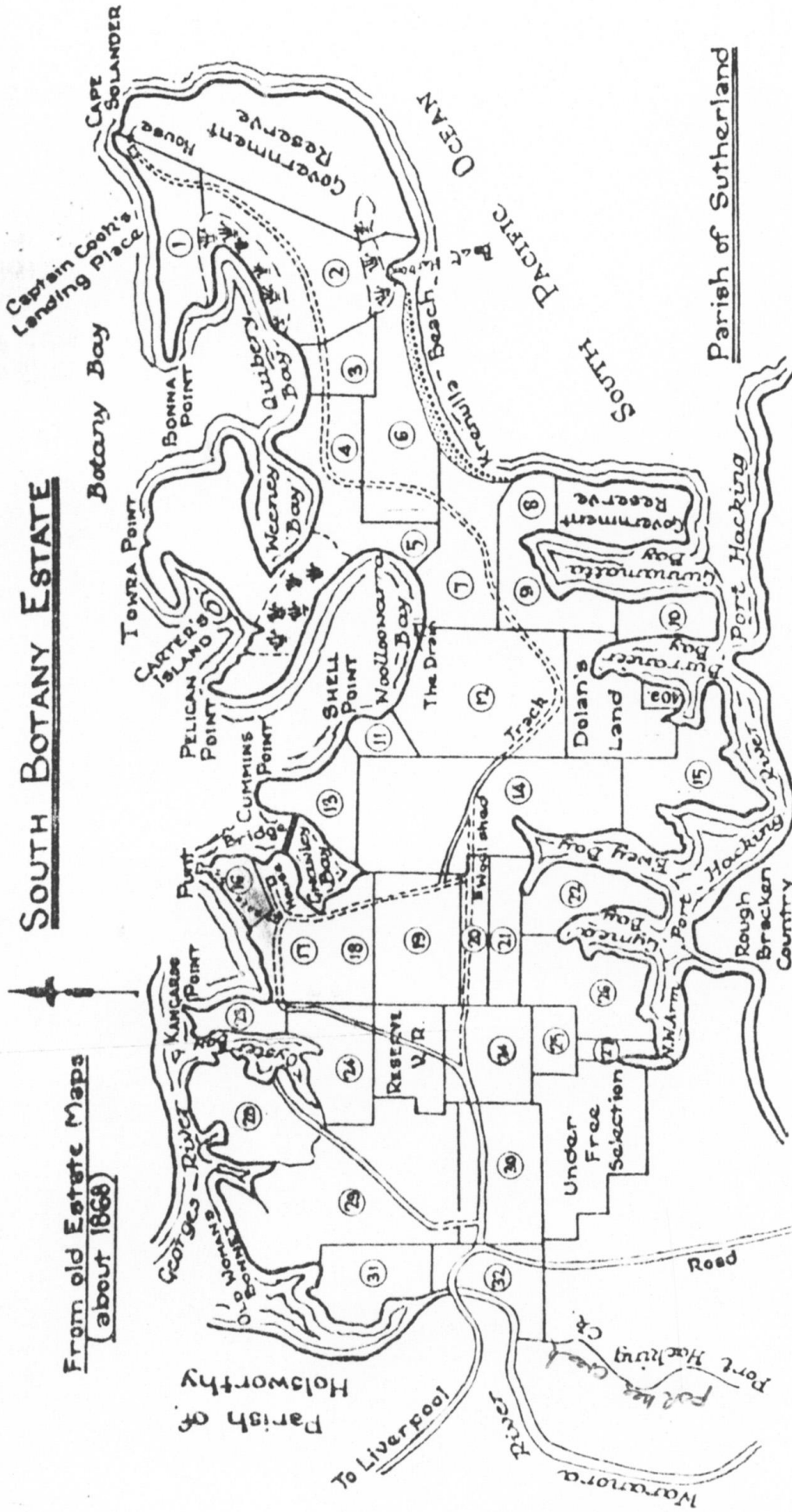
GROWING ON SUTHERLAND ESTATE 1861

Appletree
Bang Alley
Bastard Apple Tree
Black Wattle
Blackbutt
Bloodwood
Broad Rushes
Broom bush
Cabbage Trees
Cotton Tree
Ferns
Forest Oak
Geebung
Grass Trees
Grasses – Native - Kangaroo grass, Couch, blade grass,
Grasses – Introduced - Wire grass, perennial rye, or ray
grass (kollium perenne), cocksfoot grass (Dactylis
glomerta), Burnett (Poterun sanguis orba), Buffalo
grass, fescue grass (Festuca ovina), rib-grass (Plantago
lancolata), meadow grass (Poa Pratenses), annual
meadow grass (Poa annua),Yarrow (Achillea
millifolium).
Grey gum
Honeysuckle
Iron Bark
Lilly Pilly
Low coast and appletree
Mahogany Swamp
Mahogany
Mangrove
Native Fig
Oak
Peppermint gum
Red Gum
Rushes
Short curly White Gum,
Stringy Bark,
Tea Tree Swamp
Tea Tree
Turpentine
White Gum
Woolly-Butt
Xmas bushes

Sutherland Estate
Report by
Robert Campbell Walker
14th April 1868.

SOUTH BOTANY ESTATE

From old Estate Maps
(about 1868)



Paddocks enclosed by rails, log, wire or brush fences

- | | | | |
|---------------------|-------------------------|------------------------|----------------------------------------|
| 1 Bonna | 9 Gunnamatta Bay | 17 Building | 35 Dent's Creek |
| 2 Boat Harbour | 10 Burraneer | 18 Gawley Bay | 36 Gympie Bay (162) |
| 3 English Grass | 11 Shell Point | 19 Old Farm | 37 North West Arm |
| 4 Weeney Bay Point | 12 Woollowarra (1 to 4) | 20 Wool Shed | 38 Green Point |
| 5 Cabbage Tree Flat | 13 Cummins Point | 21 Horse | 39 Double Bay (1 to 3) |
| 6 Sandy Flat | 14 Eway Bay Point | 22 Eway Bay Point | 40 Gympie Ground |
| 7 Duck Ponds (162) | 15 Tyreel Point | 23 Kangaroo Point | 41 Waranora |
| 8 Reserve | 16 Homestead or Punt | 24 Oyster Bay (1 to 4) | 42 Outside Waranora
(to Govt. Land) |

AUSTRALIA DAY 2011

Once again we held our display in the common area of Cronulla Central (near the new library facility)., With a very hot day outside we were grateful to have the inside area air-conditioned.

We had a good attendance of visitors to our displays of local photographs and

MUSEUM REPORT

We have been busy for some time now getting the Museum's collections better managed and recorded, that will help us plan future exhibitions both in the Museum and dealing with requests for mobile photographic and memorabilia displays which will be shown our new boards. We already have 4 bookings up until March this year. A busy start.

Local items continue to be offered, most of good quality and interest and conforming to our Collections Policy that is now in operation.

The February Open Day of the Museum proved to be a very hot day for those who helped me. Total visitors were 17, all interested and also very interesting people. We had a wonderful donation of a full photo album of buildings/clubs in Cronulla with a promise of more to come. Thank you to DVD presentations of early surfing and events. Complementing this was a table with local historical books and tablemats for sale along with Society

membership and information pamphlets.

Approximately 460 attended, making this an enjoyable day for us all with many questions asked and answered. Both our new display boards were used on the day and made it easier for us to transport.

Thank you to Anna, Grace, Norma Jean, Pauline, Nola, David, Andrew, Terry (for the signs) and my son in law Graham for help given packing up. We'd like to thank Helen McDonald for help given and Brian Rose and staff of 2SSR radio for advertising.

A further display was mounted for the Vintage Tramways Museums Festival, Loftus on Saturday and Sunday 26th February and 27th February helping to celebrate the 100th anniversary of the start of the Sutherland to Cronulla steam trams. **Jim Cutbush, Curator.**

album of buildings/clubs in Cronulla with a promise of more to come. Thank you to members of the Museum Committee, Merle, Norma Jean, Terry, and David for the job done on photos for me — wonderful. Thank you Maurie for shelving material for storage area. **Jim Cutbush.**





The Roving Retirees

Since leaving home in March we have taken in the Masters of Paris in the National Gallery in ACT then crossed NSW, Victoria and SA via the Flinders Ranges. Up the Oodnadatta Track via Lake Eyre, Mound Springs, William Creek and the Painted Desert then crossed the SA-NT border at Kulgera, arriving in Alice Springs on a hot dry Easter Sunday. Within a week the skies opened up dropping 3" rain in a few hours and making the dry Todd River into a surging surf-like torrent. After several weeks in the Alice exploring places that we missed last year we drove up the Stuart Highway through Barrow Creek, Wyecliffe Wells (the UFO capital of Australia), Devil's Marbles, Newcastle Waters and the Daly Waters Pub. Then further north via 'We of the Never Never' Mataranka to Katherine Gorge, Kakadu NP where we enjoyed a sunset crocodile cruise on Yellow Waters, then to Jabiru - the Ranger Uranium Mine town. Through 1.2 metre deep water to Ubirr Rock to view the 1500 year old XRay art on the border of Arnhem Land. From Kakadu to Humpty Doo, Darwin for 3 weeks then Tumbling Waters, Crab Claw Island on Bynoe Harbour facing the Timor Sea with its mozzies with Dengue Fever, poisonous cane toads, box jelly fish, centipedes, and crocodiles. We spent some time in Litchfield NP, Rum Jungle, Adelaide River then down to Katherine again where we were surrounded by Boabs trees.



We entered WA at Kununurra, (gazetted in 1961, youngest town in WA, developed for the Argyle Dam on the Ord River and the Ord Irrigation Scheme and given a boost with the discovery of diamonds in 1979). From our caravan Park on Lake Kununurra we watched the crocs near the shore. Kununurra region is the source of Zebra rock, a siltstone dating back 1200 million years and most of Australia's sandalwood.



Next was Halls Creek and the Bungle Bungles with massive bee-hive like banded formations of the Domes. Then Fitzroy Crossing, Derby and on to Broome where we stayed at Cable Beach (so named for the undersea telegraph cable that linked Australia with the rest of the world). Many of the beaches are backed by formations resembling the Painted Desert and the Bungles – eroded red, brown and white rocks in



peculiar shapes of irregular striated rocks with bands and lumps of rusted ironstone – almost pure iron rusting away in the rocks on the white sand with a backdrop of brilliant turquoise water of Roebuck Bay (where William Dampier is fabled to have buried a treasure chest full of pieces of eight in 1699) to the east where we watched the unique 'Stairway to the Moon' phenomenon when the full moon rises over the miles of low tide mud flats; and to the west camels in the sunset over Cable Beach on Indian Ocean. We were in Broome for the Dragon Boat races and the Pearl Festival.



Because of the torrential rain of the Wet season in the tropics none of the houses has roof guttering. Guttering would never cope with the volume of water dumped from the sky.

On the 1st day of Spring – Wattle Day, with wattle in flower lining both sides of the highway we drove between red vegetated dunes of the Great Sandy Desert on our left and 80 Mile Beach and the Indian Ocean to our right. The plains and dunes were alive with brilliant wildflowers.

Cape Keraudren jagged, honeycombed rocks were full of fossils and shells. At low tide the water goes out about a kilometre at high tide it was lapping the dune below us. The gale force howler from the west persisted all night then at sunrise the sky was red with mottled clouds, the wind dropped then picked up again from the opposite direction. No wonder they sail the America Cup and such races from WA! The wind here would blow a dog off its chain!



Termite mounds topped with miners hard hats formed a guard of honour as we neared Port Headland, the busiest mining and shipping port in the southern hemisphere shipping out copper, gold, iron, salt etc. Most of Australia's salt comes from the Pilbara.

Further south through Roebourne then up the Burrup Peninsula where Sturt's Desert pea was flowering along the roadside. The gravel beaches are backed by rows of sand dunes and

granite block mountains beside ammonia factories and the massive Woodside North West Shelf gas and oil, one of the world's largest producers of gas. The offshore resources were discovered in the 1970s, production began in the 1980s, and today there are 70 offshore wells. Although the Burrup Peninsula is largely owned by the gas and oil mining company, thousands of ancient aboriginal petroglyphs carvings are now protected and are classified on the national and world heritage registers.

The Western Australian wildflowers are rioting - both sides of the North Western Coastal Highway was alive with stiff cream flowers, small balls of wattle, spikes of yellow grevillea, purple wildflowers, coastal heath and purple tasselled grass with Sturts Desert Pea, fluffy purple balls growing on the paprika dunes with green channels of grass between them.

From Exmouth we watched a whale breaching near one of the oil rigs. The coral reef where the wreck of the Mildura lies, is exposed for a good kilometre at low tide. Exmouth has had the strongest wind in Australia – 1999 Cyclone Vance reached 240k!



The HMS Sydney memorial on Shark Bay marks the place where the survivors from the attacking German ship, the Kormoran, landed in 1941 after they blew each other out of the water. Carnarvon has the German steel lifeboat.

Carnarvon is the only place in the world where a great central desert extends to the sea.



At Hamlin Pool we viewed the ancient domes of the Stromatolites – it was low tide and viewing conditions were perfect in the clear water.



Around Shark Bay there millions of 1cm cockle shells forming dunes which are mined for shell grit for the poultry farms. In Denham we camped in the most westerly caravan park in Australia. We helped a couple extract their vehicle and caravan from where they were bogged in the shells on Illawong Beach where we were camped.

80 k from Kalbarri we camped near the abandoned Galena lead mining town with the school site beside us on a flat area covered with wildflowers – blue daisies, yellow buttons with white centres, grevilleas, wattles, lupins etc and 50 million flies.



In the Kalbarri NP wildflowers, banksias and grasstrees everywhere and a fantastic view over the snaking Murchison River hundreds of metres below in the gorge. Natures Window is a 10' x 5' hole in a huge zebra stone rock balanced on the end of the ridge. Through the hole you can see the river and valley below.

At Hutt River Province we were met by Princess Shirley who stamped our Passports. Prince Leonard is showing his age now, however he gave us a personal guided tour until his emphysema got the better of him – Hutt River Province is 40 years old this year. His 3 sons now look after the grain farming and some of his land is adjisted out. He told us about his awards and tax-free independent foreign international country within Australia. Apart from the Official residence, his white Rolls Royce, the Pyramid of Hutt and the museum there is a chapel that is interdenominationally consecrated – it has massive oil paintings of the Holy Land and a 20' x 10' piece of red carpet from Windsor Castle when it was refurbished after the fire.



From Kalbarri coastal cliffs where we watched a pod of at least 20 porpoises rounding up large fish about 2-3' long, then around the corner there was a whale jumping completely out of the water. We spent quite a bit if time at Wittecarrie Creek where in 1629, two young Dutch sailors were put ashore for their part in the Batavia massacre because they were considered too young to hang. They were the first recorded white men to live in Australia.

Hutt Lagoon is a pink salt Lake at the entrance to the dry Hutt River – pink because of the betacarotene algae *Dunafiella Salina* growing in it. It produces carotenoids - the pigment found in fruit and vegetables, such as carrots. *Dunafiella Salina* contains beta carotene, alpha carotene, cryptoxanthin, lutein and zeaxanthin producing the pink colouration in the lake. Cognis Australia cultivate and harvest the micro algae in Hutt Lagoon and markets it world-wide for use in dietary supplements, aquaculture feed and as a natural food colouring. The algae absorbs sunlight and greenhouse gases.

Beside Hutt Lagoon is a the only Garnet mine in Australia and this is the largest alluvial garnet deposit in the world. It is used as an abrasive and for filtration – the garnet is of gem quality but is too small for cutting.

Just out of Port Gregory fishing village are ruins of an 1853 convict hiring station for ticket of leave workers in the lead mines. It was closed in 1856 because of water shortage, poor transport.

We were nearly blown off our feet by the sudden gusts of strong wind on an otherwise calm sunny fly infested day. Thank goodness for our fly nets!

Northampton the 2nd oldest town in WA, its buildings date back to 1848, is just about the prettiest place we have seen, we were there for the 'Airing of the Quilts', an annual event where they hang beautiful hand-made quilts from every balcony. The original shops, churches, convent and pubs have been lovingly restored and are exactly as they were 150 years ago. In the Northampton region there were 65 lead mines – 22 towards Kalbarri and 43 nearer Northampton. Lead was found in the bed of the Murchison River in 1848 – this was WA's 1st metal mine 100,000 tonnes of lead, 37,000 tonnes of Copper, 40 tonnes Zink and 165 kg of Silver was mined between 1849 and 1973.



After dropping in at Oakabella Homestead, mooted to be the most haunted house in WA, we went on to Geraldton and the HMAS Sydney II memorial. A tribute to the 645 Australian men lost when on 19th November 1941, the German Raider *HSK Kormoran* and the *HMAS Sydney* engaged off Shark Bay – both ships were sunk – all lives on the Sydney were lost and of the 390 on the Kormoran, 317 were rescued – survivors coming ashore near Carnarvon in Shark Bay. The steel riveted Korman lifeboat is in the Carnarvon museum. The wrecks of both ships were discovered nearly 3000 metres under the sea 112 nautical miles (207 km) west of Steep Point in Shark Bay on 16th March 2008.



It was so windy that caravan annex ripped off the van next to us and our washing was dry before the last peg went on – it is difficult to stand up straight when a WA howler is blowing. The trees are bent from the wind.



We drove east through farms, grain fields, blackboy forests and flowers, Blackboys, Burrawang palms, banksias, grevilleas and white fluffy tufts of undergrowth on spikey bushes, wattle, pink bells on spikes growing on white vegetated dunes – then olive groves and market gardens purple fields of Patterson's curse with cows grazing. Although this is the driest year on record in WA the landscape is a tapestry of farmland bordered with flowers with the road running through the middle of it.



New Norcia is owned and run by the Benedictine Monks. In 1846 Bishop Rosendo Salvado established a Spanish Benedictine Monastery and mission for the aboriginal people. There were 80 monks in the past – now only 8, and 80 others employed to run the town and orchards etc.



From New Norcia we followed the Victoria Plains through fields of canola, wheat, barley – green, yellow, brown, full growth, harvested, mown, some rolled into hay bales; and olive groves. In the Avon Valley Toodyay, formerly Newcastle, is 150 years old this year. Most of the original shops, buildings etc are still in use – Billiard parlour still operates, the greengrocer has an old barrow and the original shelves and counters.

We set up the van in Wilkerson Park in front of 1862 St Saviours C of E halfway between Toodyay and Northam. The old church is built of local stone and has and four 140 year-old olive trees leading from the gate, and a cemetery beside it. There is a lone pine in the grounds grown from a cone from the lone pine at Bermagui which was grown from a seed of the lone pine at Gallipoli.

Heading east towards home we began feeling a bit flat although we have yet to cross the Nullarbor, SA, Victoria and NSW. We camped near the base of Wave Rock and walked around the massive curved rock face but we were disappointed that it was only 100 yards long and not as high as the brochures portrayed. Hippo's Yawn Rock on the western end of Hyden Rock, is a cave looking like the open mouth of a hippopotamus.



We drove cross-country on 170k of dirt Emu fence road towards Southern Cross – the 1st goldfield in WA. The road was dead straight all the way except for where it detoured around another granite monolith then went on in line with the rest of the road. The roads were lined with open cut gold mines.



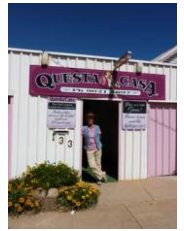
Coolgardie has beautiful old buildings and the butcher shop is also the newsagent, bridal wear and cake shop. They multi-task in WA.

We stayed a week in Kalgoorlie and strolled around Boulder inspecting the damage from the April 20th 5.1 earthquake. Most of the old buildings more than 1 storey high were

damaged and have scaffolding around them. We toured the 106 year-old Questa Casa brothel tour with the Madame, then drove up to the lookout for the Super Pit, an open cut gold mine about 2km long, 1km wide and 500 metres deep (they haven't yet struck water) there are several large veins of gold being mined with blasting several times a week. Super Pit is closing 2017 and Japanese want it for a golf course complex.



Kambalda is a mining town for gold and nickel. Water comes by pipe from Perth – when the pipeline was built and the tap turned on – nothing happened – the engineer rode his horse out into the ocean and drowned – a bit prematurely because after 3 days the water finally covered the distance and flowed. Norseman, at the beginning of the Nullarbor Plain, is a one horse town named for the horse wot was tied up for the night and hoofed up a nugget.



Crossing the Nullarbor which has the longest straight stretch of road in Australia – 146.6km without a bend, we also looked at blowholes, sinkholes, and the Nullarbor golf course, over 1000kms long, the longest in the world - opened 22/10/2009 with a tee and green in every town across the Nullarbor.



We encountered several push bikes crossing the Nullarbor and the only animals we have seen are one wedgetail eagle, shinglebacks, dingoes and roadkill kangaroos and a dead koala. For hundreds of kilometres there is mulga, wattle, grevillea – bra trees, clothes trees, shoe trees, cap tree, toy tree, MT tree, thong tree, toilet paper lavitree, naked tree, bottle tree, kitchen implement tree, undies tree, flag tree etc, so we had to tie a Smurf doll in a tree to keep up the tradition.

At the base of the pass up to Eucla we were stopped by the last police in WA for a breathalyser then being near the cliffs, we stopped at several places to photograph the Great Australian Bight and dunes down below us. The wind was howling again – typical Nullarbor wind. On the treeless plain the stunted grevillea and wattle trees looking very much like Africa. There is a grid on the road marking the beginning of the Dingo Fence at 12md halfway between Yalata and Nundroo. We had another puncture on the Fowlers Bay dirt road.



SA border at Ceduna we passed through the WA- SA quarantine checkpoint. Ceduna was named for the 1st policeman's horse but the local aborigines claim it means 'resting place'. Here we enjoyed oyster pies and fresh local oysters before driving on to Smokey Bay, a quiet oyster village – the general store has a single petrol pump, Streaky Bay then camped at Murphy's Haystacks – 1500million year-old weathered granite domes in the middle of a wheat field – caps of a huge mountain shelf underneath the wheat fields. Officially called Inselbergs. The weather changed dramatically plunging us into the winter we have missed – rain and frost accompanied by a fierce wind.



Travelling slowly east through the lower Flinders Ranges, camping in the Mt Remarkable National Park, and the Clare Valley then headed for Murray Bridge via Kapunda (Australia's oldest mining town) and the Barossa Valley. From Tailem Bend with its Big Olive to Murray Bridge, along the Malley Highway to Murrayville, Ouyen and Balranald. Through Hay with dragon fly swarms, grasshopper and locust plagues because of the long dry spell and impending storms. Dragon flies only swarm when there is going to be excessive water.



Driving on Burley Griffin Way to Barellan, Evonne Goolagong's home town with its Big Tennis Racket, then to Wadenbeen, Young, Yass where we looked at Hamilton Hume's Cooma Cottage 1835 homestead before driving to Gunning, Goulburn and our last stop, Moss Vale in mid November. Rain was forecast for a couple of days so rather than drive on wet slippery roads stayed another night unless the weather kept us longer – unfortunately

the sky cleared and we had to head for home despite doing several rain dances over night. Heathcote Road was closed due to fatal accident so we had to take the tollway and Alford's Point Bridge across the new duplicate bridge. We were planning to head out again in March but I will still be recovering from personal maintenance and because of the fires in lower WA and the floods through Victoria and QLD we can't realistically travel so soon – but I am assured by my surgeon that I should be able to go in May – by that time the places we want to go to should be reasonably OK and the washed out roads (and my hand) stabilised again.

Sutherland Shire Historical Society

Membership application or renewal 2010/11

The Society's year commences 1st July each year and concludes on the 30th June of the following year.

TO ASSIST WITH ACCURATE RECORD KEEPING EACH MEMBER IS REQUESTED TO COMPLETE AN INDIVIDUAL RENEWAL FORM EACH YEAR

Applications should be completed and handed to the Honorary Treasurer at the monthly general meeting or posted to the Society at the address shown on the renewal form. The new / renewal application should also contain the appropriate subscription fee.

It should be noted that a failure to pay the membership fee within three months from the end of the financial year will result in a lapse of membership.

Receipts may be collected from the treasurer at monthly meetings. If you wish to have your receipt posted to you, a stamped self addressed envelope must be included with your renewal form.

This membership application is a -Renewal () New Membership () (please tick)

TITLE: Mr, Mrs, Ms

Family name: -----

Given name: -----

Postal address: -----

-----Postcode-----Tel. No.-----

Please find subscription for 2010/11 enclosed

Annual adult subscription = \$22 junior member / full time student = \$11

Signed ----- **Date** -----

Post to – Treasurer, Sutherland Shire Historical Society, PO Box 389, Sutherland NSW 1499

This membership application is a -Renewal () New Membership () (please tick)

TITLE: Mr, Mrs, Ms

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