

VOLUME 17—NUMBER 1: FEBRUARY 2014



MINDFUL OF THE PAST – FOCUSED ON THE FUTURE

## **SUTHERLAND SHIRE HISTORICAL SOCIETY**

### **THE SOCIETY**

The SSHS has a proud tradition stretching back 47 years and is an entirely volunteer and not-for-profit organisation. Over the years the Society has taken on the responsibility of recording and preserving local history so that Shire residents can learn more about our past.

### **WRITING FOR THE *BULLETIN***

Since its beginning, the Society has fostered the skills of local writers and their work is recorded in the *Bulletin* – copies of which can be accessed in Sutherland Shire Library Local Studies room. Members and non-members are invited to submit material for future editions and although we give local history priority, we are happy to accept stories on Australian history generally. We ask that you quote your sources and acknowledge any material used as well as obtaining permission from authors.

The *Bulletin* 'style-guide' is available from the editor: Clive Baker. 13 Veronica Place, Loftus. 2232. [warbookshop@bigpond.com](mailto:warbookshop@bigpond.com). Make sure to include your contact details and/or email address.

### ***BULLETIN***

Copies of this publication are free to all Society members and are also distributed to all Shire council libraries, the Mayor, Shire General Manager, all Councillors, the Royal Australian Historical Society, National Trust of NSW, NSW State Library, National Library of Australia, University of Sydney, University of NSW, State Rail Authority, Australia Post Archives, Sydney Water Board Historical Research Unit and Shire high school libraries.

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### **REGISTRATION**

Apart from the *Bulletin*, other Society publications are registered with the National Library of Australia in accordance with International Standard Serial Numbering and usually have an ISBN number.

## **SUTHERLAND SHIRE HISTORICAL SOCIETY MEETINGS**

Monthly meetings are held on the THIRD Saturday of each month at 1.30 pm (except December) – at Stapleton Centre, 3A Stapleton Avenue, Sutherland (near the library). We welcome your company to hear our guest speakers, mix with local history enthusiasts and share afternoon tea and a chat.

## **SUTHERLAND SHIRE MUSEUM**

Our museum is located in the School of Arts, 21 East Parade Sutherland (a short walk north from the pedestrian crossing and corner of Adelong Street).

Aside from the Christmas–New Year period, the Museum is open on each Saturday from 9am to 1pm and contains some gems of Shire history and a fine collection of old photographs. For schools and other groups requiring a special tour at other times: contact the Curator, Jim Cutbush (9521-3721).

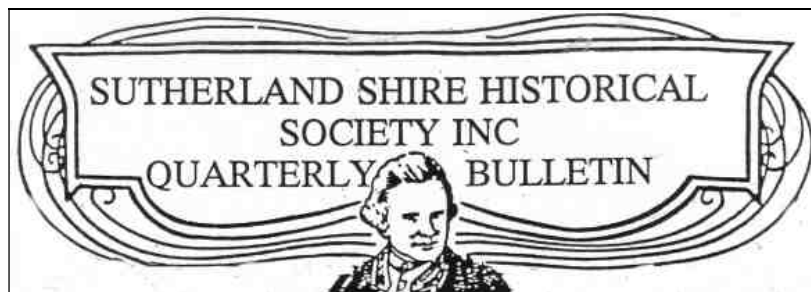
**DONATING MATERIAL:** If you have items of historical significance for Sutherland Shire, we welcome their donation to the museum to keep for posterity. If you do not wish to part with items, we would appreciate having copies of documents and photographs. Temporary loans for specific periods are also welcome. Cash donations and sponsorship assist us to improve the museum and perhaps you can keep the museum in mind when planning your estate.

## **CONTACTING THE SOCIETY**

All correspondence and membership enquiries should be addressed to The Honorary Secretary, Sutherland Shire Historical Society. PO Box 389, Sutherland, NSW. 1499 or [a.badger@optusnet.com.au](mailto:a.badger@optusnet.com.au)

## **THANKS TO SUTHERLAND SHIRE COUNCIL**

The Society is most grateful for on-going support from Sutherland Council in printing our *Bulletins*.



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**Front cover:** Historical Shelley Beach Pavilion, Cronulla, 2013.

**Back cover (above):** 'Mystery Castle' Fowlers Road, Illawong, c 1950.

**Back cover (below):** Stone bridge abutments, old Rawson Parade, near the rail line, RNP, 2013.

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## NEW MEMBERS

We are very pleased to welcome some new members:

Basil Griffin of Gynea

Margaret Robinson of Wollongong



## PRESIDENT'S REPORT

BRUCE WATT

Welcome to our first *Bulletin* for 2014 and, from 'the team' I wish our many members a happy and prosperous year ahead.

There is already a full and impressive list of guest speakers for the year and looking around the room each meeting, there is a positive vibe in recent times.

This year sees a range of interesting activities and preparations are already under way for Heritage Week in April.

We have a growing number of groups who wish to visit the museum and Curator, Jim Cutbush, performs a vital function in catering to a diverse range of interested parties. For the first time this year we have been opening the museum on every Saturday between 9am and 1pm. Thanks go to the 20-odd museum guides who have volunteered and help spread the load for the weekly roster. There is always room for more volunteers so speak to us if you would like to be included. The response to the more frequent openings has been encouraging but publicity is the key. There are still a great many residents who don't know that the museum exists or its location so we are investigating ways to improve our marketing. Tell your friends about the Museum and the Society and invite them along to one of our functions.

I recently attended the launch of the 2014 Shire Tourism's prospectus which is amongst a range of initiatives to improve our reach.

The Society's advocacy in heritage matters has been vindicated with the announcement that the jetty in Hospital Bay at the head of Gunnamatta Bay will be restored rather than be demolished as originally mooted. Cronulla State MP Mark Speakman announced a grant which will be matched by the Sutherland Shire Council to carry out the works. Jim Cutbush grew up in the vicinity and was featured several times in the *Leader* and the publicity regarding its heritage value weighed heavily in the eventual decision to save the jetty.

We have long lamented the lack of storage space at our museum in the School of Arts building at Sutherland.

We have on occasions been offered facilities including a scout hall though these amenities have their own issues. As a member of the Hungry Point Trust which administers the former Fisheries site on the Cronulla peninsula I made representations regarding a building which has no immediate use. Consequently, we have been allowed the use of this space in the medium term which will greatly alleviate our storage issues.

On 6 February, Angela Thomas, Jim Cutbush and I attended the State Memorial Service for Arthur Gietzelt. He was a Labor politician who contributed very significantly to the development of the Shire as well as in federal government. He was elected to the Sutherland council, representing Caringbah in 1956 and was Shire president in 1961-63 and again in 1966-71. It was through his influence that the Sutherland Shire Historical Society was established in 1966.



Arthur Gietzelt:  
1920-2014

As a councillor, Gietzelt was instrumental in setting up a land projects committee so council could acquire land, develop it and sell the finished product at auction.

The sales paid for much of the public

infrastructure in Sutherland Shire today including swimming pools, sports grounds, libraries, child healthcare centres and much more. So much of what we take for granted today was hard fought for in the early days of the population boom in the Shire in the 1950s and 60s. The Shire was a very different place then with no tar-sealed roads and inadequate infrastructure.

In the late 1960s, Gietzelt fought the federal Gorton government and the state Askin government to stop a second Sydney airport being built on Towra Point wetlands, near Kurnell. A referendum was held in the Shire that rejected any proposal for an airport on

Towra Point by almost nine to one, and the Prime Minister, John Gorton, soon announced the plan was dead. Gietzelt then stood for election to the Senate for the ALP and resigned from the council. In 1975, the federal Labor cabinet resolved to issue export permits for mining mineral sands on Fraser Island. Gietzelt led the backbench revolt opposing this and, with support from Bob Hawke and the ACTU, the permits were revoked and Fraser Island remained a wilderness area.

He was made opposition spokesman for agriculture in 1976 and later, opposition spokesman for consumer and administrative affairs. After the election of the Hawke Labor government in 1983, he was made Minister for Veterans' Affairs, a portfolio he held until 1987.

He introduced homecare for veterans, reformed entitlements and achieved formal recognition of Aboriginal and Torres Strait Islanders' unofficial work patrolling the northern coastline in World War II. He also established the Evatt Royal Commission into Agent Orange, the carcinogenic defoliant infamously used in Vietnam. He was made an officer of the Order of Australia in 1992 and was awarded a Centenary Medal in 2001. Following the service, his book *Sticks and Stones* was launched.

The Society has always fostered research and publication and has launched several books in recent times.

I must say that I have felt the need to give something back and to that end, I have been writing an ambitious and comprehensive Shire history that should be ready for launch by mid-year. Simply called *The Shire*, it is an epic book that covers a broad sweep of time. Few local references have treated our Aboriginal heritage in such depth and compassion. The chance act of Captain James Cook's visit to Botany Bay and all that followed from that allows us to claim that our history is part of a much broader canvas. So at each critical time frame, there is an overview of events and issues that were impacting on a global scale and in Australia. More than just regurgitating dry facts, it immerses the reader in the bigger picture and explains why the Shire is so unique. It also explains how external events have impacted on the area and how in turn, the Shire has influenced Australian and global matters.

The book is profusely illustrated with images. The chronological sequence ensures that it is easy to read and interesting. Like many things today, it will be 'made in China'. Authors don't make money producing such low volume books in colour so it simply becomes an economic imperative to produce overseas.

It is a privilege being president and I'm looking forward to another productive year.

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## CURATOR'S REPORT

JIM CUTBUSH.

The museum Committee is continuing to fine tune the way we do things in all areas and it will take some time to be perfect.

Thanks to Pat Hannan and her great computer talents it has and will make it much quicker and easier to find anything that needs to be used or read.

The storage area congestion is gradually being improved and Clive Baker has spent many hours sorting, boxing and listing a lot of the items for better protection and identification.

We are gradually getting more open space in the very crowded store room. However, we recently had great pleasure in receiving the Daphne Salt Collection which gives us another storage problem to solve.

Thanks to all the volunteers who do a great job each Saturday. Visitor numbers have been up and down but not too bad as an average.

I wish all members a happy and healthy year in 2014.

## REPORTS

### EDITOR'S SAY

CLIVE BAKER

ALL COMPLAINTS AND CONTRIBUTIONS TO:  
[warbookshop@bigpond.com](mailto:warbookshop@bigpond.com)

There is not too much to report as we start the new year but no doubt there will be plenty of events that my vast staff will be writing about in 2014.

Again, the usual request – please keep writing new material but keep in mind that Shire items will receive priority and 'outside' articles will be used as 'fillers'.

This issue has produced some interesting new snippets of Shire history and again raises questions to be answered. If you can help with added information or corrections to anything published in the *Bulletin*, do not hesitate to contact me.

### ARCHIVIST REPORT

CLIVE BAKER

Wearing my other hat, I have been assisting Jim Cutbush in sorting the Museum's garage store room but that means that the over-worked Ms Hannan will have the odious task of putting it on to the computer – if she can read my writing.

Daphne Salt has donated WW1 artefacts belonging to her grandfather and they will feature in the Anzac Day make-over of the Military Pod.

I would like to thank Nola Watt, Daphne Salt, Pat Hannan, Merle Kavanagh and Doug Archer who have been sending me books to sell for the Society and material for the archives.

## WHAT'S ON?

<b>FEBRUARY</b>	22	Museum	Saturday 9 am–1 pm
<b>MARCH</b>	1	Museum	Saturday 9 am–1 pm
	8	Museum	Saturday 9 am–1 pm
	15	Museum	Saturday 9 am–1 pm
	15	Meeting: 1.30pm	Guest speaker John Oakes on Mortuary Trains.
	22	Museum	Saturday 9 am–1 pm
	22	Excursion \$32	Wollongong historical sites (includes lunch at M B Club)
	29	HERITAGE WEEK	Museum open daily until 5 April 9 am–3 pm
<b>APRIL</b>	5	Museum	Saturday 9 am–3 pm
	12	Museum	Saturday 9 am–1 pm
	12	Meeting: 1.30pm	Heritage Seminar guest speakers on 'Journeys'.
	19	Museum	Saturday 9 am–1 pm
	19	Meeting:	Moved to 12 April because of Easter
	26	Museum	Saturday 9 am–1 pm
<b>MAY</b>	3	Museum	Saturday 9 am–1 pm
	10	Museum	Saturday 9 am–1 pm
	17	Museum	Saturday 9 am–1 pm
	17	Meeting: 1.30pm	Guest speaker Joan Morison on her Life in the Shire
	24	Museum	Saturday 9 am–1 pm
	24	Excursion	To be advised
	31	Museum	Saturday 9 am–1 pm

# Light Horse Outing – Kurmond.

November 2013.

By Joan Morison. OAM

Someone had said their prayers for our bus outing to the Australian light Horse Display, for we left under a beautiful blue sky, BUT ... most of us carried a broolly just in case. 9 am we 'hit the road' and our attention was drawn to constant changes of the M 5 and M7 expressways. When passing through Hammondville, our driver rendered his usual great spiel on the history of the area after World War II. I'm always a bit "goggle eyed" myself on these roads for I remember it in the old days and it is now hardly recognisable.

I noted the Sir Roden Cutler Exchange and as we bowled along the Richmond Road there were traces of the recent bushfires. Into Richmond itself – a delightful country town – we would be returning here for lunch, so Terry explained he would save our history lesson of Richmond until later. Many years ago Bruce and I used to come here by train and get a Rail Motor to Kurrajong to go fruit picking. Weather was still holding up, although some grey clouds looked ominous.

We went through Tennyson and meandered on narrow twisting roads, and soon we arrived at the Light Horse Museum, where Terry, with his usual good driving, parked the bus in a narrow area. We were welcomed by the Light Horse Group, ushered to a viewing area where one or two horses and riders were training. Here we were treated to morning tea and coffee with small lamingtons and another member of the group donned his uniform and also took to the training area.

Alas we didn't sit for long as those menacing grey clouds began to drop some rain so we wandered through the stables and met the horses in their stalls – our hosts provided bits of carrot to feed them – boy! Were they hungry! One nibbled Bruce's finger as well as the carrot! At the rear of a long stable area there was a Museum with numerous artefacts. Without being unduly rude I think I can say it had seen better days, but was really interesting, and the mock models of horses and riders were well made and gave us all an idea how it must have been in those wonderful hey days of Desert Riding and the famed Bersheeba Charge.

The rain began in earnest, so we said our good byes and boarded the bus – then amid thunder, lightning and torrential rain we headed for Richmond. Those prayers must have been said in the bus for as we arrived at Richmond Bowling Club, where the greens were full of puddles, the sun shone for our walk into the Club. Lunch was enjoyable, as was the friendly chats with other members, and we had a choice of Fish or Pork, followed by dessert of fruit salad or chocolate mousse. One could buy wine at the bar, but I didn't fare too well as a non-drinker, for two cans of coke cost \$7.80.

As we re-boarded our bus we were in for a special treat of local history of Richmond and Windsor, with our Terry highlighting many buildings of early settlers, including Croft's cottage, St. Matthews Church, William Cox house and noted that several of these were built by Francis Greenway. We also saw the petitioners who were trying to save the bridge across the river at Windsor, which is the oldest bridge in NSW. The Council is hoping to pull it down and build another, but there is an alternative route for another bridge and all the locals want this bridge preserved.

The origin of place names proved interesting as we passed through various areas, one was Blacktown Road. Way back in time there used to be an Aboriginal 'reservation' in the area and early settlers used to say it was the Black's town, the road then became the Black's Town Road, and after the railway came to the area it became Blacktown Road. Another of interest was Rooty Hill. It was once an area for growing Ruite grain. Ruite was an Indian word, and in typical Aussie fashion our early settlers changed the spelling from Ruite Hill to Rooty Hill. The closer we got to home, the finer the weather became and Terry had another surprise for us as we hit the Heathcote Road – we deviated for a "look see" down Pleasant Point Road and how some of the "rich and famous" live. The house and private land was a huge area, no doubt they had guard dogs to keep us ordinary people out – no matter – it was just another interlude we lucky members of Sutherland Historical Society get when we do an outing once a month.

I would like to thank Terry and Pat for a great day and fellow members should not miss the future excursions planned for 2014.



## THE LIGHT HORSE OUTING

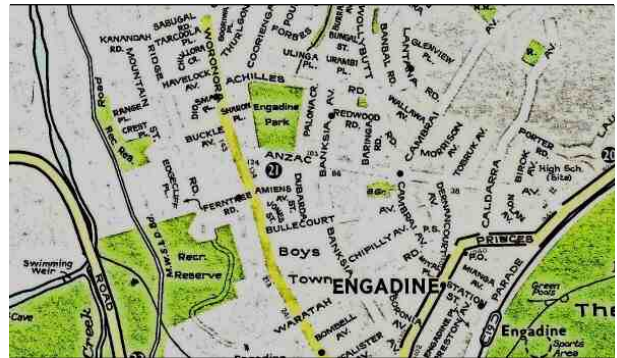


## WHAT'S IN A NAME?

LAURIE BURGESS

There has been a large area in Engadine since 1923 that will be recognised by most people as 'Anzac Oval'. They may be surprised to know that its official name is 'Engadine Park' – a name adopted by the Geographical Names Board on 4 May 1973 as confirmation of its original name.

The name Anzac Oval does not owe its origin to the generally military theme of the area, but was simply following a Council generic practice of naming reserves and sports fields after the road frontage to assist location.



*The park's location on a 1965 map.*

The official name of Engadine Park would obviously confuse people looking for the reserve who would expect it to be near the town centre. In addition, it is normal for major sports playing fields to be named 'Oval', even where the oval is a transitory feature appearing during the cricket season.

Since becoming a sports fields around 1961, common usage led to 'Anzac Avenue Oval' being abbreviated to 'Anzac Oval'.

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1927

# SUTHERLAND SHIRE LIBRARIES: A 60-YEAR HISTORY.

HELEN MCDONALD

The Library Service celebrated its 60th anniversary in 2013. It was a great opportunity to look back and see where we have come from and the events which shaped its growth. It started life in a small cottage located next to the then Council Chambers in Eton Street Sutherland on 30 November 1953. But what were the reasons and circumstances responsible for this? In the early 1950s the Shire was still a relatively young and growing community. Kurnell had been chosen as the site for the new oil refinery, Parke Davis a huge employer of Shire residents moved to Caringbah and the *Shire Pictorial* newspaper was about to begin reporting on the Shire's people, places and events.

Sutherland township had been a transport and administrative hub since the railway came in 1885 and the Council was formed in 1906. Recreational needs were met by the School of Arts which were popular venues in many local communities and Sutherland was no different. Originally located on Linden Street near the Woronora Cemetery the School of Arts served as a public meeting place and venue for dances and celebrations as well as a reading room with books collected and donated by and for the local community and visitors since the 1890s.

The issue of who should be the provider of reading areas and books for the local community came to a crossroads in the 1930s. A government committee in 1912 had already identified that schools of arts were perhaps not the most appropriate ... This had been met with opposition at the time from local communities who saw nothing wrong with schools of arts as both educators and entertainers. The Munn-Pitt report of 1935 based on the results of a survey of Australian libraries however concluded that library service needs were not actually being met. That added weight to the argument for subsidies to be transferred from schools of arts to local councils in order to set up public libraries under their control. This was enacted as part of the Public Library Act (NSW) of 1939 which commenced in 1944, being delayed due to the war.

The Sutherland Shire Council looked into the provision of a public library service by surveying the Shire and in 1952 adopted the Library Act. It was decided that the cottage next to the then Council Chambers would be converted as the first library. Wilby L. Brown was the first Shire Librarian who with a small staff collected and processed book stock in a room at the State Library of NSW until the library site was ready.

The service was "announced" to the local community on 30 November 1953.

At the time the population of the Shire was nearly 57,000 and membership after one month was nearly 2000 with an average of 74 registrations per day.

It was not long before the service expanded with the addition of two branches, the first at Cronulla and the second at Miranda. Both used existing rooms in the local school of arts buildings. Before Cronulla opened Brown resigned and the position was then filled by Charles Smith who completed the set up of the branch which opened on 30 April 1955 and the Miranda Branch on 26 November.

Due to the popularity of the service it was not long before other parts of the Shire lobbied Council primarily through their progress associations for branches of their own. However the rapid growth of the service may have also inadvertently created issues which would potentially affect its continuation.

The budget to support the existing library service went under review. At the same time as the Shire saw the laying of the foundation stone for the district hospital at Caringbah in 1955, maintenance and potential growth in the library service was deemed unsustainable. Resources were stretched and savings had to be found. Smith was asked to look at reduction in both hours and staff. Subsequently seven members of staff, which included the Shire Librarian resigned.

The library service was in dire straits and potentially under threat of closure. Mrs Merle Hanson an existing staff member and a few other temporary staff kept the service running over the next two years. After Mrs Hansen resigned in 1958 Charles Smith was reappointed a month later. In an attempt to refocus attention back to the library, Smith reorganised the service and lobbied for a deputy librarian to share his duties. He even considered a request for a library service at Engadine in October even though it would have been difficult to achieve, as a way of showing the potential contribution the library could make to the community if it became better known.

In March 1960 part of this vision was realised when Bernard Sargeant was appointed as senior librarian and upgraded to deputy by May.



This allowed for a considerable amount of processing of new books and Charles Smith reported that the outlook for the future of the library service was now encouraging. Smith resigned in 1961 and Sargeant was appointed Shire Librarian.

Services added in the sixties included a part time branch at Sylvania in 1960 and, in 1961, Council was invited to incorporate the Miranda branch into Miranda Fair shopping centre which opened in 1964. Sutherland library was relocated within the new administration centre of Council in 1965 and Caringbah opened in 1966. The first purpose-built library was achieved with the 1968 opening of Engadine branch and it and the home library service for homebound commenced that year.

By 1971 Miranda branch was relocated within the eight-million dollar upgrade to Miranda Fair undertaken by Westfield, the new owners. Bundeena was the site of the first joint library service in the state located in the local public school (1975). In 1976 Sargeant resigned and Diana Oliver was appointed Shire Librarian.

The only area left undeveloped in the Shire was Menai and development was undertaken as a 'new town' plan by Council and as a centrepiece to a number of neighbourhoods.

The first of these was Bangor, where a shopping centre was opened in 1982 and a branch library in 1984. Before the decade ended disaster struck when Caringbah branch burnt to the ground in 1985. It was two years before it was rebuilt and reopened in 1987. On a happier note Diana Oliver was appointed Director of Library and Community Services in 1989.

1993 saw the relocation of the Sutherland Library (in its 40th year) and Menai Branch Library located in the new town centre replaced the Bangor site (1994). In 1996 Diana Oliver retired and Lyn Barakat took on the role of Library Manager. Engadine branch rounded out 1998 when it was relocated to its present site in Caldarra Avenue (1998).

The new millennium saw library technology go ahead in leaps and bounds. A move and makeover for Cronulla occurred in 2009 and the end of the decade saw a new building for Bundeena Library.

The Library service continues to look to the future reaching beyond its walls by introducing new services such as ebooks, magazines and databases available remotely, 24/7.

The original vision to serve the local community in its educational/ recreational needs and be part of its life is still the same as it was 60 years ago.

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## MYSTERY WOMAN OF LOFTUS

CLIVE BAKER

In the early 1970s, at the end of First Avenue, Loftus there was large orchid nursery. One of the owners was a lady with a very interesting past and before she died, this book was published:



Jon Woodworth's 2006 book, *Valentina: my Little Russian Princess*, was about: "Estonian, Valentina Selg, who tells how her parents fled persecution in communist Russia to forge a new life in Sydney in the 1920s.

She had recollections of marauding Cossacks

terrorizing peasants and hacking her grandfather and uncle to death and the Bolsheviks sentencing her father to death.

She suffered the racism of school students towards 'New Australians' and also when applying for academia, the Dean of Sydney University, felt it 'unwise' for her to study law because "Australians were not ready to trust a migrant female lawyer".

She survived the Great Depression and WWII that took the life of her husband – killed in a bomber crash during the Battle of Britain.

Her intriguing story includes, her father thrown off Bondi Beach in a Tarzan loincloth, founding a commercial orchid nursery in Loftus and becoming world renowned as the pioneer of cymbidium orchid growing.

She was friends with famous photographer, Max Dupain, married an ABC Orchestra cello player, berated Government for funds to build Sutherland Hospital and assisted in the euthanasia of her father.

## 200 YEARS AGO

MERLE KAVANAGH

In 1814 the growing colony at Sydney entered its 26th year. The population was estimated at 12,183, with another 1,903 in Van Diemen's Land. The last inhabitants of Norfolk Island left there at the end of February 1814 and it would remain uninhabited for the next 11 years. Lachlan Macquarie, who had begun his long governorship at the beginning of 1810 had settled in well. In the previous year Blaxland, Lawson and Wentworth had found a way across the Blue Mountains and Evans had named the Fish and Macquarie Rivers on the western side of the mountains and also the Bathurst Plains. So in July 1814 Macquarie authorized William Cox to build a road over the mountains along the Blaxland-Evans Track.



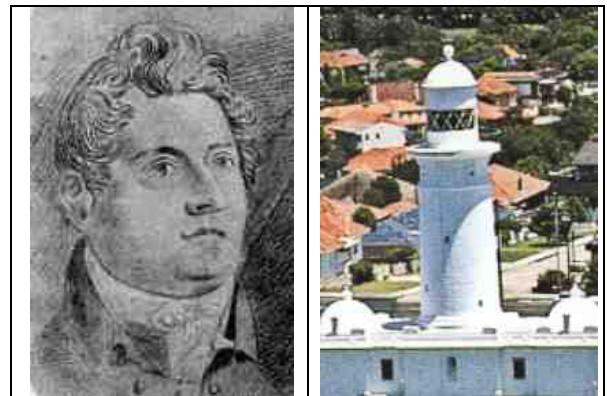
Holey Dollar: Spanish coins were punched out to make two coins of different values.

The Holey Dollar and Dump went into circulation in January 1814 and in May Macquarie offered an amnesty to bush rangers in Van Diemen's Land who surrendered before December but it made no difference. Things were not going too well down there, with the ship *Argo* in the Derwent River seized by convicts in June and in August J.P. Fawcner received 500 lashes and three years' gaol for helping convicts to escape from Hobart. The unrest would continue and in April 1815 a bush ranging gang under Michael Howe raided New Norfolk in Van Diemen's Land and two settlers were killed.

But Reverend Samuel Marsden thought his services were more needed in New Zealand and sailed off at the end of November 1814. He returned the following year with several Maori Chiefs and wrote to a friend in London, "My soul has been so vexed with the wickedness of some in this Colony that I have been strongly tempted to leave it altogether." But his wife reminded him of his responsibilities, saying "What will New Zealand do? What will the missionaries do?"

The convict ships were still arriving, disgorging their human cargos in various stages of distress.

The mortality rate on three of the ships was one death to every 9.1 convicts embarked. The primary cause on the *General Hewart* (*Hewitt*) which arrived in February 1814 with 266 convicts, was said to be bad weather which saturated clothing and bedding, the latter being then thrown overboard, leaving it unavailable when cold weather was experienced. On board this ship was Francis Greenaway who had been convicted of forgery in Bristol where he had run an architectural business. After being granted a Ticket of Leave, Macquarie appointed him Civil Architect in 1816.



Francis Greenaway and one his enduring buildings – the Macquarie light house at Watson's Bay.

Another of the badly affected ships was the *Three Bees* which arrived in May with 210 Irish convicts and though there had only been nine deaths on the voyage, 55 of the survivors were hospitalized with scurvy. She had only been built the previous year and had suffered extremes of weather but worse was to befall her in Sydney Cove. She caught fire a fortnight after her arrival and the 30 casks of explosive powder aboard her were of great concern. She was cast adrift and abandoned, her 154 guns going off from 5.30 pm. One cannon ball entered the parlour of Captain John Piper, smashing the corner off a desk. The ship drifted onto rocks at Bennelong Point and a quarter of an hour later the magazine exploded. By morning she was a total wreck.

The third ship, the *Surrey*, arrived in July with 51 dead – 36 convicts, her Master, 1st and 2nd Mates, the Boatswain, six seamen, the Surgeon and four soldiers. Typhus had decimated the ship and they landed the survivors on the north shore, erecting tents and providing surgeons.

The close confinement of prisoners had given the disease a foothold and neglect of any precautions had resulted in the large number of deaths.

On a lighter note, the first recorded prize fight in Australia was held on 7 January between John Berringer, the winner and Charles Lifton over 56 rounds! At year's end the Rum Hospital's contractors' monopoly on the sale of spirits expired, allowing the Government to import spirits and impose duty.

Macquarie was concerned for the Aborigines who still lived in the Sydney area and felt some responsibility for civilising them. In his efforts towards this he set aside land on the mostly vacant northern shore (Mosman area) and encouraged them to farm in the European manner. However, they had no interest in formal farming methods.

In December he called a conference of Aborigines at Parramatta, encouraging them to settle but co-operation between the settlers and natives was not always congenial.

On 18 July 1814, Matthew Flinders published his book *A Voyage to Terra Australis*, though

he issued a statement that he would have preferred to use the title *A voyage to Australia*. Flinders died the day after his book was published. The name 'Australia' would not be approved for the continent until after Lachlan Macquarie formally advocated this in 1817. The original use of this name was in George Shaw's *Zoology of New Holland* when it was applied to the whole continent, probably for the first time in print. Flinders wrote to Joseph Banks in August 1813 that he was disappointed that 'Terra Australis' as a name for New Holland and New South Wales collectively was not approved. It would not be until 26 January 1818 that the first Australia Day celebrations were held.

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## THE PASSING OF A GOOD FRIEND

CLIVE BAKER

It is with great regret that I report the passing of Daphne Salt – not from this 'mortal coil' but from our midst.

After much generous distributing of her collection of Shire history, furniture and other goods (to make her move easier) she finally sold her house and departed. Several SSHS members assisted Daphne in boxing and disposing of her goods and storing items for later collection.

She headed to the Port Macquarie area and has now found a new house at Wauchope.

Meanwhile, the ever-busy Pat Hannan has piles of historical material in her garage and is spending most of her time listing it as the 'Daphne Salt Collection' on the data base and filing it at the Museum.

The Daphne Salt Room at the Museum will soon have a plaque over the door to ensure that future generations are reminded of this remarkable woman.

Daphne's family history (through a German line, connects her to Mozart and Queen Victoria) and future *Bulletins* will tell that story.





## AN EARLY LOCAL EXPLORER

DR. L——Y.

In 1833, an account appeared in a Sydney newspaper, giving some idea of the countryside in the Shire and south to Five Islands (Wollongong). The writer did not give his full name:

*It was in the month of October 1832, when I started with my two assigned servants from the farm of Mr Conelly,[sic]<sup>1</sup> on the south shore of Botany Bay, to proceed near the sea-coast to the Five Islands. The provisions which I was able to carry with me were small, as I hoped to reach in a day or two some habitation. An overseer of Mr Conelly's (an old soldier) conducted me to a place, from whence it was, as he believed, only one mile to Port Hacking's River; and, after crossing it, he said, I would find some black people to give me further information.*

*Both these suppositions proved to be false. Only so late as the evening I was able to cross Port Hacking's [sic] River and the three subsequent days, I was continually struggling, with the only aid of my compass, to penetrate a number of inconceivably wild and desolated gullies. The third day we arrived at some precipices of at least 4 to 600 feet height, when a rather heavy rain began to spoil the soil altogether and the wet brushes [shrubs?] broke and injured very much our clothes and shoes.*

*In this perplexing situation, I took a silk umbrella, which I had with me for the sake of collecting insects, and threw it away, saying to my servants, that if the circumstances continued to be such, I would also throw away the cape of my cloak and my gun with which they were charged. To this they objected in a rather imperative way, telling me, that they would not wish to see me make away with such things, as they were able to carry all they had, and as the cape was wanted to cover me at night (I must mention here, that their load consisted, besides the provisions, of several boxes, bottles of insects, a certain quantity of washing, and articles belonging to my toilette, — soap, comb, &c. We had powder and shot, packages with seeds and plants, and two specimens of the enormous flower of the*

*the gigantic lily (Doryanthes excelsa), which I brought with me to Sydney).*

*This night, the third one, when we met with no living soul whatever, we were much annoyed with rain, which extinguished the fire, where we were about to boil some tea after such a harassing journey. The fourth day, my solid provisions, which had been scarce all these days, consisted only of a piece of bread of about six ounces, and a small parrot roasted hastily upon charcoal. This meal I took, of course, and divided it (as I did always, as soon as the provisions became scarce) into three equal parts ... I was not at all astonished after the good feelings these men had shown me all the time, that they refused to take it, asserting that this was wanted for my own comfort.*

*The one, an ancient sharpshooter of Wellington's army, said that he was accustomed, from the Peninsula, to such privations; the other, a boy of 19 years, asserted that he was once before, after cattle in this country, a week under worse circumstances. Both said that we must now soon reach some habitation, and that they could stand very well with the tea and sugar we had with us. I cut short this disobedience, saying, that I wanted their forces for my service, and commanded them to take what I thought proper to give them.*

He went on to discuss an earlier convict servant but does not describe the end of his journey or how he crossed the Hacking..

Bruce Watt commented that:

*This illustrates that Aboriginal people were living in the southern Port Hacking area and could be expected to assist the traveller. The route south of the Hacking River and along the coastline was a traditional Aboriginal track. The article goes on to describe the immensely difficult task that the traveller's faced in penetrating the extremely rugged bushland.*

### Source:

*The Sydney Gazette and New South Wales Advertiser, 3.9.1833*

<sup>1</sup> Mr Connelly is probably John Connell.

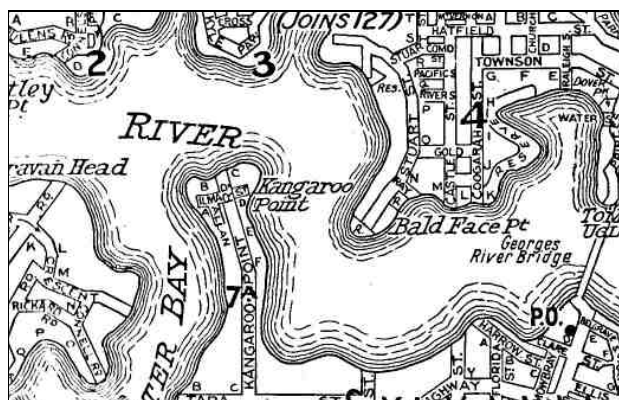
## WITH COMMENTS FROM BRUCE WATT

Already the most difficult part of the work has, we believe, been done. A practicable bush road from the ferry to Bottle Forest has been left untouched, but there are a few bad places which will be repaired, so far as funds will permit, after the rest of the line has been completed. Where the clearing of the line has been commenced, at Bottle Forest, the road has all the appearance of a park avenue, being a straight line through heavy timber, well-shaded on either side. The same appearances are presented from many other points of view further on. The road has been cleared and formed ... when rocks come in the way they are blasted and cleared away, and at the various 'pinches' – hitherto precipitous – there are raised causeways. The trustees have only had a sum of £400 to make a line of nearly 30 miles, and it will be quite impossible, of course, to complete a good road for that amount. There will, however, be such a road as will allow of a 'four-in hand' being driven all the way from Sydney to Wollongong.

There will, however, be a good many things to be done which will require additional funds. In many parts the road is very swampy, and will need better drainage and more raising in the centre than present funds will allow, whenever there shall be much traffic upon it; as there is certainly likely to be.

By this line, Wollongong will be brought within about 48 miles of Sydney. From Sydney to the punt at Koggarah [sic] is about 11 miles; across the river is about a quarter of a mile (22 chains being the precise distance); from the punt, where the new line will join the present road to Wollongong, by 'Westmacott's Pass', is about 17½ miles; and from thence to the town itself about eight miles more: total, about 47¾ miles...

The only serious difficulty is the puntage. The road to Koggarah on the Sydney-side of the river is, in many places, very bad, and certain penny-wise and pound-foolish people in that locality have managed to persuade their neighbours against resorting to the best means for keeping this and other highways in order - incorporation. It may be fairly assumed, however, that this road will be put in better condition ere long, or that some new line will be opened to the river, and placed in abler hands.



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The punt has to be worked into a little nook, a task which in some states of wind and tide is very hard of accomplishment. It very often happens that the punt grounds at a distance of some yards from the landing place, leaving that much of water for horses and vehicles to be driven through, while foot passengers have either to make a hazardous leap from the timbers which border the landing, or to be carried aboard on the puntman's back. The skiff which is attached to the punt, and by which foot passengers are carried to and fro, is disgracefully unsafe.

Its topsides have been staved in, and it is as leaky as an old basket. No person ought to commit himself to the crazy thing without first making his will. It will certainly cause loss of life some rough day, ere long, if it is not got rid of. Surely the Government can afford a new boat for so important a ferry .. also... the punt should be provided with an anchor.

If the chain were to break when a stiff breeze was blowing down the river, there would be great risk of the punt and its freight drifting into Botany Bay and from thence out into the Pacific Ocean. It might be brought up by a shallow or be seen from the shore in its passage, but neither of these contingencies could safely be calculated upon, especially in what sailors call "dirty" weather. The passengers might escape by the boat (if they had a trustworthy one – with the present battered affair their escape under such circumstances would be little less than miraculous), but the horses and vehicles on board would be lost. If in such an emergency the punt could be anchored, and if a good boat were attached to it, everything could be kept safe until assistance could be procured and the whole hauled to land. The contingency is not a very probable one, but is certainly one which ought to be guarded against.

Under ordinary circumstances the passage of the river by the punt takes about 20 minutes, and is an agreeable feature of the journey. By the application of steam power the transit might be greatly accelerated at very little cost, for close at hand there is an almost unlimited supply of firewood. If the traffic by this line were greatly increased, and the river were to remain as it is, the use of steam for the purposes of the ferry would become necessary.

The projected dam at Kangaroo Point, however, will suit much better, and the facilities which such a work will afford for approaching the rich district of Illawarra, and the coal regions in its vicinity, are not the least of the benefits which will accrue from it.

Some very beautiful country will be opened up by this new line of road. We traversed it recently as far as Stanwell, the country residence of Mr Justice Hargrave. The 'turn off' to Stanwell is about nine and a half miles from the Old Inn, at Bottle Forest.

It [Stanwell] lies between two and three miles off the main road, as at present laid out; part of the way being down a very steep mountain. Seen from the top, the first impression of a stranger is that no wingless creature could get to it without the aid of a balloon. There are approaches, however, from different points, by roads resembling Spanish mule paths – fatiguing enough, but, with a little care, quite safe. A considerable portion of the descent or ascent must be made on foot and the horse led.

Stanwell (or Stanwell Park) is a place of singular beauty. A considerable area of undulating land, hemmed in by lofty mountains and having a frontage to the ocean, has been cleared and partly cultivated. The soil appears to be of the very richest description. There are creeks at each end of this valley ending, near the sea, in lagoons of considerable extent. The northern lagoon is by far the finest, being, in fact, a very pretty little lake, bordered by shrubberies and grassy banks. Between the two lagoons is a beach about the size of that at Coogee, and beyond this on either side are rocky promontories. In fine weather, and when the wind is westerly, a boat could, we were told, be got in or out at the southern end of the bay without danger; but at the time of our visit a heavy surf was rolling in.

There is excellent fishing in favourable weather at various points, especially at a place called the "coal cliff", distant about three miles from Stanwell. Coal is abundant in all the neighbourhood, the difficulty is how to get it out. This difficulty will doubtless be overcome in time. Bulli, where coal-mining operations are being carried on upon an extensive scale, is about six miles beyond Stanwell. Here and at Woonoona [sic] which adjoins, there is, we



believe, a considerable population; but we were unable to get so far.

In all this part of the country there is plenty of game to be had by those who know how to look for it. In spite of heavy and almost continuous rain, and with very little effort, our party got several wallabies – more in fact than could be made any use of. We could not but help feeling that it was rather too bad to kill these beautiful animals for mere amusement, and therefore were less energetic in pursuit of them than is usually the case with keen sportsmen.

On the mountains above Stanwell there is some very fine land covered with splendid timber. In the valleys and on the mountainsides there are clumps of cabbage-palms, fern trees, and flowering shrubs, presenting to the eye scenes of quite a tropical character.

About Bottle Forest the country at the time of our visit was a perfect garden. There were wildflowers of innumerable kinds which we are unable, from want of botanical skill, to describe. Among them the elegant little flowers generally known as native roses, were abundant. The waratahs were getting too full blown to be gathered, but the woods were quite gay with them. The giant lilies, too, had mostly gone out of flower but there were a few still left, and we brought away one, which was the finest floral specimen we ever saw. Its head of brilliant scarlet blossoms was between two and three feet in diameter.

In many places, which will be easily accessible from the new road, there is excellent land, all of which will doubtless be occupied ere long. Hitherto the great difficulty of getting produce to a market has prevented such occupation. The scenery is in many places very fine, especially where the road over-looks, on the one hand, the great hills and gorges which drain into the Woronora, and on the other the fall of the country towards Port Hacking. The road runs for a considerable distance along the high lands dividing the watershed.

On going to Stanwell we crossed the Port Hacking river at a short distance from its head. It was there a mere brook rippling over a rocky bed, a few yards in width, and not rising above the horse's fetlocks, although there had been a good deal of rain. At this time there was

water everywhere along the road, but in very dry weather it is only to be found in the hollows.

Along the coast there is some very magnificent scenery, but the only place 'by the sea' we were enabled to visit during a five days' sojourn in this part of the country was Stanwell.

We had fully a couple of days in a camp at a spot which is called by the unpromising name of "Hungry Corner", but is said to be a very beautiful place – a very Paradise for gunners and fishermen when the wind is not blowing from the southward. On the day that we were to have started, however, it rained incessantly, and we were glad to keep shelter with Mr Blake in the old inn at Bottle Forest, part of which he has made habitable as quarters during the progress of his contract work in that vicinity. And here we desire to acknowledge our great obligations to Mr Blake and his family for their many kindnesses.

Hungry Corner is situated on the Sutherland estate, and it will be necessary for sportsmen wishing to go there to obtain the permission of the proprietor (the Hon Thomas Holt) for the exercise of their 'vocation', but this permission is readily accorded.

The 'new road to Wollongong' will, we feel confident, be found very attractive as well as very useful, and it will probably not be long ere public vehicles are running along this line.

Bruce Watt added:

*I initially thought that the old inn at Bottle Forest must have still been in use but it appears that Mr Blake had camped in it after it was abandoned.*

*Also interesting to see the reference to the damming of the Georges River at Kangaroo Point which was being proposed by Holt. He had taken a large group of politicians up the river to demonstrate. Also the reference to Hungry Corner (South Cronulla).*

*I have seen another account of campers crossing over the river and camping at Hungry Corner around that time. A fence across the peninsula separated the defence reserve from private land and Hungry Corner.*

**Source:** Trove - SMH. 26.10.1870

## THE CONVICT SHIP *HIVE* [PART 1]

PAM FORBES AND GREG JACKSON

This is the first of two articles about the wrecking and the search for the convict ship *Hive* which was driven aground in Wreck Bay NSW, south of Jervis Bay in 1835. These articles tell the story of the *Hive* and the recent searches for its remains.

### Early History of Jervis Bay

In 1770 Lieutenant James Cook in the *Endeavour* noted a large bay but prevailing winds prevented any exploration. It was not until 1791 that Lieutenant Richard Bowen named the bay Port Jervis after the (later) Admiral of the British Fleet, Sir John Jervis, under whom Bowen had served.

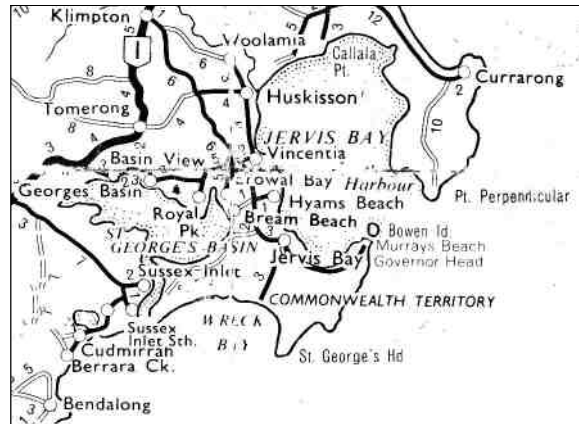
Whalers soon followed and used the bay for shelter and in 1811 Governor Macquarie landed on Bowen Island and recommended a settlement in the area. The first land grant was in 1827 with cedar getters being the first settlers followed by dairy farmers and in 1840 a land-based whaling station was established on the eastern shore of the bay by Captain James Kinghorn.

The year 1830 was a time of growth in wool exports from NSW and with the trade soaring, Governor Gibbs sent 70 convicts to form a road from Braidwood to Jervis Bay. It was named the 'Wool Road' so bales could be shipped out directly to Sydney and overseas ports. This road terminated at South Huskisson (now called Vincentia) with a wool store, hotel and jetty soon erected. For a short while wool was being shipped out and whalers and coastal steamers calling at the new port. The prosperity was short lived as the savage depression of the 1840s saw a collapse in the wool price and in 1877, the artist Samuel Elyard, described South Huskisson as 'ruined' (Sant B 2007: 19).

In those years of enthusiasm the townships of Huskisson, Jervistown (now Callala Bay), Central Jervistown and New Bristol were laid out around the bay. Despite the land subdivisions and early confidence these towns then withered as the depression took hold and by the 1860s the area around Jervis Bay was largely deserted.

### The *Hive*

The transport ship, *Hive*, is the only known wreck on mainland Australia of a vessel carrying convicts. She was driven ashore just south of Jervis Bay. The *Hive* was carrying a cargo of £10,000 of specie (coins) and some 450 people aboard. She was a large (120 feet long) ship, built in the UK in 1820 with a burden of 480 ton and was on her second voyage to NSW carrying convicts. The *Hive* had picked up convicts in Dublin and Cork and made a speedy and uneventful voyage to NSW but during the night of 17 December 1835, was driven ashore onto a sand beach at Wreck Bay



by one of the strong south-easterly gales that have claimed many ships in the area.<sup>1</sup>

In command was Captain Nutting with 250 male prisoners, officers of the 17th and 31st Regiment and 29 rank and file soldiers of the 28th Regiment. In addition there were eight women and eleven children. Captain Nutting was censured by the court of inquiry later convened in Sydney for his inefficient handling of his vessel after passing Montague Island. The one life lost was the boatswain who was drowned while heroically attempting to save another seaman who was later washed ashore unharmed. Luckily the *Hive* had driven ashore on Bherwerre Beach, a six-mile stretch of sand south of the rocky promontory of Cape St George where being driven ashore would have had far more disastrous results.

The ship initially remained intact in the surf zone and help soon arrived. The local Aboriginals provided assistance and communication was sent to Alexander Berry's farm of Coolangatta on the Shoalhaven River. At his own expense Berry sent his schooner *Edward* to the scene. When news reached Sydney the Government Revenue Cutter *Prince George*, the Brig of War HMS *Zebra* and the steam packet *Tamar* were dispatched to the wreck site. It was still hoped to refloat the *Hive* but on 16 December a strong southerly arrived and any further attempts to refloat the ship were considered hopeless. The *Tamar* returned to Sydney with 106 convicts under guard and HMS *Zebra* with the specie, the mail and 94 convicts under guard. The *Edward* carried some of *Hive*'s crew and stores. The remaining crew, convicts, and soldiers stayed at the wreck site to assist with salvage.

The *Blackbird*, a small former government schooner of 67 tons, was engaged to salvage the stores and, anchoring out in Wreck Bay, used her whaleboats to ferry the bulk of stores. A sudden southerly gale blew up on 15 January

and with her anchors unable to hold her the *Blackbird* fetched up on the beach beside the *Hive* and also became a total loss. Aboard was Captain Nutting, wrecked for the second time on Bherwerra Beach. The Captain walked back to Sydney for help (Nutley D. and Smith T. 1995:8 -12).

### Previous Searches for the Hive

The NSW Department of Heritage mounted their first search for the remains of the *Hive* in 1993 conducting a visual search on the shore, in the surf zone and in deep water along Bherwerra Beach. They concluded that any remains of the *Hive* and the *Blackbird* were buried under sand. In 1994 another search was conducted using magnetometers and successfully located a large buried anomaly in the surf zone roughly in the middle of Bherwerra Beach. Although both the *Hive* and *Blackbird* were timber boats with no engines they would contain considerable iron in their fire hearth (stove), pumps, barrel hoops, iron fastenings and rigging parts. A timber sample was obtained by coring at this anomaly and found to be English Oak, consistent with the construction of the *Hive*. Other smaller anomalies were found under the beach sand which could be from either the *Hive* or the *Blackbird*.

In 1995 an attempt was made to excavate one of the anomalies but Bherwerra beach is very isolated with only four-wheel drive access. Excavations in the tidal zone of a beach are very difficult but a back hoe excavator was brought on site and sheet piles used in a effort to keep the wet sand from filling the excavation. The back hoe excavated to a depth of 2.5 meters with a suspected large metal object a tantalizing 0.5 meters deeper. Although the archaeologists could feel the object they could not remove the last of the sand covering, so the excavation was abandoned.

### The 2013 Investigation

In June 2013, NSW Heritage decided that it was time for another attempt – this time concentrating on the wreck camp in the sand dunes behind the beach at Wreck Bay. Permission for the survey was obtained from the ACT National Parks as well as the local Wreck Bay Aboriginal Community.

A large number of convicts, crew and soldiers had lived for up to a month in a camp in the dunes and when they had gone a smaller salvage camp would have remained there for some time. A four-day investigation would search the dunes for these camps. A total of six people made up the group with the authors being lucky enough to be invited. The investigation was lead by Heritage Maritime Archaeologist Dr Brad Duncan with



*Dr Martin Gibbs from Sydney University and Greg Jackson on Bherwerra Beach in similar conditions as Hive and Blackbird experienced.*  
(Photo: Pam Forbes)

archaeologists from NSW Heritage and Sydney University. Considerable equipment was assembled: ground penetrating radar, magnetometers, metal detectors and a D-GPS unit able to locate artefacts with an accuracy of less than five centimetres.

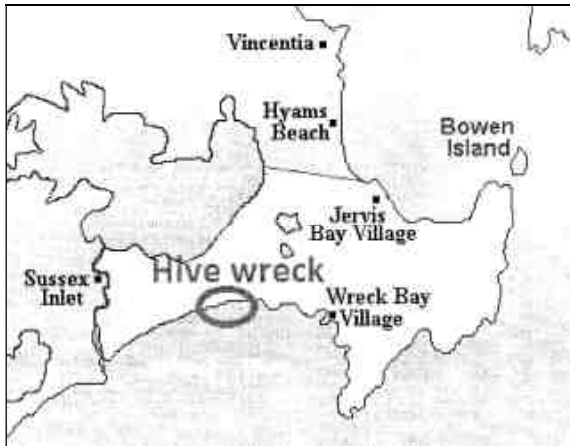
The weather was not ideal, with strong winds, cold temperatures and big seas. Expedition Headquarters was at Huskisson and each day we travelled to Bherwerra Beach by four-wheel drive vehicle which parked behind the dunes. Equipment was then carried a kilometre to the site.



*The day-camp in the sand dunes. Dr Brad Duncan, (right) is holding the D-GPS unit while Dr Martin Gibbs and Greg Jackson (left) are testing metal detectors. The darts are used to mark the position of artefacts.*  
(Photo: Pam Forbes)



It was planned to use the magnetometer and ground-penetrating radar to relocate magnet anomalies on the beach located in 1996 and search for additional magnetic anomalies. However, conditions on the beach were so harsh, that the plan was abandoned and we began searching for the wreck camp in the sand dunes behind the beach where the wind was much reduced.



About 30 pieces of old dark bottle glass were found along with many pieces of coke which, when analysed, were found to be almost certainly from coal fields in South Wales – consistent with the *Hive*. Coke would have been used on the *Hive* for its fire hearth (stove) and taken ashore after the wreck for cooking. The location of all these artefacts was recorded using the D GPS and was entered onto a site plan for analysis.



*A base of an old bottle – the large push-up and thick, dark glass is consistent with 1830s bottles.*  
(Photo: Brad Duncan)

The Park Rangers at Wreck Bay offered to show us a timber found at the *Hive* site some time ago. It was identified as a ship's port-side rib, near the bow and was probably made from Australian

timber, not English oak (as the *Hive*'s ribs would have been). Its small size helped to identify it as part of the *Blackbird* which was only 67 tons (about 58 feet long) – built in Morton Bay.

Adze marks were visible on the rib and it held two trunnels (trenails), timber pegs used as ships fastening and a small piece of lead (see below) as well as blacksmith-made nails: both iron and copper.



*Part of a ship's rib showing a trunnel and lead-covered nail. A piece of this timber has been sent for analysis to confirm its species.*  
(Photo Brad Duncan)

## Conclusion

Our investigations had definitely found remains of the *Hive* wreck camp. Unfortunately the scrub covering the dunes, together with the natural movement of the sand and removal of artefacts by visitors to the site since 1835, will make the layout of the *Hive* wreck camp and salvage camp impossible to determine.

In the next article we will look at the possibility of finding the remains of the *Hive* at the site of the old bay-side town of New Bristol.

1 *The Sydney Herald* 17 December 1835 gives a full account of the grounding.

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Nutley D, Smith T. 1995. *Convict Transport Hive (1820 – 1836)*. NSW Department of Urban Affairs and Planning

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# SOLDIER SETTLEMENTS IN THE SHIRE

LAURIE BURGESS

## **What will the soldiers do when they come home from war?**

Men had gone to fight in the Great War and while they were away, there were changes in the Australian society. Factories now had machines that could do the jobs formerly held by unskilled workers and many women had entered the workforce, at only half the male pay rates. The soldiers would return to a land where there was no guarantee of employment, job security or public assistance being available.<sup>1</sup>

It dawned on the Government of the day that it had to promote a scheme that had, or at least had the appearance of, some benefits to the over a quarter of a million returning soldiers.<sup>2</sup> Each State was required to pass legislation to assist these soldiers in their return to civilian life.

On 19 April 1916, the NSW government assented to the *Returned Soldiers Settlement Act 1916*:

*An Act to make provision for the settlement of returned soldiers on Crown lands or lands acquired under the Closer Settlement Acts; to amend the Crown Lands Consolidation Act, 1913, the Closer Settlement Acts, the Murrumbidgee Irrigation Act, 1910, and the Irrigation Act, 1912; and for purposes consequent thereon or incidental thereto.*<sup>3</sup>

That this legislation was not perfect is highlighted by the number of Amending Acts which were needed in 1919, 1922, 1925 and 1928.<sup>4</sup>

Around 8,500 returned servicemen became soldier settlers in New South Wales<sup>5</sup>, and the Acts were intended to allow these soldiers to earn a living by farming or running sheep stations, particularly in areas like the Murrumbidgee Irrigation area. The Government also hoped to bolster the agricultural economy and stimulate economic growth. Unfortunately many of the soldiers were unskilled and inexperienced at running a farm and the land was often too small or unsuited to provide a livelihood. Other than some money provided by the Government, they had little other support and many simply gave up and returned to the city. The following extract from an interview with John Wood typifies the situation:

*After Dad came back from World War I he applied to become a soldier settler. The 'boffins' at the Repatriation Department looked at a map of NSW and recommended Yenda, a small place out from Griffith. On the map it was shaded as 'Dairy Cattle'. When he got there he thought he had got off at the wrong station. He got 50 acres of salt bush country with an annual rainfall of 14 inches.*

*A sheep would have starved on it. He battled on it for two years and then gave up in disgust. Dad started a shop instead and battled on until 1940 when he and my elder brother joined the AIF.*<sup>6</sup>

Closer to the Shire, was a Soldier Settlement at Bankstown, established in April 1917 which was home to 95 families but by 1923 they found that:

*All of the original settlers at Bankstown were discharged from the war due to war-related injuries ...[and]... in addition to these injuries, which made manual labour increasingly difficult, significant portions of these men were aged thirty-five or older and had no rural experience. The Soldier Settlement at Bankstown comprised mostly of small poultry and vegetable farms, yet the soil and conditions were unsuitable for these pursuits ...[and]... year after year, poultry farmers struggled to breed sufficient stock to earn an independent living and vegetable farmers lost crops due to a combination of poor advice and bad drainage.*<sup>7</sup>

## **Menai (later Bangor)**

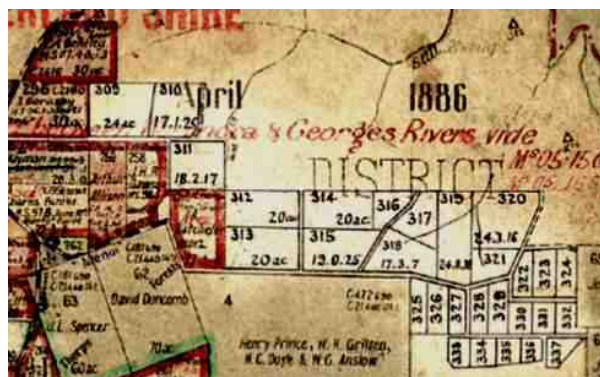
Were the soldier settlements in Sutherland Shire any more successful? The first area to be established in the Shire was Returned Soldiers' Special Holding Area (RSSHA) No 46 notified on 8 September 1916.<sup>8</sup> This was largely an area that had been originally intended for poultry farms with residences when it was released in late 1914.<sup>9</sup> The stated aim of Area No 46 was:

*To provide homes for bush-workers or other persons of limited means, or by which an income from outside sources may be supplemented by the products of the land.*

Applicants were offered a lease in perpetuity (which still had to be renewed every 20 years), provided that, "any lessee shall reside bona fide on the land as his usual home, without any other habitable residence" and that he paid an advised annual rent every six months, which, "shall not be less than five shillings".

The area was located about three miles, "westerly from Sutherland Railway Station, and from 17 to 18 miles from Sydney". Applicants were advised that some portions were "steep and rocky in parts", whilst most were, "undulating land with outcrops of rock" and only four of the portions on offer had permanent water on the site. The whole area was sandy soil, and the timber generally consisted of stringybark, stunted gum, and scrub.

The sites offered were portions Nos 309 to 312, 314 to 321, 323, 325 to 330, 332 to 337 Parish of Holsworthy.<sup>10</sup> Only three were taken up: 309 (22 November 1916) by John Joseph Jones. 319 (6 May 1920) by Alfred Edward Willis. 321 (20 January 1917) by Albert Harold Gildea.



It may be difficult to locate the Menai/Bangor portions on a current street map due to the deviation of Menai Road and the construction of Bangor By-pass. On an old map it can be seen that the first Returned Soldiers Settlement Area had frontages to the original Crown Mina, Mona, Menai, Burrumburra, Billa, Bruce, Yala, Yates, Goorgool, Koorabar Roads and Akuna Avenue.

However none of the tenancies survived with 309 forfeited on 8 February 1918<sup>11</sup>, 319 on 4 November 1921<sup>12</sup> and 321 on 7 November 1919.<sup>13</sup> The remaining unselected portions were again offered as RSSHA No 267 on 31 May 1918<sup>14</sup> but none of the portions were taken up. In view of this lack of interest from returned soldiers, on 24 September 1920 the area was re-notified for general selection, with the proviso that any discharged soldier who applied would be given preference.<sup>15</sup>

### Menai (later Illawong)

RSSHA No 63 was notified on 29 September 1916, consisting of portions 304 and 305 with similar aims and requirements to Area 46. This area was located:

*...fronting the Menai to Hurstville Road; ½ mile from Lugarno Ferry and about five miles from Hurstville ... generally of poor quality covered with thick scrub; no permanent water supply, but part swampy in wet seasons; the sand is a sandy, gravelly loam, suitable for poultry farming; about half the land could be utilised for fruit or vegetable growing if manured.*<sup>16</sup>

Initially only Portion 304 was selected by William John Mackin on 7 November 1916 and he did hold it for several years, and was even offered an additional area to its north (portion 306 RSSHA No 515 on 16 April 1920<sup>17</sup>).

He forfeited his holding on 5 January 1923<sup>18</sup> and, reverting to a site for general selection, it was re-surveyed as portion 425.

Portion 305 was again offered as RSSHA No 340 on 18 October 1918<sup>19</sup> and taken up by Christopher Talbot Mackin on 28 October 1918. He was also offered an additional area to its north (portion 308 RSSHA No 514 on 9 April 1920<sup>20</sup>), however he forfeited his holding on 28 October 1921<sup>21</sup> and it was opened up for general selection on 20 January 1922.<sup>22</sup>



*This Illawong area map does not show portions 306 and 308 which are located on the north side of portions 305 and 306 respectively.*

### Engadine

RSSHA No 78 was notified on 27 October 1916,<sup>23</sup> with aims and requirements similar to the Menai settlements. It covered the same extent that had previously been available for general selection in 1912.<sup>24</sup> Then, only portion 405 had been selected, but that had been forfeited within a few months.<sup>25</sup>



In today's terms, the Engadine area was bounded by Achilles Road on the north, Woronora Road on the west, Anzac Avenue on the south, and to the east of Cambrai Avenue – with an isolated area on the north side of the intersection of Anzac and Caldarra Avenue.



This Returned Soldiers' Settlement comprised portions 402 to 429 Parish of Sutherland:

*...near Engadine, about two miles from the village of Heathcote & Heathcote Railway Station, the latter is 20 miles from Sydney [Note; the Engadine Railway Station did not open until late 1920] ...gently sloping country of sandstone formation; sandy soil; light gum and some scrub; no permanent water supply; the lands are suitable for poultry farms.*

As with the Menai sites, there was little interest, with as few as three portions taken up:

408 (5 December 1916) by Leonard Arthur Beckett who forfeited, 3 August 1917.<sup>26</sup>

409 and 412 (19 December 1916) by John Frazer Phorson who forfeited both on 16 April 1920.<sup>27</sup>

A further release (RSSHA No 295) of portion 405 was made on a preferential basis to David Wilson Fraser on 5 July 1918,<sup>28</sup> however there is no record as to how long he held the lease, but he was certainly not in occupation years later when the Crown grant issued around 1955.

All the unselected blocks were returned to the stock of Crown land for future disposal on 27 July 1917.<sup>29</sup> Portion 408 was opened up for general selection on 29 September, 1920 and 409 and 412 on 1 April 1921.

Portions 410 and 413 were re-notified as RSSHA No 368 on 20 December 1918,<sup>30</sup> with portion 410 being specified as only available to Arthur Walter Bower. He took up this offer and was eventually able to convert his perpetual lease of portion 410 into a land grant around 1947, along with portions 411, 414 and 415 (which he had also selected from the available general selection portions). Bower had been discharged from the army because of war wounds and after moving to Anzac Avenue with his wife, became the Council-nominated Captain of the local bush fire team, 1916 to 1942 operated a produce store, 1932 until 1942.<sup>31</sup>

413 was not selected and on 17 September 1920<sup>32</sup> was re-notified for general selection.

There is doubt as to how many ex-servicemen eventually took land on offer but perhaps some applied using the priority that returned soldiers had when applying for blocks (as Arthur Bower had done) and obtained selection in later years.

In one case, Ron Seville when writing about the area indicated that:

*As a returned soldier, Doug Buckle was offered five acres of land in Woronora Road, stretching from Anzac Avenue to Achilles Avenue.*

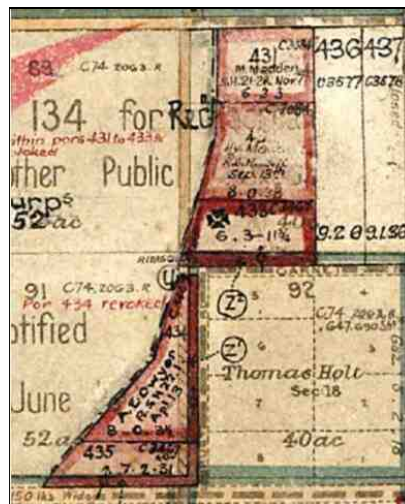
*Just around the corner was Lang Road, but after a while this name was changed to Cooriengah Heights Road. In the late 1930s, jobs became more available and Doug had a regular job with the council. Then about the 1940s, water and electricity became available. The cost of having the electricity put on was about four shillings. The Buckle family were able to buy a larger wireless and they had fresh vegetables and fruit growing in the garden. They were all rather happy at this time. The economy was growing and the village expanded with another fruit and vegetable shop and another grocery shop.<sup>33</sup>*

The location referred to was originally offered in 1916 as a combination of portions 402, 403 and 404 with a combined area of seven acres, two roods, 26 perches. It is indicated on old records that those portions were not allocated until 1929 when a special lease was granted to Douglas Gordon Buckle for a residence and poultry farm for the period 1 October 1929 to 31 December 1943. In 1937, he applied to purchase portion 404 and was awarded a Crown grant of that portion which was enlarged to four acres. When he renewed his special lease in 1945, it was of the redesigned portions 403 and 404 with a total residue area of three acres, two roods, 26 perches for residence and poultry farm, for the period 1 January 1944 to 31 Dec 1950. There is no record of any further renewal.<sup>34</sup>

It is evident that was no great rush to settle in that area. Although the NSW government had started subdividing Crown land in Engadine in 1911, there were still only 49 residents in 1920, including any returned soldiers who may have settled there during and after World War I.<sup>35</sup>

### Sylvania (later Sylvania Heights)

In today's terms, the Sylvania Heights area fronted the SW side of Princes Highway from just south of Box Road, to The Boulevard.



This was an area that was originally part of the large Crown reserve that now contains Kareela and Bates Drive ovals, Kareela Golf Course, Joseph Banks Native Plants reserve and the special schools area. The area to the east of the Illawarra or National Park Road (later Princes Highway) was partly retained as the reserve known as Box Road Reserve, with the rest being revoked from the large reserve so that it could be used for the Soldier Settlement Area and other general selections.

Consisting of portions 432 to 435, parish of Sutherland (see following map), the soldier settlement holdings were released piecemeal. Portion 432 (RSSHA No 296) was notified on 5 July 1918<sup>36</sup> as available only to Henry Madden under the same type of aims and requirements as other previously released Soldier Settlement holdings. It was, "about two miles by good road from Sutherland railway station ... sandy to loamy soil, gently sloping with easterly aspect; a small portion of rocky ground; no permanent water supply" – the same description applied to the other blocks released.

It seems to be no coincidence that the adjoining portion 431 on its north side released for general selection on 23 September 1921<sup>37</sup> was taken up by M. Madden on 7 November 1921.

Henry Madden remained on portion 432 until at least 1944, when he successfully applied to convert his perpetual Crown lease into a grant, and may have resided there even longer, as the property was not first subdivided until 1951.

This land in portions 433 and 435 had been resumed and reserved on 27 February 1920<sup>38</sup> so that it could be released for soldier settlement and RSSHA No 534 was notified on 23 September 1921,<sup>39</sup> with portion 433 as available only to David Charles Shepherd, and portion 435 similarly available only to Edith Williams.

Mr Shepherd forfeited his lease of portion 433 on 19 October 1923,<sup>40</sup> and that portion was re-notified as RSSHA No 540 on 1 February 1924<sup>41</sup>, when it was selected by George Arnold Hewes on 19 May 1924. That selection did not survive and was forfeited on 17 September 1926.<sup>42</sup> Portion 433 was then re-notified for general selection on 4 March 1927. Mr Hewes left behind substantial improvements which are indicative of the investment which had been made in the property:

*House, £250; brooder and incubator houses and yards, £30; well and tank stand, £22; storeroom, £6; boiler £5; fowl house and yard, £10; stable, £2; clearing 33.10s; fencing £21.1s, all of which became Crown property upon forfeiture and used to increase the annual rent demanded from subsequent lessees.*<sup>43</sup>

Edith Williams held 435 for many years and it was in her possession in 1952 when part of the land was resumed for widening of Princes Highway.<sup>44</sup> The land was subdivided in 1953.

Portion 434 (RSSHA No 537) was notified on 3 February 1922<sup>45</sup> as available only to Alfred Emmett Dwyer and allocated to him in April 1922. No information is available as to how long he held the lease, but he was no longer in occupation when the Crown grant issued around 1950.

#### **Other blocks allocated for settlements?**

In some Shire histories, there is mention of a Government-sponsored area of eight blocks at GyMEA allocated for a Soldier Settlement. This seems to be in addition to the above sites. The following is the most comprehensive description, based on reports in the local newspapers:

*As the War progressed the Voluntary Workers' Association (VWA) began its work in Sutherland Shire of helping returned soldiers settle down to civilian life. A number of projects were undertaken including, in June 1918, a state government sponsored soldier settlement of eight blocks at GyMEA. The settlement was located: handy to the Sutherland-Cronulla tram, and is on the main road from Sutherland to Tom Ugly's Point. It is beautifully situated and ten minutes walk would bring one to Georges River.*

*Land was cleared there and fowl houses and fences erected, as the returned men ... were to take up poultry farming. T.J. Ley MLA promoted the settlement and worked with the Miranda Branch of the Agricultural Bureau regarding its financial arrangements.*<sup>46</sup>

When that is read carefully, it would seem that this actually refers to the Sylvania (Sylvania Heights) area as it was; close to GyMEA, not far from the tram line along Kingsway, fronted the Illawarra/National Park Road, and less than a kilometre from the inlet of Georges River – now been buried under Kareela Golf Course.

The conclusion which has to be reached is that the original plan was for eight blocks – later reduced to the five that were allocated. Possibly portions 436 and 437 (now Box Road Reserve) were intended as part of the original scheme.

#### **I am from the government and here to help!**

Apart from isolated success stories (such as at Sylvania), the Settlement Scheme was a dismal failure. It is therefore interesting how the governments tried to defend a scheme which lost some £25,000,000 (\$50 million) an enormous sum at that time.<sup>47</sup>

A Royal Commission in Victoria in 1925 and a later Commonwealth Enquiry were scathing in their criticisms but when questioned, the Victorian government agencies responsible for selecting applicants sought to lay the blame on the settlers by labelling them "failures" and "misfits".<sup>48</sup> The following extract from, "Official explanations for the 'failure' of Soldier Settlement" refers to the Victorian/national scenario, but could equally be applied to NSW:

*The plight of soldier settlers on the land as they struggled in the precarious economic environment of the 1920s led to public outcry and condemnation. In Victoria, within seven years of the end of the war, a Royal Commission was established to inquire into the ... scheme. The Royal Commission found that, although mistakes had been made in the government's haste to set up the scheme, the basic principles were sound and the scheme would eventually be successful. They concluded, "The course lies across an imperfectly charted sea, through many reefs and shoals, and shifting sands called prices. The ship was hastily equipped, but it is well manned, and we believe will ultimately be brought safely to port".*

*The Royal Commission identified four main reasons for the failure of soldier settlers. These were the selection of inexperienced settlers, a lack of capital, the size of blocks allocated and prices received for agricultural products. It was claimed that returned soldiers were allocated blocks of land without having established their ability to manage a farm. The files of the closer settlement board reveal that this was often the case. Whilst preference was given to men with some experience of agriculture, in most cases this was as a farm labourer or employee on a large property. Few had the experience of managing and running a farm enterprise.*

*Lack of capital was also attributed to the failure of settlers. The Royal Commission found that few men that went on to farms without capital of their own succeeded. To compensate for the lack of private capital settlers were given advances to buy the necessary stock and equipment. The commissioners found that these advances were inadequate and that repayments were expected at too early a date thus compounding the pressure on farmers. In addition to a large debt burden, another problem faced by settlers was the size of the block allocated. As with previous closer settlement schemes, the size of the block allocated to settlers was determined by the price paid for the land. In the immediate post war years strong competition for land pushed up its price thus limiting the allocation of land to settlers.*

*The last factor identified as contributing to the problems of settlers by the Royal Commission was instability in the prices of farm products. At the conclusion of hostilities, agricultural prices had not returned to their pre-war level as expected. After an initial period of buoyancy prices adjusted to reflect the changed nature of trading patterns in the*

*post war era. Price instability was an unexpected and persistent feature of agricultural markets in the 1920s. The findings of the Royal Commission were later confirmed on a national scale in the [Pike] report on the losses due to soldier settlement....*<sup>49</sup>

**Summary:** Of the four Soldiers Settlements notified in the Shire, the two at Menai seem to have been completely unsuitable, as the few portions taken up by ex-servicemen were abandoned after a relatively short time.

The Engadine Settlement did attract some interest, but was in a relatively isolated region with a very small population. The original applicants chose to abandon their holdings, with only one ex-serviceman known positively to have resided long-term having his selection not long after the initial release of the land. Another ex-serviceman settled long-term a few years after that.

The Sylvania Settlement was the outstanding success, undoubtedly because it was in a location with ready access to transport and developing town centres and the advantage of the reported local enthusiasm to make it succeed. On four of the five portions in this settlement, the ex-servicemen remained as long-term residents.

**ENDNOTES:** MAPS are from Parish Maps - courtesy of Land NSW.

- 1-2. *Varying-experience-of-a-group-in-the-1920s-soldiers* <http://www.skwirk.com.au>
- 3-4. [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)
5. *Remembering the soldier settler's post-war struggles* <http://pubapps.uws.edu.au/news/index>
6. *Varying-experience-of-a-group-in-the-1920s-soldiers* <http://www.skwirk.com.au>
7. *Remembering the soldier settler's post-war struggles* <http://pubapps.uws.edu.au/news/index>
8. NSW Government Gazette No 156 of 8/9/1916 fol 5449-51
9. NSW Government Gazette No 144 of 19/8/1914 fol 5107-8
10. NSW Government Gazette No 156 of 8/9/1916 fol 5449-51
11. NSW Government Gazette No 16 of 8/2/1918 fol 782
12. NSW Government Gazette No 164 of 4/11/1921 fol 6340
13. NSW Government Gazette No 253 of 7/11/1919 fol 6175
14. NSW Government Gazette No 68 of 31/5/1918 fol 2534
15. NSW Government Gazette No 172 of 24/9/1920 fol 5711
16. NSW Government Gazette No 165 of 29/9/1916 fol 5847
17. NSW Government Gazette No 75 of 16/4/1920 fol 2404
18. NSW Government Gazette No 2 of 5/1/1923 fol 70
19. NSW Government Gazette No 127 of 18/10/1918 fol 5157
20. NSW Government Gazette No 75 of 16/4/1920 fol 2404
21. NSW Government Gazette No 159 of 28/10/1921 fol 6189
22. NSW Government Gazette No 8 of 20/1/1922 fol 524
23. NSW Government Gazette No 178 of 27/10/1916 fol 6407
24. NSW Government Gazette No 166 of 27/11/1912 fol 7037-8
25. NSW Government Gazette No 213 of 14/12/1917 fol 6807
26. NSW Government Gazette No 119 of 3/8/1917 fol 4431
27. NSW Government Gazette No 75 of 16/4/1920 fol 2387
28. NSW Government Gazette No 84 of 5/7/1918 fol 3331
29. NSW Government Gazette No 111 of 27/7/1917 fol 3958-60
30. NSW Government Gazette No 164 of 20/12/1918 fol 6567
31. Lawrence, J. 1997. *A Pictorial History of Sutherland Shire*, p. 108
32. NSW Government Gazette No 167 of 17/9/1920 fol 5574-5
33. Saville, R. 2001, *Engadine 1825-2001*, Lions Club publication, p.58
34. Sourced from old portion plan notations
35. Curby, P. 2004, *Pictorial History of Sutherland Shire*, p. 77
36. NSW Government Gazette No 84 of 5/7/1918 fol 3334
37. NSW Government Gazette No 139 of 23/9/1921 fol 5576
38. NSW Government Gazette No 46 of 27/2/1920 fol 1341
39. NSW Government Gazette No 139 of 23/09/5576 fol 5576
40. NSW Government Gazette No 126 of 19/10/1923 fol 4685
41. NSW Government Gazette No 17 of 1/2/1924 fol 830
42. NSW Government Gazette No 125 of 17/9/1926 fol 3915
43. NSW Government Gazette No 31 of 4/3/1927 fol 1316
44. NSW Government Gazette No 1 of 4/1/1952 fol 2-5
45. NSW Government Gazette No 16 of 3/2/1922 fol 985
46. Curby, P. *For King and Country in Sutherland Shire* Historical Society Bulletin Vol.7 No.3 - July 2004
47. *Varying-experience-of-a-group-in-1920s-soldiers* <http://www.skwirk.com.au>
- 48-49. Keneley, M. Land of Hope: Soldier Settlement in the Western District of Victoria 1918-1930 <http://www.jcu.edu.au/aff/history/articles/keneley2.htm>



STORIES FROM THE CEMETERY  
**TWO OLD MAIDS OF MIRANDA**

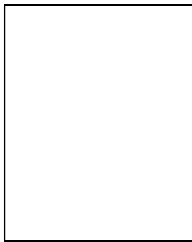
CLIVE BAKER

But – What old maids! These two outstanding women are Matron Gould and Sister Johnston.

Ellen Julia Gould was born in Wales in 1860 and migrated to Australia in 1884. She studied at Royal Prince Alfred Hospital in Sydney and by 1891 was Matron in charge of a hospital in the Woolloomooloo area of Sydney.

By the time of the Boer War she had also been in charge of other hospitals as well as the wards at Rydalmere Hospital for the Insane.

In 1899, she was asked to help form the NSW Army Nursing Service Reserve and it is presumed that she met Sister Johnston about that time.



Julia Bligh Johnston was born on the Hawkesbury in 1861 and owed her middle name to family gratitude to the famous Governor who had helped settlers. She graduated as a nurse in 1888 and was a Senior Sister in Sydney Hospital when they met.

At the age of 40, along with about 18 nurses, the pair went off to the Boer War to nurse the wounded.

Writing to the Premier of NSW at a time when typhoid fever was hitting the nurses, Ellen told of living through winter in South Africa:

*Sister Johnston, Sister Newton, Sister Frater, Sister Steel, and I, have been nursing for the past ten weeks in the Dutch Church here ... A big church without any warming apparatus, even when full of fever patients, leaves you very numbed towards morning.*

*I am trying to persuade them to be photographed in their get-up – long coats, Balaclava caps, mittens, and felt slippers over their usual shoes ... I am writing this under difficulties ... a small baby called Pierre is screaming an accompaniment to my thoughts...*

The two were awarded medals for their work but then, at the age of about 55, they joined up again and set off to play a part in WW1.

After the war, they teamed up to open the Ermelo Private Hospital at Newtown, Sydney and, for the next ten years, they worked to run the business and Ellen tried to improve nurse welfare and raise the image of nursing.

NOTE: Here my story hits a research 'wall' as little detail has so far emerged on their later lives:

Some known facts include – after WW1, the two shared a house in the Miranda area and the date they actually retired is uncertain. It is also known that that Julia died in a nursing home in Miranda during WW2 and Ellen died in Sydney soon after. They had been born in 1860/ 1861 and died 1940/ 1941.

It can be truly said that these women were an early example of how to rise above the expectations of society and not letting age be a barrier to doing what you wish.

Appropriately, the plaques below are next to each other on the Memorial Wall to the First AIF, near the crematorium, Woronora Cemetery.

**Sources:**

Bassett, *Guns and Brooches*. Oxford. 1992  
Trove: *SMH*. 28.7.1941 and 26.6.1940





## A STORY FROM THE GRAVEYARD

CLIVE BAKER

### A SAD 'FIRST'

When the Woronora Cemetery opened for burials in 1895, the first person to be laid to rest, was 28-year-old Helen Willows of Kogarah. The *Evening News*, 2.4.1895 reported:

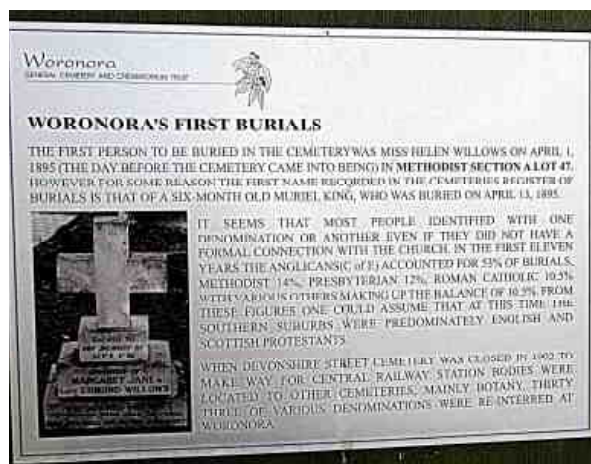
*The first funeral in the Woronora. Cemetery took place on Monday afternoon. The deceased was Helen, daughter of Mrs Willows, of Kogarah.*



*This cemetery was set apart, through the exertions of the Minister of Lands, for the use mainly of the suburbs on the Illawarra line.*

Little else is known about this poor woman who holds the unwanted record as the first person to reside in the (then) new cemetery.

Her grave is in the Methodist section near the modern administration buildings and has a pergola on each side (section A: 0046).



She is in a grave beside her widowed mother, Margaret Jane Willows, who died five years later.

Due to a clerical error the first RECORDED burial is a small child but the first person to be physically buried was Helen.

## GYMEA: ALMOST ANOTHER RUM JUNGLE

JOHN CAMPBELL

On 26 October 1954 the good citizens of GyMEA were shocked when two men erected a sign in a vacant block in the shopping centre proclaiming the surrounding 250 acres as a prospective uranium lease. They were planning to mine and treat uranium in the vicinity of about 500 homes.<sup>1</sup>

The first reaction was that this was a hoax but further enquiries revealed that Douglas Hart and Michael Kennedy were indeed applying for a uranium lease in their backyards.

Papers throughout Australia carried the story and how residents were going to fight this proposal tooth and nail. The local Councillor L.J Johnson who lived at GyMEA was quoted as saying:

*...people are fighting mad at this proposal. I have been inundated with protests. If it is a practical joke it's not appreciated. If it's earnest, we'll fight it with every weapon we can lay our hands on.*<sup>2</sup>

The NSW Mines Department spokesman said that the application was unlikely to be granted.

It was also noted that no one could mine within 200 yards of a dwelling or improvement without the owners' consent but it was lawful to mine under this area at a depth nominated by the Department ...and the... Shire Council would be consulted before an application was granted.

By 2 November the Mines Department had checked the area for radioactivity but had found little indication that there was uranium in the GyMEA area. This announcement was made by the Minister of Mines, W. Gollan, in the Legislative Assembly on that day. Tom Dalton the member for Sutherland had raised the question of the lease in Parliament.<sup>3</sup>

History shows that there was no mine or uranium plant in GyMEA and the two were not tarred and feathered and run out of the Shire.

### Sources:

1. *The West Australian*, 30.10.1954
2. *SMH*, 30.10. 1954
3. *SMH*, 2.11.1954

## DOG PUPPIES

ADVICE TO WRITERS FROM LAURIE BURGESS

'Dog puppies' are pairs of words or expressions which say the same thing in two slightly different ways, one of which could be omitted without losing the meaning, or 'child' words that are unnecessary.

They should not be confused with idioms, such as "at the end of the day" (meaning "taking everything into consideration"), unless one is actually referring to the time later that same day.

Following is a list of common mistakes in the tradition of "advancing forward" where forward is redundant and could be left out without changing the meaning.

<i>a distance of</i> ten metres	<i>close</i> proximity
<i>a number of</i> sources	<i>close</i> scrutiny
<i>a period of</i> ten days	<i>cold</i> facts
<i>absolute</i> guarantee	collaborate <i>together</i>
<i>absolutely</i> essential	combine <i>together</i>
<i>absolutely</i> sure	<i>complete and</i>
<i>actual</i> experience	unabridged
<i>acute</i> crisis	<i>complete</i> master
add <i>an additional</i>	<i>completely</i> destroyed
<i>advance</i> planning	<i>completely</i> filled
<i>advance</i> reservations	consensus <i>of opinion</i>
<i>advance</i> warning	continue <i>on</i>
advancing <i>forward(s)</i>	<i>continue to</i> remain
all meet <i>together</i>	<i>contributing</i> factor
alongside <i>of</i>	<i>current</i> trend
<i>already</i> existing	<i>currently</i> being
<i>and</i> moreover	dates <i>back</i>
as for example	<i>definite</i> decision
ask <i>a question</i>	descend <i>down(wards)</i>
as to whether	<i>different</i> kinds
as yet	<i>difficult</i> dilemma
ascend <i>up(wards)</i>	<i>direct</i> confrontation
<i>at a later date</i>	do <i>over again</i>
<i>at about</i>	drop <i>down</i>
<i>at about</i>	during <i>the course of</i>
<i>at twelve or 12 noon</i>	dwindled <i>down</i>
<i>at some time to come</i>	each <i>and every</i>
<i>awkward</i> predicament	earlier <i>in time</i>
<i>basic</i> fundamentals	either <i>and/or both</i>
blend <i>together</i>	<i>empty</i> space
<i>brief</i> moment	<i>end</i> result
burn <i>down</i>	enter <i>in</i>
burn <i>up</i>	equal <i>to one another</i>
<i>but</i> however	equally as
<i>but</i> however	eradicate <i>completely</i>
<i>but</i> nevertheless	<i>established</i> fact
<i>but</i> nevertheless	estimated <i>at about</i>
came <i>at a time</i> when	estimated <i>roughly at</i>
cancel <i>out</i>	every now and then
cause is <i>due to</i>	exact opposites
climb <i>up</i>	exact same

The 'puppies' are italicised in the list.

Be warned! These are my suggestions and you will find occasions where you use these expressions to reinforce what you are saying.

*Alternatively*, for those of you who have an overwhelming urge to be verbose and wordy and need to pad out your writing, or wish to overemphasise, here are some great examples set out hereafter following listed conjointly together of things you may fervently and with great gusto wish to use – translation: for those who need to emphasise, here are examples of things you may use:

exactly identical	<i>irreducible</i> minimum
face <i>up to</i>	is <i>now</i> pending
<i>true</i> facts	join <i>together</i>
<i>false</i> pretences	<i>just</i> exactly
<i>few in number</i>	<i>just</i> recently
filled <i>to capacity</i>	kneel <i>down</i>
<i>final</i> outcome	last <i>of all</i>
<i>finally</i> ended	lift <i>up</i>
<i>first</i> began	<i>like</i> for instance
<i>first of all</i>	<i>local</i> residents
<i>flaming</i> inferno	look back
follow <i>after</i>	<i>in retrospect</i>
<i>foreign</i> imports	lose <i>out</i>
forever <i>and ever</i>	<i>major</i> breakthrough
<i>free</i> gift	<i>mass</i> media
<i>free</i> pass	may <i>possibly</i>
<i>front</i> facade	mean it <i>sincerely</i>
<i>future</i> plans	merged <i>together</i>
gather <i>together</i>	meshed <i>together</i>
<i>general</i> conclusion	<i>midway</i> between
<i>general</i> custom	might <i>possibly</i>
<i>general</i> public	mix <i>together</i>
<i>glowing</i> ember	<i>more</i> crucial
<i>grand</i> total	<i>mutual</i> cooperation
<i>grave</i> crisis	my <i>personal</i> opinion
<i>guest</i> speaker	<i>native</i> habitat
had done <i>previously</i>	<i>natural</i> instinct
<i>hard</i> facts	never <i>at any time</i>
<i>hastily</i> improvised	never <i>before</i>
heat <i>up</i>	<i>new</i> beginning
<i>hostile</i> antagonist	<i>new</i> construction
<i>hot</i> water heater	no trespassing
I <i>myself</i> personally	<i>allowed</i>
indicted <i>on a charge</i>	none <i>at all</i>
<i>integral</i> part	<i>null and void</i>
introduced <i>a new</i>	<i>obviously</i> evident
introduced	off <i>of</i>
<i>for the first time</i>	<i>official</i> business
<i>invited</i> guests	officiated
<i>irregardless</i>	<i>at the ceremony</i>

<i>old cliché</i>	<i>personal opinion</i>
<i>one and only unique</i>	<i>pitch black</i>
<i>one and the same</i>	<i>plan ahead</i>
<i>originally created</i>	<i>possibly might</i>
<i>over and done with</i>	<i>postponed until later</i>
<i>overwhelming majority</i>	<i>pre-plan</i>
<i>overexaggerate</i>	<i>pre-recorded</i>
<i>over with</i>	<i>present incumbent</i>
<i>partially damaged</i>	<i>private industry</i>
<i>partially destroyed</i>	<i>probed into</i>
<i>passing fad</i>	<i>proceed ahead</i>
<i>past experience</i>	<i>proposed future</i>
<i>past history</i>	<i>protest against</i>
<i>past records</i>	<i>protrude out</i>
<i>permeate throughout</i>	<i>rate of speed</i>
<i>penetrate into</i>	<i>reason is because</i>
<i>perfect ideal</i>	<i>recur again</i>
<i>period of time</i>	<i>refer back</i>
<i>his/her/my personal</i>	<i>reflect back</i>
charm	<i>repeat again</i>
<i>his/her/my personal</i>	<i>reply back</i>
friendship	<i>reported to</i>
	<i>the effect that</i>

<i>retreating</i>	<i>sum total</i>
<i>back(wards)</i>	<i>summer season</i>
<i>revert back</i>	<i>swoop down</i>
<i>rose to his feet</i>	<i>sworn affidavits</i>
<i>rough rule of thumb</i>	<i>talking out loud</i>
<i>same identical</i>	<i>temporary interim</i>
<i>same identical</i>	<i>temporary reprieve</i>
<i>separate entities</i>	<i>thorough</i>
<i>share together</i>	investigation
<i>since the time when</i>	together at
<i>skipped over</i>	the same time
<i>soaked to the skin</i>	true facts
<i>specific example</i>	8 am in the morning
<i>spell out in detail</i>	unexpected surprise
<i>stacked together</i>	unintentional mistake
<i>start out</i>	usual custom
<i>started off with</i>	when and if
<i>still persists</i>	whether or not
<i>still remains</i>	written down
<i>suddenly collapsed</i>	
<i>suddenly exploded</i>	
<i>sufficient enough</i>	
<i>sum total</i>	

### A TWIST ON THE OLD BELIEF CLIVE BAKER

We often hear people say that when they were young, all we ever learned at school was British history: kings and queens, Norman the Conqueror etc.

Well, here is another slant on that thought, written by the daughter of Governor Game.



Rosemary Game, c 1929.

She went to a private school in Sydney c 1930:

*History consisted almost entirely of Australian history; practically no British history was taught, so that when I [later] reached an English public school, I knew all about Cook's voyages but had not the remotest idea of the fate of Charles I.*

SOURCE: Rosemary Harmer. *Growing up in Government House*. A&R. 1989. p 64.

### TWOPENY ON THE COLONIAL RICH OF THE 1880s

*...wealthy ladies 'to the manor born' are not so numerous in Australia that I need dwell long on the drawbacks of their position ...[she may have]... dresses, houses and furniture and servants of a style she is totally unaccustomed to and unfitted for. When you tremble before your butler and have to learn how to behave at table from your housekeeper, wealth cannot be unalloyed pleasure.*

*Without educations and taste, the 'parvenue' [newly-rich of obscure origin] has small means of enjoying herself, except by making a display which costs her even more anxiety and trouble than it does money.*

*Wiser is the rich woman who contents herself with the same style of life as she was accustomed to in her youth, adding to it only the things that she really wants – a more roomy house, a couple of women-servants and a buggy ... unfortunately, for their own and their husband's peace of mind, these poor women are too often ambitious to become what they are not.*

SOURCE: TWOPENY Richard. *Town Life in Australia*. Penguin. Blackburn. 1976. pp 94-5



**LAWSON MEMORIAL**  
CLIVE BAKER



**TO THE MEMORY OF HENRY LAWSON**  
*This tree was planted in 1924  
 by Mrs Bertha Jago,  
 daughter of Henry Lawson,  
 to commemorate the spot where  
 her father was born on 17 June 1867*

A FRAGMENT OF AUTOBIOGRAPHY  
THE TENT AND THE TREE

I HAD A DREAMY RECOLLECTION OF THE PLACE  
AS A HUT; SOME OF MY PEOPLE SAID IT WAS  
A TENT, ON A GOOD FRAME - FOR FATHER WAS  
A CARPENTER, - THE TENT WAS THE SAME THAT I  
WAS BORN IN, ON THE GRENFELL GOLDFIELD  
SOME THREE YEARS BEFORE.

*These photographs were taken on a 2013 visit to Grenfell and show a monument and a eucalyptus tree planted in 1924 to acknowledge his birthplace. The tree plaque was installed in 1988.*



# ARTHUR GIETZELT AO

CLIVE BAKER

Bruce Watt has already mentioned the service to remember this influential local politician but it is interesting to note his connection with our Society.



Arthur was one of the people who formed the Society in 1966 as Mrs Hutton Neve recalled in 1976:

*Shire President, Clr. A. Gietzelt ... sponsored a public meeting in the Council Chambers on Friday 25th March 1966, at which a number of senior Council Officers were present ... and Mr. Phillip Geeves, representing the Royal Australian Historical Society; and 43 residents ... At this inaugural meeting a formal resolution was passed: "That a Society be formed in the Shire and to be known as the Sutherland Shire Historical Society". A following resolution approved affiliation with the Royal Australian Historical Society.*<sup>1</sup>

In 2006 Arthur, "delivered an enthralling talk on early days of the Shire"<sup>2</sup> at one of our meetings so his interest appears to have been more than political tokenism.

At the 6 February State Memorial Service in Sutherland there were some high-ranking Labor Party figures who spoke fondly of Arthur Gietzelt.

Bob Hawke called him a "most talented Minister for Veteran Affairs" and John Faulkner spoke of the riddles that were often used on the phone.

ASIO, believing Arthur to be a Communist, was thought to be using phone-taps and he used riddles to fool listeners.

Unfortunately his conversations were so abstract that Faulkner could not understand the intent either! He spoke of Arthur's love of the Shire and his determination to improve local infrastructure including better roads and more playing fields.

It was later found that ASIO did have a large file on him but his son spoke vehemently at the service to deny that his father had any communist links.

Rear-Admiral Doolan AO from the RSL, mentioned how Arthur "Stood up for the values he believed in".

## Terrorist Attack

At about the same time that Gietzelt stopped a racially-selected swimming team from coming to the Shire, his house was bombed. Luckily, for his family, the walls were too thick and saved injury. No one was ever arrested but a local builder was also a suspect as he had been forced to demolish a wrongfully built unit block.



Arthur was also one of the men behind the formation of Trade Union Club (GyMEA).

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## The War Years



About a year ago I wrote about Ray Gietzelt (who died in 2012) and mentioned his book and his military history in New Guinea.

Arthur served in the same Royal Australian Engineer company and he and Ray were one of the seven sets of brothers in this small unit.

While in New Guinea he started a newspaper (*The Guts*)<sup>3</sup> covering unit events and, after the war, he was involved in forming the 9 Field Company Association.

His funeral was at Woronora Cemetery.

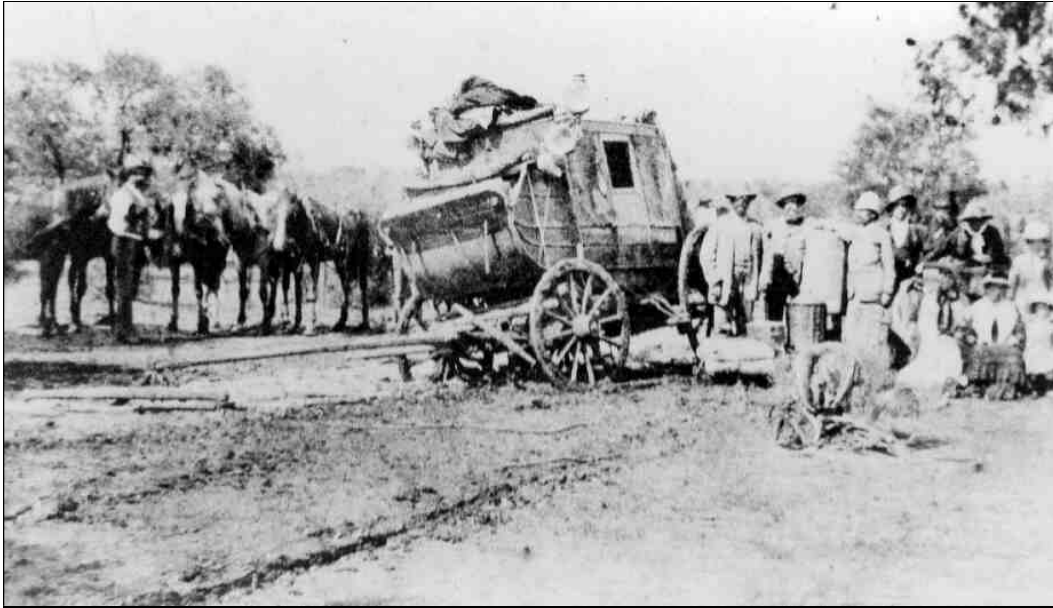
<sup>1</sup> *Bulletin*, April 1976.

<sup>2</sup> Angela Thomas: *Bulletin*, August 2006.

<sup>3</sup> 'Guts' was army slang for news.

## A RARE FIND

DAPHNE SALT VIA PAT HANNAN



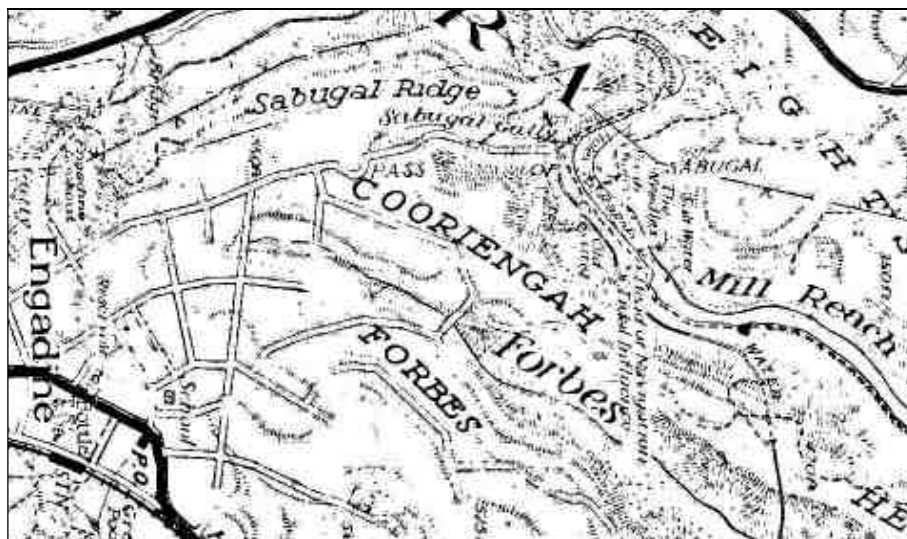
*A stage coach bogged on the Pass of Sabugal, Engadine, date unknown.*

Pat Hannan wrote, "Just found this amongst Daphne's photos, have cleaned it up and enlarged it ... I have never heard of the area and so it interested me ... the article below was in a *Society Bulletin* in 2000":

*Old Illawarra Road was the first surveyed road in the Sutherland Shire. Major Thomas Mitchell investigated the country between Sydney and Wollongong. He decided that a road through Menai area and down through Engadine to Wollongong would be the route of a new road. The survey of the road commenced in March, 1843 and in charge was Roderick Mitchell and later William Darke (after whom Darkes Forest*

*is named), and construction started soon after. Thomas Mitchell used overseers and 20 convicts when he started in June 1843, clearing land at the headwaters of Woronora River. The road he constructed can still be seen today. Starting from Illawong follow the Old Ferry Road to Old Illawarra Road.*

*After a few miles, the road goes down to the Woronora River through a cutting known as the 'Pass of Sabugal'. Once across the ford, it becomes the Woronora Road, Engadine, until it joins the Princes Highway north of Heathcote. The highway then becomes the surveyed road all the way to Wollongong.*



*This old map shows the word 'Sabugal' on several features in the area. Access today is via Old Illawarra Road, Barden Ridge or Woronora Road, Engadine.*

## THE SHIRE: THEN AND NOW

THE TRAMWAY OFFICE, OLD PRINCES HIGHWAY, SUTHERLAND



C 1931



2013

### A SHIRE MYSTERY ANSWERED

Following the 'bunker' question in the last issue, Pauline Curby and Helen McDonald have thrown considerable light on the subject. Pauline:

*This 'mysterious' gun pit was in fact unearthed in September 1998 as I recorded in A Pictorial History of Cronulla ...[and]... a number of SSHS members had the opportunity of climbing down into it and inspecting the graffiti before it was closed up.*

Helen:

*The bunker was rediscovered when Council was undertaking remedial works on the Esplanade. At the time there was an opportunity to go down into the bunker to view and record what was there. It was originally a 'walk in' bunker but over time became accessible only from above. You may have noticed that a tile outline, indicating the outline of the bunker, is still visible outside Sea Level restaurant. I know at the time there was talk of doing a plaque to explain both the outline and the history of the site, but this did not eventuate.*

*There were three names and ranks inscribed on the wall of one of the two chambers.*

*Two names were quite clear and the other was later confirmed. The soldiers, from E Company of 54th Battalion, all enlisted at Melville Camp, Orange. Their names were Noel Fiddick, Albert Graham and E. Death (later confirmed).*

*At the time of rediscovery of the bunker one of the men, Noel Fiddick was still living and located amazingly at Caringbah. He was contacted and given the opportunity to go down to revisit the bunker which he was extremely excited about. He explained at the time that it was the reason he came to live in the Sutherland Shire.*



1930s

**THE WRITING PROCESS:** James Joyce was asked about his writing progress:

"Good day's work Joyce?"

"Oh, yeh"

"Did you write a chapter? A paragraph? A sentence?"

"Well. I had all the words in a sentence yesterday – and I got them in the right order today!"

**SOURCE:** Steven Fry interview with Joyce scholar, BBC TV. c 2011.



## THE BOOK SHELF

PAULINE CURBY



### **CHARLOTTE BADGER, BUCCANEER** Angela Badger

I have recently had the pleasure of reading this lively historical novel by Sutherland Shire Historical Society's secretary Angela Thomas.<sup>1</sup>

Based on extensive research into an English convict, it spans the early decades of the 19th century and follows the destiny of Charlotte Badger and her daughter Anny.

The novel begins in 1806 as Charlotte, infant Anny and three other convicts are about to be dispatched from Sydney to Van Diemen's Land in the *Venus*, a vessel belonging to colonial merchant Robert Campbell.

Each chapter is introduced by an apt quotation – often from historical sources, but also from literature: excerpts from the poets Shelley and Coleridge are used effectively. The first chapter begins with a public notice from the *Sydney Gazette* in July 1806 which proclaims that Charlotte and her colleagues are pirates because of their seizure of Campbell's boat after its arrival in Port Dalrymple (now Launceston). From this notice and the accompanying description of the mutineers Angela creates a cast of credible characters whose fates – mostly tragic – drives the book's narrative.

From the uncompromising description of Charlotte as 'very corpulent, full face, thick lips, infant child', Angela fashions a memorable character – a statuesque woman who is tough, adaptable and tender. The character of her best friend the vibrant, excitable and romantic Kitty is derived from the *Sydney Gazette*'s bald description of fellow convict Catherine Hagerty as 'middle sized, fresh complexion, much inclined to smile. Hoarse voice'. She does the same with the male characters – both convicts and crew.

There are moments of cruelty and terror in this novel such as when the two women are flogged aboard the *Venus* or when Charlotte and Anny flee for their lives from a Maori village.

There are also scenes of comradeship as the mutineers sit around a fire listening to the sounds of a softly strumming guitar and tender scenes as Kitty and first mate Ben Kelly fall in love and commit to each other.

While Angela vividly depicts the aspects of 'native' life in New Zealand and Tonga that must have charmed early European visitors, she does not shy away from the essential harshness – to our minds – of some customs. The tragic result of the implacable enforcement of the law of *tapu* in the Maori village is one of the saddest moments in the book, while the practice of cannibalism in otherwise idyllic Tonga is not skirted around but confronted in later chapters, but without titillating detail.

Some of the most memorable scenes are when cautious Charlotte speaks out or steps out of her comfort zone. The first is when she defies the repugnant Captain Chace in his description of her and Kitty as 'sluts'. The second is when she emerges from her hut in the Maori village, tall and magnificent dressed in a vibrant Chinese robe and quells the fractious villagers. I also loved details such as Charlotte's description of how she used to make dandelion wine in her home village of Bromsgrove (pp. 101-102). This is cleverly juxtaposed with details of the Tongans brewing kava (pp. 219-220).

Angela Thomas recalls how she was inspired to write this historical novel because she realised that Charlotte was a significant character in early colonial and Pacific history. She was not only Australia's first woman pirate, but also the first successful female escapee and possibly the first white woman resident in New Zealand.

Accessible and very readable, *Charlotte Badger, Buccaneer* brings history alive and is a work to be enjoyed by readers young and old. This novel demonstrates what fine writing and the power of imagination can draw from the bare bones of a handful of historic references – a story of endurance, courage and love that deserves a wide readership.

Indra Publishing, Briar Hill, Victoria, 2002

<sup>1</sup> Angela wrote the book under her earlier married name.





## ADVERTISING

**STORAGE SPACE NEEDED:** Clive Baker is still looking for long-term storage to rent for his book stocks and if a member has an empty garage/ shed available, please contact him: 9542-6771

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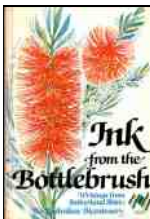


### KURNELL

DAPHNE SALT

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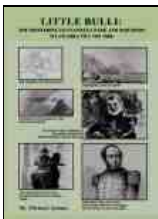


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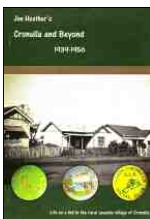


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MICHAEL ADAMS

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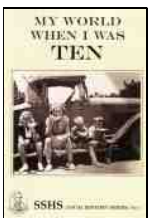


### CRONULLA AND BEYOND 1939-1956

JIM HEATHER

JIM SPENT HIS EARLY CHILDHOOD AROUND THE CRONULLA DISTRICT AND IN LOCAL SCHOOLS. HE HAS GIVEN US VERY DETAILED RECOLLECTIONS OF THOSE TIMES – THIS BOOK IS A NOSTALGIA TRIP FOR THOSE OF THAT AGE.

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