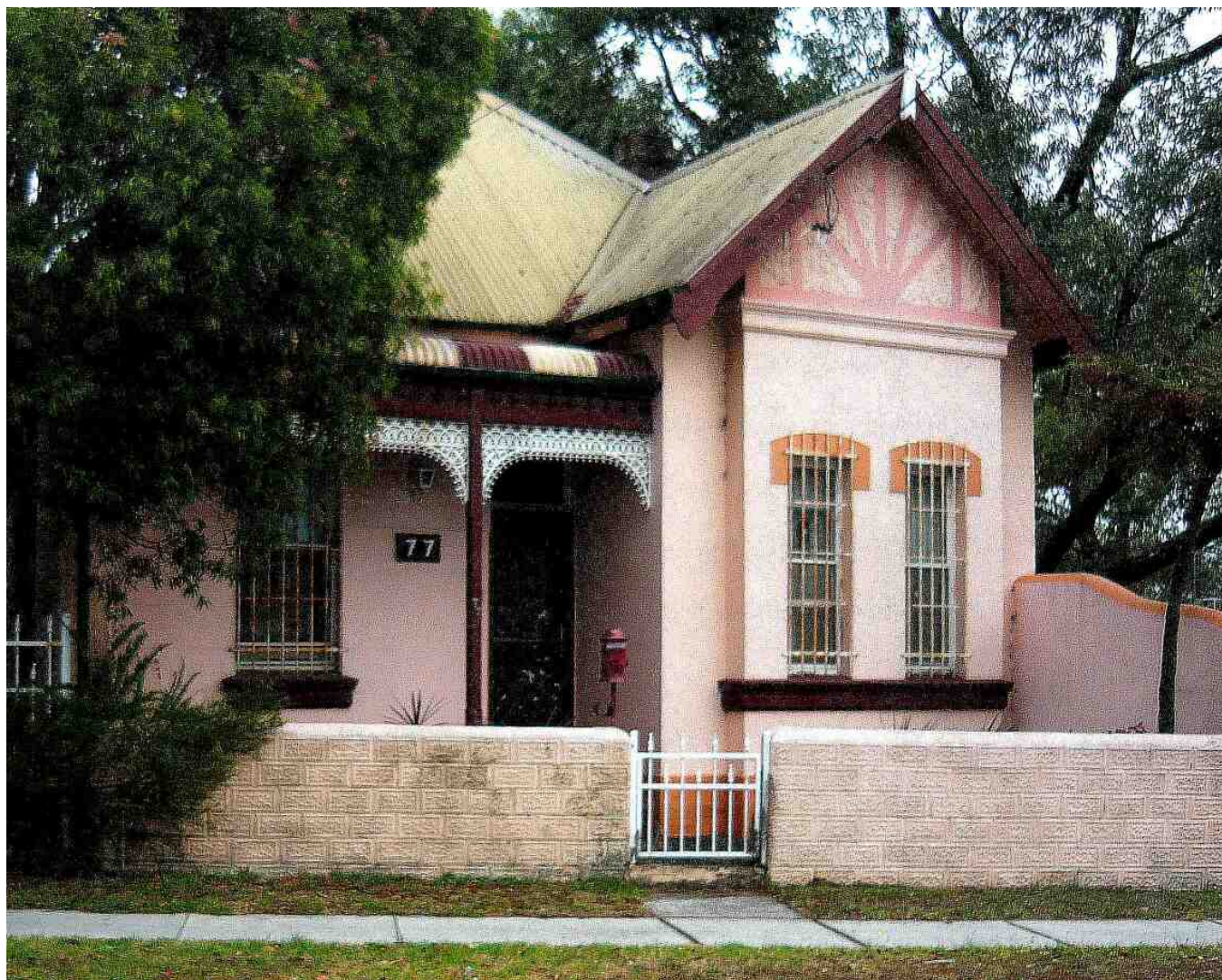


**BULLETIN NUMBER: 191**

**VOLUME 17—NUMBER 2: MAY 2014**



**MINDFUL OF THE PAST – FOCUSED ON THE FUTURE**

## SUTHERLAND SHIRE HISTORICAL SOCIETY

### THE SOCIETY

The SSHS has a proud tradition stretching back more than 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 visitors 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).

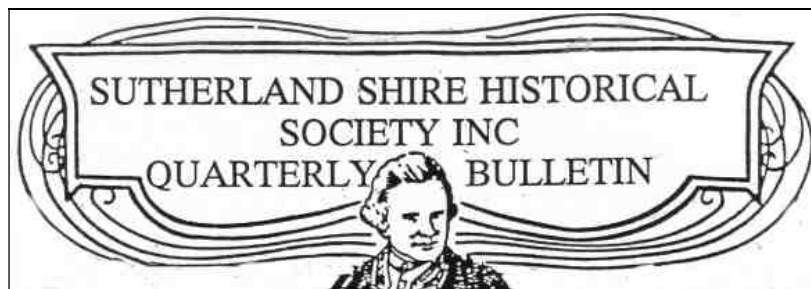
**DONATING MATERIAL:** If you have items of historical significance for Sutherland Shire, we welcome their donation to the museum to keep for posterity. If you do not wish to part with items, we would appreciate having copies of documents and photographs. Temporary loans for specific periods are also 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:** Probably the oldest existing house in Sutherland: 77 East Parade, c1880  
**Back cover:** Two young and un-named visitors to the Museum.

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## THE SSHS COMMITTEE: 2013-2014

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### NEW MEMBERS

We are very pleased to welcome these new history buffs:

**Sharron and Matt Bowyer** of Kirrawee

**David Wesley** of Woollooware

**Diane Stevenson** of Jannali

**Marie Miller** of Jannali

### EXISTING MEMBERS

Time to renew your membership – see the form on page 31

### CONGRATULATIONS

To Ian and Susan Kolln who were recently married

## PRESIDENT'S REPORT

BRUCE WATT

It is with pleasure that we present the second *Bulletin* of the year. Congratulations to our editor, Clive Baker for his efforts.

This year will be significant for a number of reasons; it marks the centenary of the start of the Great War (World War I) and across the country and within the Shire, commemorations to mark the event are occurring. I recently attended the re-dedication of the Great War memorial in Seymour Shaw Park at Miranda. A special exhibition will be mounted in our museum to mark the occasion.

Since opening the museum weekly, rather than monthly, over the past six months attendance has been encouraging although we need to more effectively publicise its existence. We will be working on getting more groups through. Feedback about the displays is very positive. I must thank the twenty or so volunteers who have been rostered on throughout the year – your efforts are greatly appreciated. I must single out Pat Hannan, who attends most Saturdays and is methodically working through our inventory of images and books and cataloguing and filing them. This is a massive task. Thank you Pat.

We have now secured some off-site storage which will enable us to more effectively access some of the items that we have at Sutherland. The museum committee will be assessing the items that we have in stock and some might be excess to our needs or inappropriate and may be disposed of. To this end I am canvassing members to ask if you have general items that they could donate towards a garage sale which would be a good fund raiser. Items don't need to be historical. See me at a meeting and we can arrange to collect them from you.

For many years we have had a photographic display at Cronulla Central on Australia Day. It is felt that the exposure there is poor and we are investigating Engadine or Menai venues next year.

In April, we took part in the Heritage Week activities and I must thank our Secretary, Angela Thomas, who did much of the organisation.

At our April meeting our guest speaker from the Maritime Museum used the Heritage Week theme of 'Journeys' to talk about Bass and Flinders. Several of our members spoke of their journeys to Australia as migrants.

A recent initiative by Clive Baker was to organise 'History Walks' – the first taking members to Royal National Park. For the next walk, as May 12 marked the 75th year since the ferry *Curranulla* was launched, a group plans to travel on it to Bundeena. The plan is to explore the Aboriginal engravings at Jibbon and the former site of Simpson's hotel at Bonnie Vale.

Some members recently visited historic houses in other parts of Sydney including *Tempe House* at Arncliffe, built in 1834 by architect John Verge. *Strickland House* at Vacluse also had an open day though sadly these are only once a year. The latter enjoys a superb vantage on the harbour but in what seems to be an endless obsession with selling off such public icons, its future is being threatened. It was interesting to learn that Arthur Allen, who also owned *Moombara* at Port Hacking, was a former owner of *Strickland House*.

At the April meeting I proposed that the Society establish a special foundation to be known as the SMART fund. This is the Sutherland Museum Acquisition and Restoration Trust fund. The vast majority of our museum items have been donated, however, if an item of unique significance became available and the committee deemed its acquisition to be justified, it could be purchased from this fund. The idea was accepted and kicked off with a \$100 donation. I would encourage members to consider making donations to this fund through our Treasurer, Leanne Muir. Jim Cutbush and I continue to give talks locally, including Probus and Church groups and any fees received from these talks will be placed in this fund.

We have several authors within the executive and this year our Secretary, Angela Thomas, is having her latest book released in the UK. *The Hanging of Mary Anne* is an historical novel set in colonial New South Wales near Lake George in the mid-nineteenth century. Based on a true account it tells the story of a married woman who is driven to kill her brutish husband and despite appeals for leniency is hanged. It is a gripping tale, written in a style that thoroughly engages and captivates the reader.

I too, am adding to the list of local histories, with my book, *The Shire; a journey through time*, to be launched in August. It contains 17 chapters that trace the complete span of time from pre-history, the Aboriginal occupation, the discoverers, settlers and right through to the present day. It is possibly the most comprehensive history of the Shire to be written to date. It is printed in full colour and contains well over 100 illustrations, many of them rarely seen before. It complements the museum display which has the same name. I need to acknowledge many sources including those of the Sutherland Shire Historical Society.

Our Society is an active, academic, social and educational organisation and I trust that you are enjoying its many attractions.

## MUSEUM REPORT

CLIVE BAKER

As Jim Cutbush was away at the cut-off time for publishing this *Bulletin*, I will say a few words on his behalf.

The Museum has been averaging 15-25 visitors on Saturdays but groups have been also visiting by appointment during weekdays.

Some visitors have been attracted by the selling of books and this often encourages them to look at the Museum at the same time.

As usual, the sharing of our space with the theatre and other groups continues to be a problem, as we often do not know of their plans until the last moment.

For ANZAC Day, a small display was arranged, centred around Daphne Salt's grandfather, Guido Weber.



Although of German descent he went to World War One with the AIF (aged 35) was buried alive – saved – wounded but returned to his wife and children. Post-war he was involved in a charity to assist incapacitated soldiers.

There was also a display about the 'Waratah Tree' and the Waratah March from Nowra via Sutherland in 1915, that is still remembered.



Just a reminder to Museum Volunteers to please try and be at the door by 8.30 if possible. It takes about 45 minutes to get ready and there are many small tasks that need to be done, to open at 9 am sharp.

One of the benefits of opening weekly, even if numbers are small, is that people drop in and offer, photos, information or items for the Museum. Any of their enquiries for information, should be entered in the book in 'Pat's Office' so that we can follow up the matter. That way, we may encourage new members and if not, we are doing a service to the community.

Several loads of Museum items have already been moved to the new storage at Cronulla and we now have room to get properly organised at Sutherland. Thanks to John Campbell who assisted with several of the heavier moves.



1900



1955

## EDITOR'S SAY

CLIVE BAKER

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

So another three months have clicked over and once again I was at the mercy of our contributors. As normal you writers have dragged me out of the fire with a series of interesting articles and some very out-of-the-ordinary items for the readers.

Many thanks to those who keep churning out material but we still seek new writers.

When sending articles, please do not insert the photographs in the text. Send them as separate items and indicate where they should appear. That will make it much easier to work with.

No formatting or fancy text is needed as we convert all material to the same style.

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## SHIRE HISTORY WALKS

CLIVE BAKER.

After much earlier discussion about the idea, on 14 April a group of members and their friends made the first foray in the RNP bush to look at historical sites.

Several locations were visited: the rifle range, the Temptation dam, WW2 army hut foundations, Bungoona lookout and the probable footing of the 'Flagstaff' stone pedestal of the 1880s.

There was interest in undertaking more trips and at the time of going to press, a trip to Bundeena should have been completed.

We will keep them going during the cooler weather and they will be graded in future from 1: Easy short strolls from the cars to 10: strenuous walking needing some fitness. For those who went to RNP we have classed that walk as a '5' for comparison purposes.

---

## SOCIETY ACTIVITIES: 2014

ALL BUS TRIPS DEPART AT 9AM SHARP: FROM MULTI PURPOSE CENTRE IN THE CARPARK - FLORA ST, SUTHERLAND

MONTH		EVENT	NOTES
MAY	24	Museum	Saturday 9 am–1 pm
	31	Museum	Saturday 9 am–1 pm
	31	Bus trip [ Cost : \$25 ]	Glenalvon House, Campbelltown. ( Club lunch at your cost )
JUNE	7	Museum	Saturday 9 am–1 pm
	14	Museum	Saturday 9 am–1 pm
	21	Museum	Saturday 9 am–1 pm
	21	Society meeting: 1.30pm	Speaker: Lynne Cairncross: on Royal Botanic Gardens
	28	Museum	Saturday 9 am–1 pm
JULY	5	Museum	Saturday 9 am–1 pm
	12	Museum	Saturday 9 am–1 pm
	19	Museum	Saturday 9 am–1 pm
	26	Society meeting: 1.30pm	Guest speaker: Noel Elliot on Walking History
	26	Museum	Saturday 9 am–1 pm
AUGUST	2	Museum	Saturday 9 am–1 pm
	9	Museum	Saturday 9 am–1 pm
	16	Museum	Saturday 9 am–1 pm
	16	Society meeting: 1.30pm	Guest speaker: Clive Baker on Start of World War One
	23	Bus trip [ Cost : \$15 ]	Hunters Hill & Woolwich with local guide (Club lunch–your cost)
	30	Museum	Saturday 9 am–1 pm

## PHYL KAVANAGH IN EARLY ENGADINE

A. KAVANAGH – VIA ANGELA THOMAS

This abbreviated history was obtained from Phyl Kavanagh before her death in 2002. Note all mentions of Princes Highway means Old...

The 29-year-old Phyllis and John Kavanagh moved to Engadine in 1946 and, with two sons. They set up house at 22 Anzac Avenue a road then divided into four parts with gullies separating the sections of the road. Their part of the road was a pair of sandy car tracks but they had no motor vehicle in 1946.

Where they first resided was in a fibro cottage, the yard of which boasted a fowl run, a vegetable garden and a bush house (garden nursery). The house had two bedrooms a copper for boiling soiled clothes and a (then) modern kerosene bath heater. There was no fridge but a Coolgardie Cooler was expected to keep the flies out, and the meat fresh for a few hours on the day it was purchased.

Bulk milk in those days, was served out of either a one or two pint, kind of spittoon and delivered daily, as was bread, and the sanitary man called once each week to attend to the outside lavatory.

In 1946, there were no mail deliveries and the nearest taxi had to come from Sutherland – Engadine was not in the metropolitan area.

There was no hospital at Caringbah and the nearest doctors were Tom and Eric Miles, brothers who were rumoured to be sons of the celebrated Bea Miles. They resided and ran their practice at the corner of Belmont Street and the Princes Highway at Sutherland. They only attended Engadine for emergencies and house calls. Specialists? I hear you ask. There weren't any in the whole of the Sutherland Shire. You had to visit Macquarie Street in Sydney if you wanted that sort of attention.

When a baby was due, you attended the maternity hospital at Engadine – a modern cream-brick building at the crest of the Princes Highway opposite the Institute Hall and water tower. There, Nurse Tafe (Richmond), the local midwife, looked after about six beds [later ten beds] and she hunted the fathers out and set about delivering babies. There was no other medical assistance.

In 1946, there was one tarred road in Engadine – Princes Highway.

The first internal tarred road, Waratah Street, was made about 1948 – starting at the Princes Highway water trough – outside where Noel Cook's Watchmaking shop now stands and travelling down past Boys Town, and then along Woronora Road to the Princes Highway. It was for the tourist buses of course. They later tarred Station Street.

There was no pub and the only shops were the post office (Wignalls) exactly opposite the end of Caldara Road – the Log Cabin (a building as the name suggests made out of logs) – a general store on the corner of Caldara Ave and Princes Highway (Robertsons/Andrews/Roberts) – another general store (opposite the end of Station Street on the Princes Highway) and a fruit and vegetable stall (owner: Tony Aglio two houses down from the post office)

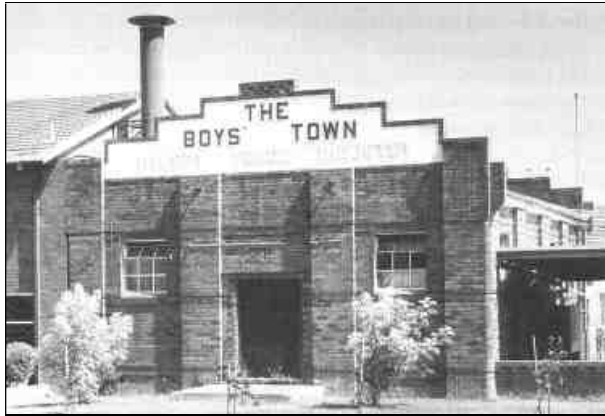
Bread came from Shoemith's Bakery on the Princes Highway next to the log cabin. It was delivered daily by the baker who had a canvas-covered picnic basket. He folded back one side and revealed either a high top loaf or bread rolls. If you only wanted half a loaf, the baker broke a loaf in two with his ([hopefully], clean hands.

Father Dunlea had started Boy's Town as charity in Waratah Street, and in 1940, Engadine was famous because of his establishment. Father Dunlea operated Boy's Town as a charity. There were up to five de La Salle brothers and they looked after up to 130 boys. Their life was regimented and they kept the manicured grounds and lawns tidy, grew vegetables, had a poultry farm, milked cows, and all supervised by the six men. It was a poverty-stricken operation, with barely adequate food and relying on donations.

Pioneer buses would leave the Princes Highway at Waratah Street, moving onto the red gravel road, and its passengers would be invited to look out upon the tidy series of cottages and see if they could get a glimpse of the boys – at that time mostly wards of the courts.

A great benefactor of Boy's Town was George Nathan who was Jewish but Father Dunlea had no qualms on where the money came from.

You could not easily obtain building materials between 1939 and 1947 but Dunlea managed to built a series of dormitories, the 'George Nathan Hall', the bakery and the butchery, all during the war years and with donated funds and materials.



Real Estate Agents at that time painted a rosy picture of Engadine with electrification of the railway line - Sutherland to Waterfall "only a short time away" and of course sewerage – well they would be laying the pipes "any time soon" (actually occurred in 1975-80).

In about 1949, Phyl and John purchased land at 32 Anzac Avenue Engadine and a tennis court was erected. It was a large block and cost £60. It was the first night tennis court in Engadine and registered in the name of Phyllis P. Kavanagh – John was a civil servant and as such, could not have two jobs.

When Phyl, because of failing health, sold the Anzac Avenue site in 1995, the tennis court had been operated by her continuously for some 46 years.

Early church services for Catholics in Engadine were at Boy's Town – the services held in the George Nathan Hall with its straight backed chairs. Father Dunlea gave a sermon for 20 minutes until the altar boy rang the bell when he would stop mid-sentence walk back to the altar, and resume the Mass. His weekday Masses could take as little as ten minutes.

Some Sunday mornings would see people at seven o'clock Mass followed by morning tea at Sharpe's or de Witt's, and returning home after lunch, at three in the afternoon.

It was not until 1950 that the family acquired its first motor vehicle – a 1938 Chevrolet Sedan. 'What a flash show that was.

Running boards to ride on, and no such thing as 'L' or 'P' plates. You either had a license or you didn't. They both learned to drive and then John went to Japan for 20 months from 1950 to 1952. He went away a svelte 10.5 stone and came back 12.5. Phyl was left to cope with (by then) three boys, and a tennis court, alone.

Phyllis came from good Methodist stock with German, English, a touch of Scandanavian background. In her later years we would tell her that she was a "tough old piece" but she was gentle, loving, understanding, tolerant, and not a person who would speak ill of another person. She was a person of unlimited tolerance and understanding and saw that role continuing all through her life.

By 1952 Engadine had moved on. It became cheaper to travel to town with the six pence toll on Tom Ugly's Bridge removed. With John back in town, a baby sister soon arrived. The town had expanded again and the family had by this stage moved onto the land next to the tennis court at 32 Anzac Avenue.



*Early shops in Engadine, 1956*

Education, employment, marriage and independence were all taught and fostered by Phyl. At the age of 85 years, she said to the writer, "Well I've done all I can for you boys. I can't do anymore. You'll just have to sort it out yourselves". It was a tired mother gently castigating an errant son – one well into his sixth decade.

A neighbour once said to her, "You know Phyl, you are one of the few people, of whom I have never heard anyone speak ill, or of whom I have never heard any hint of anything to be ashamed".

## THE SHIRE AND MOVIE MAKING

CLIVE BAKER

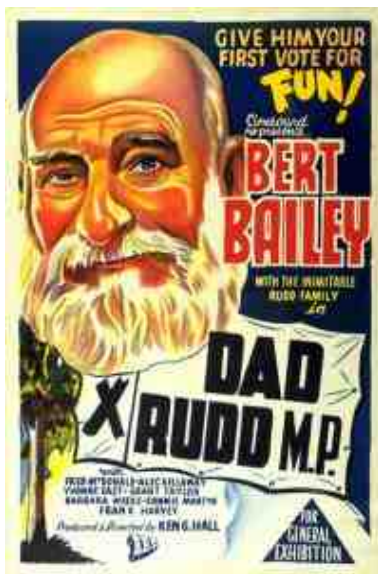
In recent discussions the subject of film-making in the shire has arisen. Over future issues we will discuss some of the past projects and we are keen for members to let us know of others not yet discovered. At this stage we are not including made-for-TV films and programs:

1940: DAD RUDD-MP  
1940: FORTY THOUSAND HORSEMEN  
1943: RATS OF TOBRUK  
1954: LONG JOHN SILVER

1978: STORM BOY  
1981: PUBERTY BLUES  
1985: MAD MAX 3  
1995: MURIEL'S WEDDING  
2001: MAD MAX – BEYOND THUNDERDOME  
2002: WHITE COLLAR BLUE  
2003: FARSCAPE  
2005: LITTLE FISH  
2006: SUPERMAN RETURNS  
2007: CLUBLAND  
2008: THE SQUARE  
2013: WOLVERINE

### DAD RUDD MP

JOHN CAMPBELL



Woronora Dam was the site of some scenes of the movie 'Dad Rudd MP' with Bert Bailey in the star role.

The film crew spent a week there in 1940, whilst the dam was still under further construction raising the existing wall from 150 feet to 200 feet. About 250 workmen and their families donned their Sunday best and acted as extras in the dam scenes.

The workers then changed into their work clothes for the construction scenes. The cast also spent a month in the Camden area filming. Nearly 5,000 extras were used in the entire movie.<sup>1</sup>

[ Editor's note: In recent weeks, a museum visitor told us that, as young boys, he and his brother had been used as extras on the movie ].

The plot for the movie was that Dad decided to run for Parliament on a platform of raising a dam in the bush to help the drought stricken farmers. It was only a coincidence that when the directors went to Woronora Dam they found that this was exactly what was happening.



*The whole movie was shot in only seven weeks.<sup>2</sup>*

The highlight of the Woronora sequence centred on the 'flying fox' wire that was 300 feet long and 87 feet above the gorge. Workmen and their families travelled across this on numerous occasions to add a thrill factor to the movie. It was filmed from a specially constructed tower 52-feet high from where director Ken Hall shouted instructions through a large megaphone.<sup>3</sup>

Although many dam scenes were filmed on site a 1/50th scale model was also built in the studio. Alan Kenyon constructed the model, that was 125-feet long and held 12,000 gallons of water.<sup>4</sup>



The star Bert Bailey was about to turn 70 when the film was released and a gift autograph book was presented to him with about one million signatures from his fans (the entire Australian population

was then about seven million)

They were collected as people attended the movies all round this country.<sup>5</sup> This was a remarkable feat and would be hard to duplicate today.

By November 1940 the pipeline from the dam to Penshurst reservoir had reached Engadine.

That was not the first time that the dam workers had aspiring movie stars in their midst.

In 1930 Miss E. Kehoe, address Woronora Dam, entered the 'Star Screen Quest' for girls looking for a career in the movies.<sup>6</sup>

The contest was run by the Sydney newspaper *Evening News* but Miss Kehoe unfortunately did not succeed and the contest was won by Miss Rosalind Kennerdale 19, of Auburn.



In some cases the girls' full addresses were published in the paper – something you wouldn't see today but those were more innocent times.<sup>7</sup>

1 *The Horsham Times*, 25 June 1940. p. 2.

2 *Daily News* (Perth) – 18 July 1940

3 *The Picton Post*, 5 March 1941. p. 3.

4 Kenyon also fabricated a fake cardboard native village on the Kurnell sand hills for the movie *40,000 Horsemen* – *SMH*, 24 Sept, 1940. p. 12.

5 *Examiner* (Launceston), 1 June, 1940. p. 10

6 *Evening News* (Sydney), 21 March, 1930. p. 14

7 *Evening News*, 4 April. 1940. p. 1.

## A TRIBUTE

MIRANDA SCHOOL NEWS: 20 JANUARY 1919  
VIA PAT HANNAN

Miranda's splendid men  
Can you their equal find?  
Can words of tongue or pen  
Praise hearts so stout and kind!

Our monument so grand  
Built on its base so true  
Is an honour to our land;  
Was a work of love for you.

The statue is the top  
Nothing great or grander  
Will there for ever stop  
For the glory of Miranda.



*The casual stance of the soldier on the monument was not approved of by local residents and was removed and has now disappeared. The monument shown here is in the Miranda School grounds but was later moved to Central Road and now moved again to the Seymour Shaw lawn area nearby.*

## A WIRELESS EXPERIMENT

CONDUCTED AT HEATHCOTE: 28 MARCH 1910<sup>1</sup>  
FRANK PURVIS

Many people have probably not seen this plaque on the monument in the park on the corner of Veno Road and the Princes Highway at Heathcote.



*Commemorating Lieutenant George A. Taylor, an officer in the Army Intelligence Corps Militia, who organised the wireless experiments near Heathcote. Unveiled by Sutherland Shire President, Arthur Geitzelt, 1968.*

While Taylor was responsible for organising the experiments, it was actually three civilians who constructed the apparatus and were responsible for operating and transmitting signals. The three were:

**Edward Hope Kirkby**, a 57-year-old in 1910 and well-known wireless inventor and operator since its inception in 1896 and a principal and Chief Engineer of the Shaw Wireless Works at Randwick,

**Walter Hannam**, who went on to be Mawson's wireless operator on his Antarctic explorations.

**Reginald Wilkinson** a worker at the Shaw Wireless Works who had been touring the country demonstrating wireless.

There has been conjecture as to where and how these experiments took place but for those who want to study the words of Taylor and the photographs in his pamphlet, and visit the location, it is possible to determine where and who actually undertook these experiments.

The wireless experiments organised by Taylor were to show senior officers the strategic value of wireless as an aid to troops in the field in locating and reporting enemy movements. Taylor later wrote an account of these activities and published his report in a pamphlet, *By Wireless – how we got the signals through*.<sup>2</sup>

The military at that time had no wireless operators or apparatus so it was impossible for them to conduct the experiments.

Taylor enlisted the aid of the three wireless experts

and brought them and their equipment to the Heathcote area to set up their apparatus and demonstrate the possibilities of wireless for military applications. Taylor later wrote:

*The military were not provided with any wireless apparatus and just as in the frenzied rush of war, preparations on the day the troops went forth, a collection of sundry apparatus and the services of three experts were rapidly requisitioned into a train going southwards, and reached the camp at Heathcote on the day the troops arrived.*

*It was a sorry-looking collection that I had dumped on Heathcote platform. Two great railway baskets loaded with glass jars, insulators, wires, coils, and other paraphernalia, some new, mostly old.*

### Locations of the Wireless Stations

The civilians then set up two stations to conduct their experiments. Kirkby probably built Station A and the other two men, Station B. Taylor wrote:

**Station A:** *The conglomeration of apparatus was sorted out, and it was determined to establish two stations. The enemy was assumed to be in occupation seven miles to the south, so the heterogeneous collection of apparatus was sorted out and divided into two parcels. It was resolved to establish one station at the furthest outpost to communicate the movements of the enemy to Station A at the headquarters camp. Station A was a military tent, and early next morning (Saturday) three saplings were cut from a neighbouring gully, were lashed together, run into position, forming an aerial 54 ft high, with Mr Kirkby in charge.*

*The second station was a rough cave on the side of a hill about two miles south from Station A. At this distant station the operators were Messrs Wilkinson and Hannam.*

Edward Kirby's great grandson, Brian Kirkby after extensive research and investigations has been able to locate the position of Station A and Station B from Taylor's account.

Station A was on the east side of the railway crossing just north of present day Station.

**Station B:** *...was a rough cave on the side of a hill about two miles south from Station A. The signal letter V would be transmitted from one station, and by means of signal lamps the question would be flashed if it were received at the other. The enemy was assumed to be in occupation seven miles to the south.*



A topographic map of the area shows there is only one possibility for Station B, a site two miles in line of sight of Station A at the gatekeeper's cottage at Heathcote, and in a line of site of where the highway comes over the hill five miles south at Garrawarra, seven miles from Heathcote.

Spion Kop is the only site that meets all the criteria. It has large sandstone overhangs large enough to accommodate the equipment shown in the photos.

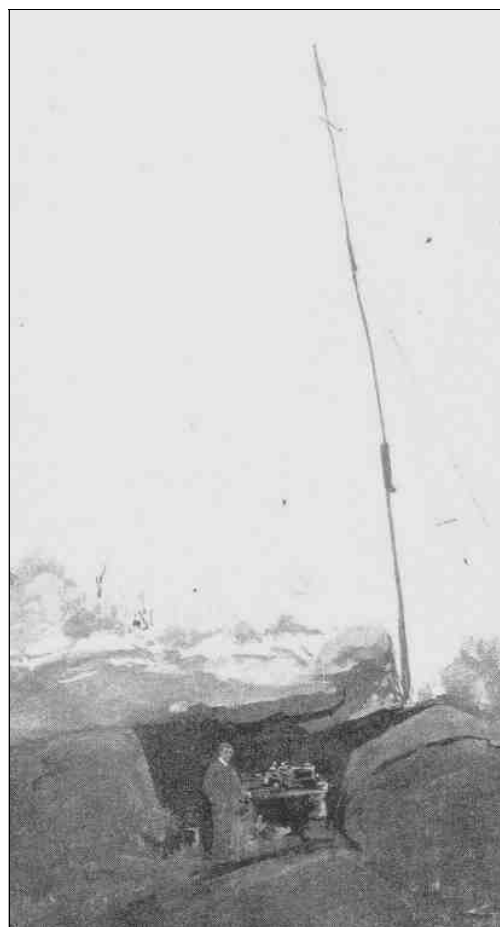
Spion Kop was a hill in South Africa where the battle of Spion Kop occurred during the Boer War in 1901.



The lower split-photo shows a comparison of Taylor's 1910 image with the same house in 2013 (middle) Station A is in front of the old gatekeeper's cottage at Wilson Parade, Heathcote East..

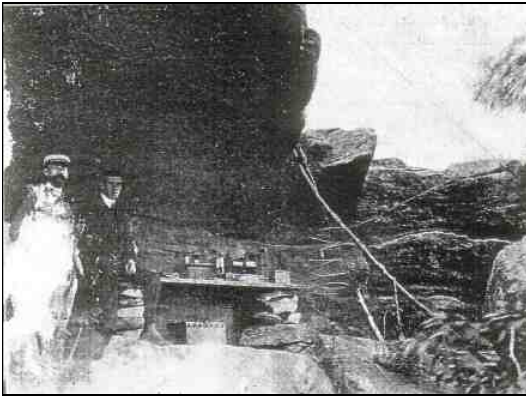
Commenting on Station B, Brian Kirkby wrote:

So Station B had to be on a hill in line of sight with Station A and able to see the enemy approaching five miles to the south of the observation post.



Above: Station B in its cave, 1910.  
Below: The cave in 2013.





*Reginald Wilkinson and an officer from the University Scouts Militia at Station B.*

Lieutenant Taylor noted some initial difficulties:

*Saturday night saw the two great aerials piercing the sky with their four rows of wires like banjo strings waiting for a giant to twang them ... and at night the patient operators radiating waves from each station without being able to receive any indication. Far into the night the great sparks cracked through the spark gaps, lighting up the cave and tent with miniature lightning flashes ... the air criss-crossed with ether waves, but being differently tuned, they passed each station by and reverberated into infinite space ... [after a number of adjustments and component replacements and no further success]... the instruments are taken from the cave, placed on the bare rock beneath the aerial, and no sooner in position than the signaller excitedly dashes over, 'Station A reports signal received!'...we have succeeded!*

In his conclusions, Lieutenant Taylor wrote:

*We had succeeded in establishing the first military wireless stations in Australasia, and the first officially recorded stations on the continent to receive intelligible wireless signals, and for that success every credit must be given to the ardent enthusiasm of Messrs. Kirkby, Wilkinson and Hannam, to the kind assistance of Captain Cox Taylor, as well as Lieutenant – Colonel Wells, Captain Christian, Major Rosenthal, and officers of the University Scouts.*

*The experiments solved many problems of value to military science, of which there is no need here to tell, but which have been forwarded to official quarters.*

### **Were They the First Transmissions?**

The *Argus* newspaper records that at military manoeuvres Seymour Victoria, in January 1910:

*Experiments have been successfully conducted by the corps, with the aid of the Field Engineers, in the use of wireless telegraphy, aerials have*

*been established by means of long poles, lashed to tall trees, and messages have been exchanged for a distance of a mile. Today attempts were being made to open up communications for five miles, and before the manoeuvres are over it is hoped that with box kites flying wires attached to cars, messages may be exchanged for a distance of ten miles.<sup>3</sup>*

So perhaps the Heathcote trials were not even the first military wireless transmissions on land in Australia.

It is worthy of note that Edward Kirkby was, "persuaded by Lieutenant Taylor, by his most earnest solicitations, to rise from his sick bed to be in charge of wireless experiments at Heathcote". Taylor held Kirkby in the highest esteem but the latter was unable to see the experiments to the end as he had to leave due to ill health.

After reading these accounts, I feel it would be a fitting gesture to remember the three civilians who freely conducted the experiments under George Taylor in the form of a supplementary plaque on the monument in the park on Veno Road, Heathcote.



DR. ALEXANDER GRAHAM BELL, INSPECTING THE "WIRELESS" APPARATUS USED BY LIEUTENANT G. A. TAYLOR FOR HIS DEMONSTRATION WITH ETHER WAVES AT THE UNITED SERVICE INSTITUTE ON FRIDAY EVENING. Lieutenant Taylor controlled his lecture on "The Air Age and the Military Significance" by utilizing ether waves to run a China Jack to a music hall sitting five or six miles off and working a cinematograph that depicted the National Anthem. Dr. Bell, who made the apparatus, is standing on the right. The circle in the middle is a replica of the ether detector, in which electric waves were first discovered. Behind this detector is the sender and control circuit.

*Kirkby showing his apparatus to Alexander Graham Bell.*

Edward Kirkby died in 1915, while the younger Hannam and Wilkinson, joined up for WWI.

I am grateful to Brian Kirkby, Edward Kirkby's great grandson, for allowing me to draw heavily from his article and use some of his photos.

### **ENDNOTES:**

1 This article based on, 'The Military Wireless Experiments Conducted at Heathcote NSW'. By Brian Kirkby 22.5.2012.(copy held in the Sutherland Shire Library, Local Studies)

2 *By Wireless – How we got the signals through.*

Lt George Taylor.

3 'Manoeuvrers at Seymour', *The Argus* 13.1.1910

FROM BULLETINS PAST  
**PORT HACKING AS A FISHING NURSERY**

MARJORIE HUTTON NEVE [1978]

The *Sydney Gazette* of 14 December 1906, supplies the earliest reference to a local fishing industry:

"On Friday, a boatload of salted fish, amounting to 13 cwt was brought in at the Hospital Wharf". (This was in Sydney Cove, where the Maritime Services Building now is).

Fishing continued for many years to be a main industry in the Port Hacking area. By the turn of the century the local industry was producing a rich harvest for the Sydney markets. The State Government set up a fish hatchery at Hungry Point, South Cronulla, to encourage a scientific fishing industry off the Cronulla coast but, four years later in 1911, the project was abandoned as there was insufficient commercial interest.

Today, the Port Hacking area (and area adjacent to Lake Macquarie and Narrabeen Beach) are almost barren of fish.

To encourage the return of fish to these grounds it is first essential that a food chain be established, and to encourage this the State Government has established artificial reefs in these three areas. Their purpose is to provide firstly a medium for the growth of marine plants and sedentary marine animals such as mussels and barnacles. These attract varieties of crabs and shrimps and provide food and shelter for many types of small fish.

In the deep water off Narrabeen Beach several derelict old ships have already been sunk.

In Port Hacking, in the upper reaches of the river adjacent to The Royal National Park, a new type of reef is 'growing'. This estuarine reef is being built up of hundreds of discarded old motor car tyres ... constructed in water five to 16 feet deep, and will eventually be one of the biggest artificial reefs, with thousands of old tyres forming a structure some 600 yards long and 200 yards wide. The reef is still being built and has not fully matured.

When completed in a few years' time and a permanent and growing 'food chain', established, this reef will attract the numerous small fish ... and they in turn will attract the larger predatory fish – which it is hoped will in due course, provide tarwhine, red bream, trevally, blackfish and many others, all of which will provide a growing sport for the amateur fisherman.

After the establishment of The National Park (now Royal) in 1879, the Port Hacking waters were entirely closed to all types of net fishing, and still is; and this will further encourage the return of the small fish to feed off the marine growths of the artificial reef; and so return the Port Hacking waters as a major area for recreational fishing ... not commercialised as it was in the early days of the Colony.

**Source:** Sutherland Shire Studies No 4: *Sydney Morning Herald* 10.2.78.

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FROM BULLETINS PAST  
**THE VILLAGE OF COMO**

ANON [1978]

The *Hurstville Propeller* of 9 June 1922 had this to say of the boundaries – you will need a map to work this out:

*The Village of Como is now defined by the following boundaries, under the provisions of the Local Government Act:*

*all that portion of Como bounded by Budea (Bindea) Street and Mulyan Street northerly along the western alignment of Mulyan Street to the intersection of Warraba Street, westerly along the southern alignment of Warraba Street to the intersection of Wolger Street, northerly on the western alignment of Wolger Street to Woronora Crescent,*

*northerly to the western alignment of the reserve to Woronora River, north-easterly along the foreshores of Woronora River to its intersection with Georges River and southerly and northerly along the foreshores of Double Bay and Geylla (Scylla) Bay south-easterly along the foreshores of Careena (Carina) Bay to its termination of the Parish of Sutherland, south-westerly along the eastern alignment of Tivoli Esplanade to the north-western corner of the Parish, westerly along the southern alignment of Bindea Street to a point south of the point of commencement, and then north to that point.*

## DISCOVERING THE HISTORY OF THE 'GONG'.

BUS TRIP – 22 MARCH 2014

JOAN MORISON OAM

The city of Wollongong is just a short trip South of the Shire, and having previously received an excellent brochure at the last meeting, we were all keen to follow this 'Heritage Trail'. The sun was shining, Pat had marked our names off, Terry was in the driver's seat – all aboard! And so began another of the Society's great Bus Outings.

We had barely left Sutherland before Terry's "Tantalising Tales" of local history began. Tramway Museum on our right – will that facade ever be finished? Of course the Trams will be running during Heritage Week. We stop for a red light at the National Park turn off – Terry advises that the Train used to run to the National Park Station. I have a memory of doing that! When passengers alighted they would walk down the hill to the Causeway, the Boatshed and the Picnic Sheds. Believe it or not, half way down the hill, I recall a street photographer. I still have my photo! We learn that Loftus was named for Lord Augustus Loftus, plus an interesting story of Engadine named by Charles McAllister. A right hand detour to view McAllister House. These folk were responsible for funding the Station, each resident donating several pounds, but alas! When needing the train they had to flag it down! We return to the Highway to stop at Heathcote MacDonalds for morning tea and coffee.

On our way again – Terry gives a run down on the building of roads to Mitchell's plan. Then, as we are all seekers of history – no expressway for us – it was the old road south. Through Waterfall, recalling that rail disaster in 2003, a glimpse of Garrawarra Sanitarium, opened in 1909 for sufferers of T.B., Woronora Dam road to our right then left through Helensburgh township, named we are told, after village in Scotland. As we turned into Otford road, soaking up and enjoying Terry's spiel ... oops! Road closed! U-turn to take the road past a Temple – an interesting place – perhaps a visit some other time?

It was a delightful drive – Kelly's Fall road, Otford and Bald Hill Lookout. Terry manages a "drive by" of the magnificent view – no room to stop, it was chockers with tourists. We cross the Seacliffe Bridge, learn of bushrangers, Coal Cliff and hear that a John Gibbons opened the first Post Office. Great ocean views and another titbit about Bass & Flinders as they sailed up the coast and found the remains of shipwrecked sailors who had waited in vain for rescue. Onward through Scarborough, Wombara, noted signs of Coal seam gas, then a surprise ... we turn into Morrison Avenue and drive through an interesting rainforest area. None of us had been this way before – great stuff Terry!

The kilometres roll by. Bulli – learn of the mining tragedy years ago – into Buttenshaw Drive, over the rail, Austinmere, Thirroul, we note the Bulli Pass upgrade – Woonona and we stop to chat to Terry's relatives! (What's buzzin cousin?) On our way again. Wow! We've seen so much and we're not even in Wollongong yet! But getting close.... I love these interesting trips!

Corrimal, Bellambi, Fairy Meadow – past the Science Centre, into Stewart Park, Wollongong Harbour, view the lighthouses, then a much needed Loo stop at Flagstaff Hill. Next stop Port Kembla Terminal, a lot of change here, we soon have our way blocked. As we turn back Terry told us that parts of the Sydney Harbour Tunnel were constructed here. We take an interesting drive through a coal loading area, note the spot where a ship overturned and two men were drowned in the hold. (Where does Terry get all this stuff?) Next stop a view from Hill 60 – alas many trees were in the way but we did glimpse a paraglider drift by. On the way down the hill a wonderful view of a coastal beach, the strip of land to Warrawong and Lake Illawarra beyond I digress a moment here ... before I was born my Father was a Scout Master who came to this area in 1929 for an Annual Corroborree (now called Jamboree) they camped on the strip of land, surfed in the sea and swam in the Lake – wonderful for city lads. I have the Official Program full of great historical facts, but one I'd like to share with you .. "Port Kembla is destined to become one of the State's sea ports and industrial centre -- Port Kembla City Estate is the only estate right in town. Allotments can be purchased on Terms at only Ten pounds per lot deposit and two pounds per month. Interest at 6%."

It was time to get our Brochure out to check each of the 23 historic landmarks of Wollongong as we drive by. Courthouses, Churches, Cathedrals, Council Chambers, Market Square, Crown Street, Banks, Town Hall, the site of Throsby's Stockman's Hut, and of course the first Telegraph/Post Office – now the Illawarra Museum

which we will visit after lunch. Lunch! That magic word – we were all peckish – Worker's Club here we come! Pat had organised our tables, and we enjoyed a delicious lunch – although I'll make no comment on the size of Terry's dessert!

The Illawarra Museum is located in what was the first Telegraph Office built in 1864. The Post Office added in 1870 and a second story addition in 1882. Following an excellent video film tracing life as it used to be of the MACKEL family and picturing Wollongong and its growth from 1840 to the arrival of the Sydney-Nowra railway in 1890. Prior to then goods arrived by ship or horse and coach via Appin & Campbelltown. After the film we viewed the excellent exhibits both inside and outside.

Whilst I enjoyed everything on display (the upstairs bedroom reminded me of how our Museum used to be set up) and I did enjoy sitting at the school desk like I was back in time at Coogee Public, but I felt that OUR Museum had come a step further in time. Many Museums only display the Pioneer stuff of the 1800s and very early 1900s up to World War One – OURS has included later history of more modern times, and I think our "Journey Through Time" is more interesting as it brings visitors into the 'Art Deco' era, TV and the beginning of Technology which is a concept far more interesting if we hope to encourage young people to take more interest in local history. After all – most kids think that what their Mum & Dad did, and clothes they wore as teenagers are ancient history anyway! And that would only be 20 years ago!

The size of a Museum isn't what makes it successful (although we could certainly do with more space for our collection) it is the Concept and the Content – we have both. I think we are a "step ahead" so let's keep our Museum embracing history by adding each decade of the past.

Okay! It was time for Terry to take us home ... but not without a little more history! We drive by the home of Sir Cecil Hoskins, "Glennifer Brag", near the University. There were a few nodding heads on the return journey – who could blame us? Thanks so much to organiser Pat Hannan (what a 'gem'!) and driver Terry McCosker (Mr Knowledge) We look forward to the next outing. A great day!

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### A FAMOUS SON OF THE SHIRE



**RICHARD FIDLER**  
CLIVE BAKER

Richard was born in 1964 and in a recent email he wrote, "I lived in Sylvania Heights for three years in the 70s and I went to the OC classes at Sutherland Primary from 1975-1976. They were



L-R: Tim Ferguson, Paul McDermott and Fidler.



*Hindu Temple near Helensburg.*

my happiest school years, playing with a bunch of bright, nerdy kids". As a young adult, he was a member of the 'Doug Anthony All Stars' band and was often seen on TV. The group split in 1994 and he began his own TV and radio career.

He now has a top-class ABC radio interview program ('Conversations') and has many interesting guests. He won a 'Churchill Fellowship' in 2011 to study public radio in the USA and UK.

Richard is married with two children and lives in Brisbane.



## BASS AND FLINDERS IN PORT HACKING

PAULINE CURBY

It was 200 years ago, on 30 March 1796, that two young men and a boy in his early teens sailed into Port Hacking. This 'discovery' is marked by a monument that overlooks the entrance to what the Dharawal people had, for an unknown number of years, called *Deeban*. Frank Cridland, the grandfather of local history in Sutherland Shire, a benefactor of the Royal Australian Historical Society and successful businessman, instigated this tribute to Bass and Flinders whom he described as 'the honoured men who first placed the district on any map'.

The monument at Bass and Flinders Point, Cronulla was erected in 1949, at Cridland's expense, and has recently been refurbished by Sutherland Shire Council. Most people know how Bass and Flinders, with their companion known as the 'boy Martin', sailed from Port Jackson to the Illawarra district in a tiny boat in early 1796. Few people are aware, however, of how, on the return voyage, they spent their time at Port Hacking. This is because Flinders, the only one of the three to leave a written account of the trip, thought so little of their 'discovery' that he gave it barely a page in the official account of his career.

Although Flinders was not impressed with this beautiful waterway the brief sojourn at Deeban, or Port Hacking as the explorers named it, was a relaxing time for them. It was an opportunity to rest their weary bodies and exhausted minds. After a gruelling five days at sea, they had two good night's sleep, relaxed, did some fishing, explored a little and were visited by some friendly local people. One hundred years later, in the 1890s, when the area first became popular with Sydneysiders, there were many who came to Port Hacking and spent their time just as Bass and Flinders had.

The explorers spent less than two days in Port Hacking and on only one day did they devote any time to exploration. Frank Cridland would not have entertained the idea that this historic event in 1796 was in reality a low key episode and a well-earned rest for his heroes. To Cridland the self-made middle aged man who, in 1924, described Bass and Flinders' discovery of Port Hacking (in *The Story of Port Hacking, Cronulla and Sutherland Shire*) their lives must have seemed touched with romance. What could be further from Cridland's comfortable home, *Sunnyside*, at Caringbah and his successful carrying business at Waterloo than the lives of George Bass and Matthew Flinders? They did not survive into contented and comfortable old age as Frank Cridland did. Bass, after leaving his mark on the history of Australian exploration disappeared without trace on a trading expedition to South America.

Flinders' circumnavigation of Australia and his mapping of a large portion of the coastline were achievements that rivalled those of James Cook. He spent many years separated from his young wife and died at the age of 40 just before the publication of his book, *A Voyage to Terra Australis*.

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When 22-year-old Matthew Flinders and his friend George Bass left Sydney on 25 March 1796 they aimed to find the river that was said to be south of Botany Bay. This was their second expedition in a frighteningly tiny boat that they named the *Tom Thumb*. They were carried past the entrance to Port Hacking by currents, however, and unexpectedly spent a few days exploring the Illawarra district.



The voyage lurched from one near disaster to another. Their drinking water was foul, the *Tom Thumb* was swamped and most of their supplies were drenched. Bass was so badly sunburnt that Flinders reported that his body was covered with 'almost one continuous blister'. On the fifth night they were caught in a storm and probably would not have survived except that they were able to take shelter at Wattamolla (now in the Royal National Park). The first five nights of their trip were spent attempting to sleep cramped in the tiny *Tom Thumb*. This was uncomfortable for Flinders and Martin but Bass must have had several truly wretched nights attempting to rest his 183 centimetre (6 foot) sunburnt body. Their first night sleeping on dry land was a relief. Flinders wrote that 'the liberty of lying in any position and stretching out our limbs was an indulgence'. His journal account of the voyage leaves the reader in no doubt about how he and his companions felt. He relates that on the first night they were 'making a miserable supper'. Later he comments on 'our uncomfortable situation' and 'our miserable plight'.

On this voyage Bass and Flinders were exploring waters that no Englishman had thoroughly investigated. Cook had only sailed past 26 years earlier. As they moved further away from the security of the closest white settlement at Port Jackson they acutely felt the insecurity of their position. The fear and tension they experienced when attempting to deal diplomatically with the Aborigines they met is apparent in Flinders' account. The explorers were very conscious that they were on someone else's territory; that they were outnumbered and defenceless.

After the boat was swamped Flinders described the guns as 'rusty and full of sand and salt water: the rods incapable of being drawn'. They were sure their safety relied partly on the fact that the Aborigines did not know that their weapons were inoperative. In addition Bass' red waistcoat gave the Aborigines the false impression that they were soldiers. The Illawarra Aborigines had obviously learnt from the Sydney tribes that such men were to be treated with respect. When the three young strangers did no harm the Aborigines became more curious. They wanted to find out more about these exotic strangers. Bass and Flinders, however, were eager to get away as quickly and as unobtrusively as possible. After all they had been told that these people were cannibals. Although they were unlikely to have believed such stories they still felt vulnerable. Despite the tension and uncertainty of their position there were some light-hearted moments. For example when Flinders gave some of the Aborigines a haircut he wrote that he 'was almost tempted to try the effect of a snip on the nose; but our situation was too critical to admit of such experiments'.

After all this it must have been a relief when, on the morning of 30 March 1796, they sailed into Port Hacking, the entrance to the river that they had set out to find. Flinders wrote that they 'landed in a small cove on the north side, where we observed a number of cabbage trees growing'. They did not set out immediately to explore their new discovery, but did what any sensible person would do after such a trip. Flinders explained that after 'making a comfortable meal and getting everything dry and in order, we amused ourselves in the evening with fishing'. Not very successfully it seems, because he continued:

*the sharks were so numerous that no other fish dare make its appearance. These sea monsters appeared to have a great inclination for us; and were sufficiently daring to come to the surface of the water eyeing us at the same time with voracious keenness. The size of our vessel did not place us at a great distance from them.*

Presumably there was no fish for tea that night.

Now that they were almost back in Sydney the tension of the early part of the voyage seems to have dissipated as they prepared for the night. Flinders wrote:

*Night drawing on we returned to our cove, where we had prepared a place and pulled grass to sleep on. Two natives had paid us a visit in the afternoon, and behaved very civilly. We understood them tolerably well and were not under the least apprehension considering ourselves as almost home; and had it not been for the numberless mosquitos that inhabit here, should have passed a comfortable night. On the following day our time was employed in examining Port Hacking and in fishing, occasionally; but finding the port very shoal and but few places in it fit for shipping, we did not think it worth while expending much time about. We slept some distance up the port, but did not see ducks or anything to shoot anywhere.*

The next day, he relates, they 'examined and sounded in going down; and about seven o'clock passed between the points of the entrance'. By that afternoon they were back in Port Jackson.

Although Port Hacking had been a pleasant diversion for the two friends and their 'crew', their feelings about it were mixed. It seemed an ideal place for relaxation with friendly local people. There were, however, too many mosquitoes, countless sharks, fish that refused to bite and nothing to shoot. Bass, the swimmer of the party, does not seem to have even had a dip. No doubt he was content to remain fully covered and not risk any more sunburn. The presence of sharks was probably an even greater deterrent to swimming.

Flinders' attitude to Port Hacking was primarily determined by its unsuitability for shipping. This characteristic, making it so different from the magnificent Port Jackson, is one of the reasons that 100 years after Bass and Flinders' brief visit there was very little white settlement in the area. This was a time when the coastal shipping trade was a vital link in the colony. Port Hacking with its shallow waters and shifting sand bars was largely bypassed by the steam ship companies. It was not until the opening of the railway to Sutherland in 1885 that there was improved access to the district. In the years that followed visiting Sydneysiders began to appreciate Port Hacking as a recreational waterway and it became a place for rest and relaxation. People, such as Frank Cridland, then in his early twenties, found respite in the area just as three stressed young adventurers had a hundred years earlier.

NOTE: First published: in the February 1996 edition of *History*, magazine of Royal Aust Historical Society.

## HENRY HACKING

MERLE KAVANAGH

Hacking, for whom our Port is named, arrived as a quartermaster on the *Sirius* in 1788 and was held in high esteem by the officers of his ship, 'both as a man and a seaman'. He probably returned to England after the wreck of the *Sirius* in 1790 but he arrived again in Sydney on the *Royal Admiral* in 1792.<sup>1</sup>

Being an adventurous man, he was keen to explore the new land. On one expedition in 1789, after firing a warning shot to scare away a group of about 40 Aborigines, he apparently wounded some with buckshot.<sup>2</sup> In 1794 he spent three weeks on an unsuccessful attempt to cross the Blue Mountains and reported that when he halted 'he still had in view before him the same wild and inaccessible kind of country'.<sup>3</sup>

His explorations in 1795 took him, at the Governor's request, to the interior searching for cattle which had strayed from the settlement into the bush around the colony. When Governor Hunter went to inspect the herd himself in November of that year, he included Hacking in his party. Whilst trying to catch a calf, Hacking and his helpers were attacked by a bull which they were compelled to kill. It had the wide-spreading horns, small hump and short thin tail which were features of the Cape cattle the First Fleet had brought from the Cape of Good Hope. The area where they found the cattle was about 30 miles southwest of Sydney and it became known as the 'Cowpastures'.

In January 1798 Hacking was sent to check on the cattle but was unable to find any. The trip was noteworthy as a lyrebird was brought back by Hacking and described as 'a variety of bird of paradise'. Later that year Hacking and his party returned to the Cowpastures to investigate a 'vein of salt' found by the earlier party and seek out the cattle again. They found the most numerous herd yet seen, counting 170 plus some stragglers. Hacking was undaunted by wide rivers and is recorded as swimming across Nepean River that year.

However, he was said to have been on a kangaroo hunting excursion when he discovered the existence of the port that would bear his name, although the actual event appears not to have been recorded<sup>4</sup> and there appears to be some doubt as to whether

Hacking actually saw the river mouth or if friendly natives told him of its existence.

During 1800 and 1801 Hacking piloted the *Porpoise* into and out of Port Jackson and was then appointed first mate on the *Lady Nelson*, a ship which had previously accompanied the *Investigator* on the Queensland section of Matthew Flinders' exploration. In 1803 Hacking was appointed first pilot at Port Jackson.<sup>5</sup>

Hacking appears to have attracted the attention of the right sort of people. Three times he was charged with offences and three times he avoided the worst punishment. The first time in 1799 he was convicted of perjury and sentenced to transportation to Norfolk Island for three years, but received an absolute pardon. Again in 1803 Hacking was pardoned after being condemned to death and reprieved for shooting and wounding a woman. Barely six months later he and Robert Colpits were sentenced to death for stealing naval stores from the *Investigator*, but again he and his companion were reprieved, though Hacking's sentence required him to be transported for seven years to Van Diemen's Land. Governor King wrote '....he is a good man but was lost here by the Arts of a Woman'.

In Hobart, Hacking became coxswain in 1804 to the lieutenant-governor, David Collins, and also accompanied a party exploring the Huon River. In the following two years, 1805-6, he helped capture six escapees, for which Collins commended him, and was appointed pilot at £50 per year. Collins wrote in June 1805 that he considered Hacking 'one of the most useful men I have'. Hacking made one brief trip back to Sydney and in 1816 was granted a pension of half his salary, Governor Lachlan Macquarie describing him as 'useless as a Pilot from drunkenness and other infirmities'. He died in 1831 aged 81.<sup>6</sup>

### ENDNOTES:

1 ADB / Vol.1 1788-1850 p. 498.

2 Collins, David, *An account of the English Colony in New South Wales*, p.67

3 Collins, *op.cit.* p.321/2

4 Collins, *op.cit.* pp.lxxxiv, 365, 398, 590; Hist. Records of NSW Vol. III p. 824, etc.

5 SSHSQB Feb. 2000 p.15; ADB Vol. 1 1788-1850, p. 498

6 ADB Vol.1 1788-1850 p. 498; *Convict Life in Australia; An Illustrated History*, p. 100.

**NOTE: The full story of Hacking will appear in a future Supplement.**

## THOMAS PRICE AND WORONORA RIVER

HURSTVILLE PROPELLER, 2 SEPTEMBER 1921, VIA PAT HANNAN

People who have at various times visited the upper reaches of the Woronora River will surely know Price's Boatshed at the foot of the Sutherland track, but few will know of the difficulties encountered by that family in their early pioneering work, when they settled there 22 years ago.

Actually the late Mr Thomas Price (who died last week) obtained the first knowledge of the river 37 years ago, when he was sent to do some clearing and dig a well on what was then the property of the late P.D Walker, and which Mr Price later purchased. At that time the journey to the river from Mr Price's home at Waverly was by train to Hurstville then on foot to Connell's Bay, where a boat was obtained for the long row up the river.

The well was dug and good drinking water obtained, which in those days meant so much, as there was no other way of conserving the water. The old well still exists, and Mr Price was very proud of it, although he did not depend on it in later years, having numerous tanks to draw upon. He was so taken with the beauty of the district that 15 years after his original introduction he purchased the present property of 150 acres and settled himself and family thereon, his youngest child, Albert, being only two years old.

At that time a family named Swain were living on the property, but they moved down the river closer to Como so that the Price family were the sole occupants of the river above Swain's new abode.



The difficulties they experienced may best be gauged when consideration is taken of the fact that there was only what might be termed a goat track over rocks and gullies from Sutherland to their place. So bad was the track that all heavy goods had to come up via Como by boat, only small parcels being carried down the track. When the trains came on to Sutherland there was only five per day from Sydney ... at that time Mr Price was employed by the old Parramatta River Ferry Co at the foot of King Street, and he used to go to his work from the river every day. Needless to say, it would not do to miss one's train in those days, and then we take into account what

It must have been like to walk that rough track back and forth every day, especially in wet weather, it shows that Thomas and family were possessed of the grit and backbone which characterised so many of our early settlers.

Interviews with the family reveal many interesting matters. For instance, fish were plentiful, also bird life and game, such as gull birds, bronze wing pigeons, wallabies, possums, bandicoots. Needless to say, there were also plenty of snakes-reptiles that most of us dread. As far as that goes, they, like the poor, "are always with us", for even now they are rather too plentiful up there in the summer. The river too, was fairly good for light navigation as the channels were more open then than now, the only bad place being at the crossing where they used to drive the cattle across just below the spot on which the bridge (Sutherland) is now built. Of course there was no bridge in the early days, nor road either. There was a small tug drawing three or four feet of water that used to come up towing barges and take them back loaded with sand for Shea's Creek works at Botany. Norman Price states that there was then about 15 feet of water in Brown's Creek (then known as Forbes Creek). Now the same creek is silted up at the mouth to such an extent that a skiff can barely manage to get in over the bar...

As a side-line Mr Price did a little in the way of raising cattle. Years later various week-enders started to frequent the river and purchase land. Amongst the first of these was a Mr Fred Rugg, and now there are hundreds of neat little cottages and camps on what used to be a veritable wilderness of bush and scrub.



Price family, 1912.

Great credit must be given to the late Mr Price for his pioneering work, as it is mainly due to his initiative and example that so many people are now permitted to enjoy the beauties of the river ... and hire his boats to explore the pretty nooks and upper reaches of one of the most beautiful spots within easy reach of the city.

**NEWS FROM *Provincia Britannia***  
A REPORT FROM THE FRONTIERS OF THE EMPIRE  
PAM FORBES AND GREG JACKSON

Our intrepid archaeologist members are stationed in the harsh north facing the Picts:

**Digging Roman Britain**

My wife Pam and I spent the last two weeks as volunteers excavating at the Roman Fort of Vindolanda about two kilometres south of Hadrian's Wall in the north of England. The fort was established around 80AD and pre-dates the Wall by about 40 years.

Established originally to extract the mineral wealth of iron, copper and coal in the area it later became one of the main supporting forts for the Wall and was in continuous use for over 400 years. There were at least nine forts built here, all of different sizes and on slightly different alignments. The first seven were timber and the last two built in stone.

Excavation has been going on here for about 40 years and it is estimated that there is at least 200 years of digging to go. In the warmer six months of each year, teams of over 400 volunteers come to dig for two-week periods.

They are supervised by three experienced full-time archaeologists.

On the first day, we were initially apprehensive when we reported for work together with 25 co-workers. We need not have worried as most of the volunteers were 'oldies' like us with some in their seventies. Many are experienced diggers returning year after year to excavate at Vindolanda.

The supervising archaeologists were very supportive and the work was not too arduous. Most excavation is done with a very small pointing trowel and while there is a little work with pick and shovel and some moving of rocks this is done by the larger men (like me).

The 'finds' came continuously and about 10 Roman coins were recovered in the two weeks – Pam and I found one each. We also dug up lots of Roman pottery, glass, iron tools, Roman chain-mail, nails, brick and tiles.



*Digging at Vindolanda, Pam is closest to camera.  
The remains visible are late to post-Roman and have been damaged by medieval ploughing. There are at least three metres of archaeology below.  
As you can see by our clothes it was cold and damp on that day.  
(Photo: Greg Jackson)*



The rim of a large Roman mortaria  
(mixing bowl) found by Pam.  
(Photo: Greg Jackson)

The Stanegate (stone road), was built across England from east to west and pre-dates Hadrian's Wall. Vindolanda was one of a series of forts along this road. The route is still visible at Vindolanda – a straight country lane, leading past the fort's northern gate.

The experience of digging at Vindolanda more than made up for the occasional cold/damp day.

Being part of a team that found such a large number of Roman artefacts was something we will not forget. We hope to return and do it again.



This Roman milestone is still in its original position beside the Stanegate and still stands at its original height. However the inscription on it has been erased, due to the rubbing of local cows.  
(Photo: Pam Forbes)

## OBSERVATIONS OF VISITORS

VIA ELIZABETH CRAIG

The following was written by Douglas Adams of *Hitchhiker's Guide to the Galaxy* fame:

### Typical sayings & tips to surviving Australia

- 1] G'Day. She'll be right, mate. No Worries.
- 2] Don't ever put your hand down a hole for any reason WHATSOEVER.
- 3] The beer is stronger than you think, regardless of how strong you think it is.
- 4] Always carry a stick.
- 5] Air-conditioning is imperative.
- 6] Do not attempt to use Australian slang unless you are a trained linguist and extremely good in a fist fight.
- 7] Wear thick socks.
- 8] Take good maps. Stopping to ask directions only works when there are people nearby.
- 9] If you leave the urban areas, carry several litres of water with you at all times, or you will die.
- 10] Even in the most embellished stories told by Australians, there is always a core of truth that it is unwise to ignore.

### How to identify Australians

- 1] They waddle when they walk due to the 53 expired petrol discount vouchers stuffed in their wallet or purse.
- 2] They pronounce Melbourne as "Mel-bin".
- 3] They think it makes perfect sense to decorate highways with large fibreglass bananas, prawns and sheep.
- 4] They think "Woolloomooloo" is a perfectly reasonable name for a place, that "Wagga Wagga" can be abbreviated to "Wagga" but "Woy Woy" can't be called "Woy".
- 5] Their hamburgers will contain beetroot. Apparently it's a must-have.
- 6] They don't think it's summer until the steering wheel is too hot to handle.
- 7] They will react in horror when companies try to market "Anzac cookies".
- 8] They believe that all train timetables are works of fiction.

More from this commentator in future Bulletins.

# THE CRONULLA CLOCK TOWER

BRUCE WATT



*The clock tower in 2014.*

Among the oldest European cultural items in the Shire is the clock mechanism in the tower at the northern end of Cronulla Plaza. The plaza and mall was a bi-centennial project in 1988.

The mechanism was purchased in a derelict state from Stanwell Place manor near Heathrow in England when the house was being demolished. The manor had an intriguing history, first appearing in the *Domesday Book* of 1086.

Stanwell is located in the Surrey borough of Spelthorne, 25 kilometres WSW of Charing Cross and 800 metres from the southern boundary of London's Heathrow Airport.



*In 1603, Lord Thomas Knyvet was granted the manor of Stanwell for his role in arresting Guy Fawkes and foiling his attempt to blow up the Houses of Parliament.*

Knyvet had occupied the first house known to be on the site of 10 Downing Street, the modern-day residence of British Prime Ministers.

It was first leased to him in 1581 by Queen Elizabeth I at which point it became known as Knyvet House, and his lifetime lease was extended in 1604 to extend to his heirs. The house passed to his niece, Elizabeth Hampden, whose nephew was Oliver Cromwell. After the lease expired, George Downing redeveloped the site and adjoining premises.

*Stanwell Place manor house before demolition.*

The Gibbons family owned the manorial rights from 1754 to 1933, and slowly sold off the estate from the 1800s. It was again sold to John Watson Gibson in 1933 and four years later, 330 acres were sold off to



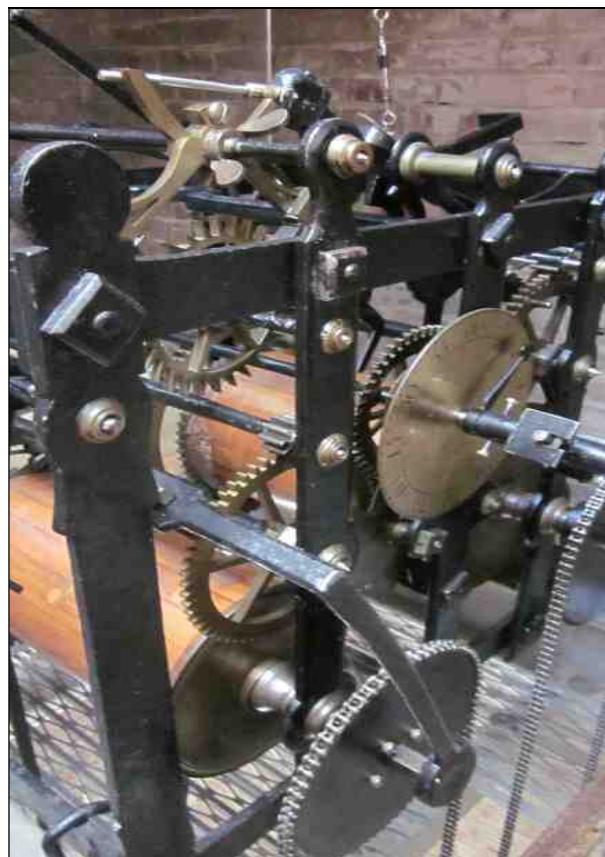
*The pendulum side of the clock showing the weight barrels now redundant due to the electric winding mechanism. The rod on the goes down through the steel mesh floor .*

the Metropolitan Water Board for the development of the King George VI Reservoir.

After Gibson's death in 1947, Stanwell Place was sold to King Faisal II of Iraq who owned it until his assassination in 1958. The estate was then purchased for gravel extraction, and despite local attempts to prevent it, the house was allowed to become derelict and was demolished in the 1960s.

It was at this point that the clock mechanism was purchased by a representative of Readymix concrete, a subsidiary of Caltex – intended to be erected at Kurnell.

The clock was built by John Jullion in England in 1770, the year that James Cook landed at Kurnell. The mechanism was in a very poor state of repair and required extensive conservation. It was restored by Australian horologist, Douglas Minty, of Wentworthville, who continues to maintain it.



*The dial side of the clock movement, showing the chain and sprocket of the automatic electric winding mechanism made and installed by Doug Minty OAM.*

A plaque on the tower reads, "This clock tower is a gift to the people of the Sutherland Shire from Caltex Refinery Co Pty Ltd."

Its current location was suggested as a result of the plaza bi-centennial project.

Disappointingly, the design of the clock tower doesn't allow the mechanism to be seen or its history and provenance to be appreciated and for the casual observer who sees only the clock face, it could be driven by any modern mechanism. In the future it may be moved to a new location within the plaza to allow its mechanism to be seen and allow a better understanding of its unique historical significance.

SOURCE: Technical information and images thanks to Doug Minty and Darrell Colburt.

## A DANGEROUS JOURNEY

ANGELA THOMAS

I'd like to tell you of the most frightening journey experience of my life:

It only lasted a few hours but in that time I faced the prospect of death and it wasn't just my death but the thought that I had brought it on others.

I was in Kenya, having been there before, when I spent a year learning shorthand and typing at the Nairobi Commercial college. Having recently been widowed I was visiting relatives and wanted to show Louise, my youngest daughter, the wonderful wildlife and also catch up with relatives.

'We'll visit the Tsavo Game Park' I confidently said. Tsavo is the name of a small town on the road from Mombasa to Nairobi, famous for its man-eating lions. A film was made of the famous book, *The Man Eaters of Tsavo*.

Steam trains stopped for water at Tsavo and often spent the night, where the lions would actually drag their victims out of open train windows.

I booked us into a game lodge and hired a car and we set off with a young friend of ours, born and bred in Kenya. We were driving up from Mombasa and reached an entrance gate and drove in. Almost at once I realised it was not the usual way, as I had always approached from the Nairobi direction and the main gate.

The track was rough and I knew nothing much had used it as the grass along the middle was high. I should have turned back but there was high grass all around and, as it was rainy season, we pushed on.

There are two cardinal rules in game parks. Do not get out of your car and be safely at your destination in a game lodge by dusk otherwise rangers will shoot on sight. The battle against poachers is relentless and no questions asked.

I was not happy rattling along this overgrown track in the rather ancient vehicle we had hired and I was even less happy when we lurched about and rattled even more – we had a puncture.

Our predicament was awful, tall grass on each side, anything could be watching, but we had to get out to fix the wheel.

Like most hire cars (in those days) the spare tyre was difficult to reach and worse still the nuts on the wheel were immovable. There we were, the two girls wrenching away at nuts which would certainly not shift with the metal being so hot, and me standing keeping a watch for lions – or whatever might bounce out of the sea of grass. I was shaking and cursing myself for bringing the two of them into such a situation.

"It's no good Mum, it won't shift" and then I had the one intelligent thought of the day. I had a thermos of iced water and everyone knew that metal shrinks in the cold. So with shaking hand I dripped iced water on the nuts and marvellously they turned.

We installed the new wheel and got back in the car, but it had been a long process and by then the sun was sinking in the sky.

We had to reach that lodge by sundown but there were no signs or tracks leading off this little-used pathway. Then the reason became obvious, we had reached a boggy patch. Now both girls had to get out and push us out of mud and I was shaking at the wheel, but both of them were calm and remarkably sensible.

As I was being pretty useless, Louise pushed me over and took over the driving while our friend waded through the ruts and puddles ahead of the car watching for potholes.

All the while I was shaking (as previously mentioned) convinced I'd brought them to an early death. What if we had to spend the night in the car? Any self respecting lion would sniff us out. If the lions didn't get us there were always the poachers or the rangers who roamed the park at night. Then suddenly the track widened and a notice said 'Kilaguni Lodge, half a mile.'

I have never thanked my lucky stars so fervently.

## 'CASH ON DELIVERY'

DAPHNE SALT AND PAT HANNAN

Sixty-Four years ago, Second World War fighter pilot Arthur Collier decided to put to good use the knowledge he had gained during the war years. He began making hand-built car batteries in his garage at the rear of his Princes Highway home in Sylvania Heights.

After being shot down on a couple of occasions during the war, Arthur knew how lucky he was to still be alive and, after peace in 1945, set off with his backyard battery business to make batteries and sell them COD (Cash-On-Delivery).

Arthur's business began to thrive and he became well known as "Cash on Delivery Arthur", so he named his batteries 'CODA'; the Sutherland Shire's one and only battery manufacturer and distributor. In 1959 Arthur outgrew his garage and moved four doors up the highway to a tin shed at the rear of the (then) Mobil Service Station (335 Princes Highway) – now Sylvania Veterinary Hospital.

### Quid–A-Case

Arthur continued to build batteries and gave you a 'quid' [£1] a case on your old battery right up until the late seventies. At that time polypropylene cases became popular and that was the end of hand-built batteries, so Arthur sold out to Lee Hubbard who continued the tradition of friendly service and quality batteries.

A few years later the service station was demolished to make way for the veterinary hospital. However, CODA batteries was relocated underneath the new hospital which is its present location.

In 1989 Ken Reader took over the business and again continued all the traditions but increased the customer service to delivery and roadside service.

Arthur would not believe what is happening at his establishment today as Ken Reader has gone into video, camcorder, mobile phone, two-way and portable appliance batteries and better still now recharging and replacing mobile phone batteries at a fraction of the normal cost. Well Arthur, it was all your idea and that's progress and that's CODA in 2014.

Arthur passed away peacefully on 27 November 2011 while living at Nambucca Heads NSW.

### Arthur's War Experience

Arthur joined up with the RAAF shortly before the outbreak of the war in Europe in 1939. He was later a Kittyhawk pilot with 3 RAAF Squadron and flew in Tunisia, Malta, Sicily and Italy.

Later, in September 1943, just after 3 Squadron had "invaded" southern Italy, Arthur was shot down. He then pulled off a spectacular evasion with the help of several courageous Italians; as described in the history, *3 Squadron at War*:

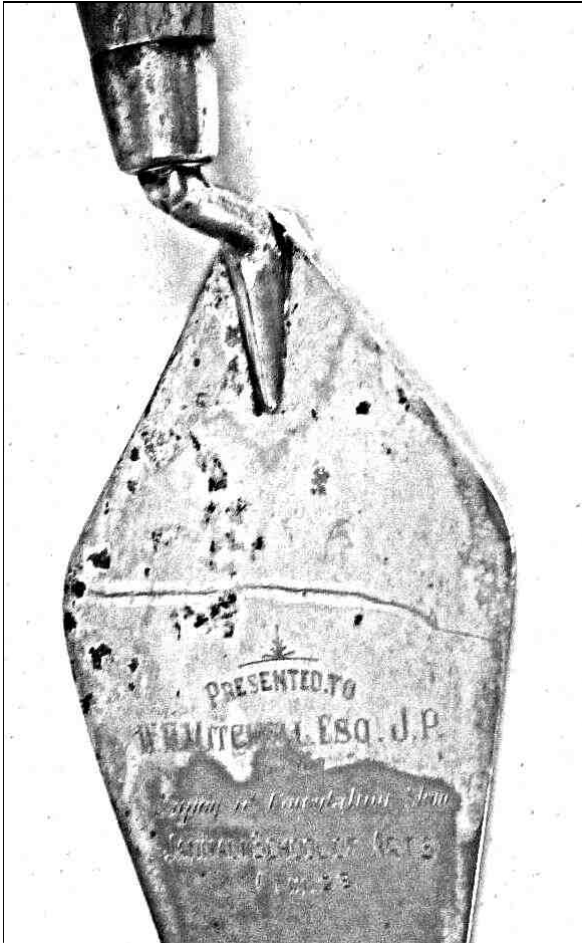
*Flight-Sergeant Collier was forced to make a hurried crash landing on a beach, hotly pursued by Luftwaffe fighters. Fortunately he was unhurt in the crash and hurriedly concealed himself in the water nearby to escape anticipated enemy strafing. After circling over the crashed 'Kitty' for several minutes, the German pilots eventually flew away. Leaving the water, Collier then headed in the direction of the British lines... [ and escaped to freedom].*



*Bari, Italy: 61180 Flight Sergeant Arthur Collier (centre, holding bottle), returns to his squadron after being missing for ten days, October 1943.*

A SHIRE MYSTERY  
**JANNALI SCHOOL OF ARTS**  
PAULINE CURBY

There's a silver plated trowel in Sutherland Shire Museum that has long puzzled curator Jim Cutbush. The inscription reads: 'Presented to WH Mitchell Esq JP on the laying of Foundation Stone Jannali School of Arts, 1.10.28.'



*The trowel used for laying the foundation stone for the proposed Jannali School of Arts, 1928*

It seems Mitchell was the first president of Jannali Progress Association when it was established in 1924.<sup>1</sup>

As far as anyone knew there had never been a school of arts at Jannali. Recently, however SSHS member David Overett found this 1928 newspaper clipping from the *Sunday Times*:

*The foundation stone of Jannali School of Arts will be laid by Mr WH Mitchell on October 1 (Eight-hour Day), which will also be the occasion of the local Progress Association's holding their fourth annual picnic and sports on the Pleasure Ground,*

*Jannali, which is half way between Como and Sutherland, is one of Sydney's coming suburbs, and as soon as arrangements have been finalised for the erection of a railway station will be the scene of great building activity. Even as things are, the place is making wonderful strides, and the local Progress Association, the hon. secretary of which is Mrs Turner, is doing splendid work for its popularisation.*<sup>2</sup>

What happened to this project after the foundation stone was laid and the trowel was engraved as a memento of the event? Obviously building began, but how far did this proceed? The only other newspaper report on this mystery was in 1935 when the *Sydney Morning Herald* reported that 'Mr William Henry Mitchell, retired schoolmaster, late of Haberfield' had left a number of bequests, including £100 to Jannali School of Arts.<sup>3</sup>

Local studies librarian Helen McDonald trawled through Jannali Progress Association minute books to the year 1946 and discovered that as well as leaving money in his will for Jannali School of Arts, Mitchell also donated land in Alice Street Jannali for this. Nevertheless despite the hopes and dreams of this organisation and Mitchell's generosity, the Jannali School of Arts was never completed – construction never got further than the foundations. Throughout the 1930s strenuous efforts were made to erect the building, but to no avail. While the obvious reason for this is a lack of finance for such construction during the depression, there is more to it than that.

In the early 20th century schools of arts – providing alcohol-free evening amusements – filled an important role and provided a rare alternative to pubs and hotels. Gradually however, institutions occupying this niche were superseded, until by the 1930s many were either dissolved or taken over by local councils due to a lack interest and shortage of funds. When the pound for pound subsidy provided by the NSW Government was withdrawn at this time schools of arts began disappearing. A notable exception was the lively Cronulla School of Arts which provided

a range of activities, community involvement, and – most importantly – financial help in the form of a rates subsidy from Sutherland Shire Council.



*Alice Street Reserve, Jannali. A pre-school is located on this reserve at 8 Alice Street, Jannali. Is this the block of land that William Mitchell donated to the Jannali Progress Association for the construction of a school of arts?*

Income from the lease of two shops at the front of the building was also significant. The organisation also drew on voluntary labour provided by unemployed members of the

RSSILA (Returned Sailors' and Soldiers' Imperial League of Australia) who throughout the depression completed building renovations in exchange for use of the library and reading room. 4

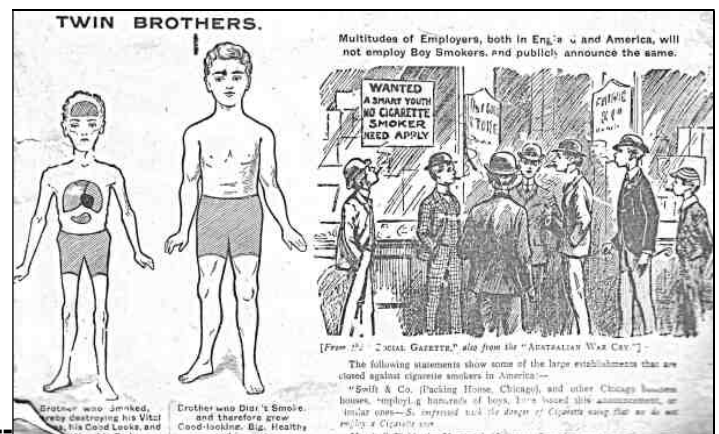
No doubt had Jannali School of Arts been built 20 years earlier in more prosperous times when such institutions were thriving, it may have been as successful as Cronulla's which continues today as one of the few independent schools of arts in NSW.

When it was built in the first decade of the 20th century, Cronulla was developing into a bustling holiday destination and residential suburb, while in contrast Jannali was an undeveloped space between Como and Sutherland. Even though the train line ran through this area, it was not until 1931 that a station was constructed there. Unlike the stillborn school of arts this was a significant victory for Jannali Progress Association which led the campaign for its construction.

#### ENDNOTES:

- 1 B. Tope, Jannali, 'Place of the Moon' in L. Dumbrell (ed), *Ink From the Bottlerbrush*, Sutherland Shire Council, 1987. p. 53.
- 2 *Sunday Times*, 16 September 1928, p. 22
- 3 *SMH*, 16 February 1935, p. 12
- 4 Nicole Curby, 'Historic assessment of Cronulla School of Arts: its social importance', for Trott, Tench & Associates P/L, 2008.
- 5 Tope, 'Place of the Moon', pp. 53-55

### A WARNING TO YOUTH



*On the basis of 'there is little that is new in this world' this anti-smoking warning dates from an 1886 book. Note the stunted 'twin' who smokes and that "Multitudes of employers ... will not employ boy smokers".*

## APPLICATIONS FOR PUBLIC HOUSES IN SYDNEY

JULY 1833

JOHN CAMPBELL

I was prompted by the excellent supplement in our February 2013 *Bulletin* written by Laurie Burgess entitled 'A Tale of Two Hanleys' to resume my quest to find the exact location of the Heathcote Hotel at Waterfall.

When I searched *Trove* I found that in 1833 a Jabez Hanley had applied and been granted a licence for a public house in Sussex Street, Sydney called the 'The Horse and Jockey'.

This of course didn't help me find the Heathcote Hotel but other applications were of great interest. Out of the 79 applications only 13 were rejected. By the end of that year there were 217 'Public Houses' in Sydney.

The population of Sydney at the time was 16,332. This included 6,417 females and 3,687 children under 12 also 2,740 convicts.<sup>1</sup> That was an incredible number of hotels per head of the population. In fact if you deduct the children under 12 and convicts and work with the improbable hypothesis that all residents 13 and over frequented public houses there was a hotel for every 46 Sydney residents. There wouldn't have been too many travellers in 1833 except for visiting sailors to add to the clientele.

Some applicants applied year after year and were rejected. Some of the more interesting hotel names are listed below:

'Swan with Two Necks': George Street,  
Applicant: Thomas Avery – Granted

'Dog and Duck': George Street,  
Applicant: John Bayliss – Granted

'Help the Lambe Dog over the Style':  
Parramatta Rd, Christopher Flynn – Granted

'Three Legs': King Street,  
Applicant: Tho. Fairclough – Granted

'Help Me through the World': Kent Street,  
Applicant: Allen Muchie – Granted

'Dove and Olive Branch': Kent Street,  
Applicant: Jasper Morley – Granted

'Handsome Landlady': Bathurst Street,  
Applicant: Isaac Wise – Refused

The best mix of name and landlord was the:

'Lamb': Liverpool Street,  
Applicant: James **Woolf** – Granted.<sup>2</sup>



The last word must go to the visiting Right Reverend W. Ullathorne, who described the colonial scene in more picturesque language in 1834:

*A traveller in Australia has observed, that, to the convict, 'the great charm of life is to be as drunk as often as possible'. An always-sober servant in a town would be a phenomenon.*

*I have known 14 public houses in full employ in a small township of 1800 inhabitants. In Sydney there are 224 licensed taverns, in addition to sly grog shops; and they line up every roadside at short intervals....*

*There the incessant noise of fiddles, tambourine's and hautboys (oboe's) – the drunken song – the dissolute laugh – the heavy curse – the scream, at intervals, startle and wake up the ear of the by-passer through the day and the live-long night.*

*Filthy, swollen-faced wretches, with something of the shape of women in them haunt the doors, and the very streets reel and stagger with drunkenness, dissoluteness, and debauchery, until the purest minds are defiled by the continued contact.<sup>3</sup>*

ENDNOTES:

1. The Colonist, Tuesday 9 February, 1837, p1

2. The Australian, Friday 12 July, 1833, p4

3. Web:

<http://archiver.rootsweb.ancestry.com/th/read/AUS-PT-JACKSON-CONVICTS/2001-08/0999146436>

# THEN AND NOW

CLIVE BAKER



1946

Housing Commission house – First Avenue, Loftus

2013

## EXPLORER'S NAME FOR SHIRE ROAD

This bi-centenary year is also the 100th anniversary of the birth of the late Donald George Mackay, the last of Australia's great explorers.

The R.S.L. Sub-Branch of Caringbah has drawn Council's attention to this fact and that Donald Mackay was a Shire resident for many years.

His explorations, although not widely publicised, were of paramount importance in the future construction of roads, air fields, etc., throughout Australia and New Guinea.

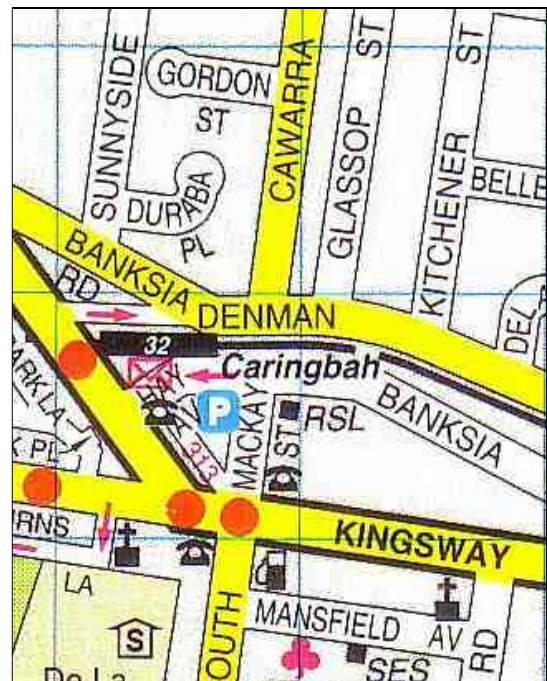
The Mackay family built the surrounds of the Memorial in Caringbah and Donald Mackay was a great benefactor of the Caring-

bah R.S.L., whose building is named in his honour.

With these facts in mind the R.S.L. requested that Council rename that comprising portion of Cawarra Road from Kingsway to Banksia Road and call it Mackay Street.

Besides the honour to the late D. G. Mackay it would simplify the road naming, leaving Cawarra Road existing only on the northern side of the railway.

Council readily agreed to the request.

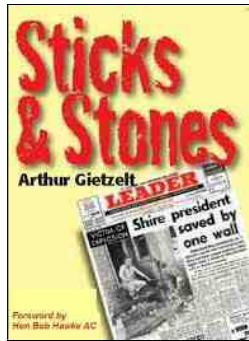


Above: A new street name for Caringbah, 1960 – Below: politically incorrect child discipline, c 1880.



## THE BOOK SHELF

ELIZABETH CRAIG



### Sticks and Stones

Arthur Gietzelt,  
A.T. & D.O. Gietzelt, Warilla, 2014 484  
pages—hardback

This new book by former Sutherland Shire President, Arthur Gietzelt, was published shortly after his death on 5 January this year. It has an attractive cover and

was produced on good quality glossy paper stock, and is quite weighty (not one to read in bed!)

*Sticks & Stones* is extremely well referenced with 665 endnotes and six pages of bibliography, plus a comprehensive index. It is sprinkled with photos, and its production was a family effort, with Gietzelt's wife, Dawn and their children, editing, referencing and reviewing his drafts. The foreword is by former Prime Minister, Bob Hawke. Each chapter has a pithy quote and an introduction.

Arthur Gietzelt was a Sutherland Shire Councillor from 1956 to 1971, with two terms, totalling nine years, as Shire President. He resigned from Council to serve as a Federal Labor Senator from 1971 to 1989. He was Minister for Veterans Affairs under Bob Hawke from 1983 to 1987.

*Sticks & Stones* is an engagingly written memoir. It begins with a brief description of his forbears' arrival in Australia, his youth in Sans Souci and initial contact with the Shire, his war service and eventual move to Caringbah North with his young wife Dawn soon after the war. His fights with Council over proposals to rezone Caringbah North gave him a taste for local government. The bulk of the book focuses on his time as a Sutherland Shire Councillor from 1956 to 1971. You could almost say it takes over from David Kirkby's history of local government in the Shire<sup>1</sup> which covers the first 50 years until 1956. The perspective of the two friends, however, is very different.

Whereas Kirkby's history is a careful, but bland account of the achievements and challenges of Sutherland Shire Council, Gietzelt's account is very personal and quite explosive at times.

Although written as an old man (he died at 93), it radiates passion and energy, reflecting the way he must have approached his work as a Councillor. He writes vividly of the struggles and wrangles with his political opponents, such as Liberal Councillor Keith Bates over planning laws which favoured developers on the Council.

He describes his efforts as a rookie Councillor to win favour with the electorate and reverse the Liberal dominance of the Council.

Gietzelt's memoir provides insight into the relationship between Councillors and Council staff and shows how personality and political conflicts can get out of hand rendering the Council unable to function. It shows how contentious issues are affected by the way they are reported by local and city Press. He describes conspiracies by the extreme right to damage him and the Labor Party, alleging Gietzelt's corruption in dealing with Council suppliers. The subsequent Section 99 Inquiry exonerated him and led to the sacking of the Shire Clerk Howard and Purchasing Officer Finch in 1968. Gietzelt writes of the horror of the attempted assassination of him and his family when a bomb exploded at his house in March 1971. He believes he knew who the culprit was and an arrest was made, but he says that because of intervention by the State Liberal Government claiming insufficient evidence, a trial did not go ahead.

Gietzelt's pride in his achievements for the Sutherland Shire is obvious. He describes innovative schemes he introduced to overcome lack of resources to provide the services and infrastructure needed by the fast growing population. He championed the development of Sylvania Waters, stopped Towra Point becoming a second airport, clarified the story behind the development of the Tradies Club at Gynea, fought against the Liberal's proposal to split the Shire, oversaw a very successful Captain Cook Bicentenary celebration with projects such as the iconic E.G. Waterhouse National Camellia Garden, protected the Royal National Park from development, gave the Sharks their own ground, and supported the development of Kirinari, the Aboriginal hostel in Sylvania. He also took an early stand against Apartheid by refusing to allow a white South African surf team to use Shire beaches ... and much more.

Although very much a partisan view of Arthur Gietzelt's time in local government, *Sticks & Stones* is a valuable account of the development and social history in Sutherland Shire in the post-war years. If others saw the events differently, it is up to them to write a history in response.

#### ENDNOTE:

1 David R. Kirkby, *From Sails to Atoms: First fifty years of Sutherland Shire - 1906 to 1956*, SSC, 1970. David Kirkby was Shire Clerk to Sutherland Council from 1929 to 1963.

At \$30 (with free delivery) this memoir is extremely good value. It is available through the website: [www.arthurgietzelt.com.au](http://www.arthurgietzelt.com.au)

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# WORRYING HEADLINES FROM EUROPE

## SIGNS OF FRICTION—THREAT OF WAR

MAY-JUNE 1914

### GERMANY'S AERIAL DEFENCE.

Germany's system of aerial defence—and offence—on its North Sea coast is dealt with at considerable length in the new number of the "Conquête de l'Air," a journal published by the Aero Club of Belgium. The facts there were given show the far-sighted policy followed by the German Admiralty and the remarkable strength of the defence line of that part of the empire's coast looking towards England. In the first place, two ideal advanced aeroplane bases are possessed on that curving shore between the Danish and the Dutch frontiers, in the islands of Helgoland

### GERMANY WARNS DENMARK.

BERLIN, Wednesday.

Dr. von Bethmann-Hollweg (Imperial Chancellor, and Premier of the Prussian Diet), in reply to an interpellation in the Diet, admitted that conditions in the northern portion of Schleswig-Holstein were unsatisfactory, in consequence of the unbridled agitation against Germans.

He had, he said, warned Denmark that a continuation of Chauvinism would disturb relations with Germany.

### CZAR'S REPLY TO GERMANY.

"Russia's reply to the 'sabre rattling' of Germany is sensational," says the "Pall Mall."

"According to the 'Times' St. Petersburg correspondent, the peace effective of the Russian army is to be increased, probably by 400,000 men.

"This would bring the total of the Russian first line of defence up to 1,700,000 men. The estimated cost will be £50,000,000, to be spread over three years. These figures probably refer to the European forces alone.

"The increase," adds the 'Times,' 'is a direct consequence of the extraordinary effort made by Germany last year, when three new army corps were created.'

"The Conference in the Duma, at which the decision was reached, appears to have been influenced by the violent anti-Russian campaign recently undertaken by the German Press—a campaign in which even the Moderate 'Frankfurter Zeitung' is now joining, although the semi-official 'North German Gazette' declared recently the alarm of the press to be 'groundless.'"

A "preventive war" against Russia and France was the subject of the "press campaign."

Dr. Dillon, the special correspondent of the "Telegraph," in a long message from St. Petersburg, declares that the Russian nation is unanimously resolved to pursue its own way, heedless of the outcry of rivals who themselves are straining every nerve to outrun her in the race for military superiority.

The question of raising the necessary money is now being discussed. Dr. Dillon suggests that tobacco and naphtha monopolies may be established.

### UNDER WATER FLEETS.

#### GERMANY BOASTS BEST SUBMERSIBLES.

London, June 9th.—While there is a wide difference of opinion as to the correctness of Admiral Sir Percy Scott's views regarding the importance of submarines, a great and growing desire is shown to learn more about the facts on which his reasoning is based. France, it is pointed out, experimented in the abolition of the big unit in favor of an under-water fleet, and, apart from expense, suffered a temporary loss of her naval position.

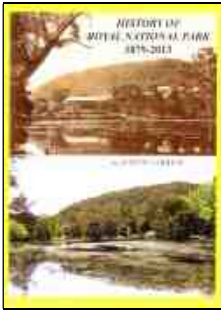
Berlin, June 9th.—Count Reventlow, Pan-German publicist, has written a letter to the "Deutsche Tages Zeitung," in which he comments on the opinion expressed by Admiral Percy Scott that Dreadnoughts are doomed. He declares that German submarines are all ready for service and are so constructed that they can be used on the high seas which is by no means the case with submarines of other powers.

### OPINION IN GERMANY.

BERLIN, 24th April.

The Cologne "Gazette" states there was nothing in the Paris speeches inconsistent with the detente with Great Britain, for which Germany is steadily working.

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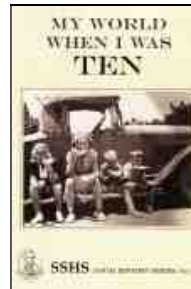
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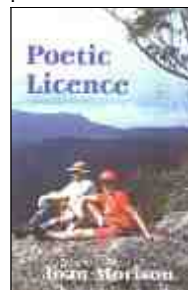


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