

NUMBER: 194 — FEBRUARY 2015



MINDFUL OF THE PAST – FOCUSED ON THE FUTURE

SOCIETY WEBSITE: www.shirehistory.org.

SUTHERLAND SHIRE HISTORICAL SOCIETY

THE SOCIETY

The SSHS has a proud tradition stretching back more nearly 50 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. 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, 25 East Parade Sutherland (half way between Royal Hotel and the Club on East/ SUS Club) – just north from the pedestrian crossing..

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, Clive Baker (9521-6515).

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 being permitted to copy documents and photographs. Cash donations and sponsorships assist us to improve the museum and perhaps you can keep the Society 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

THANKS TO SUTHERLAND SHIRE COUNCIL

The Society is most grateful for the on-going support from Sutherland Council and the professionalism of the Print Room staff, for the production of our *Bulletins*.



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Front cover: Heritage laboratory at the now-vacated Fisheries, Hungry Point, Cronulla, 2013.

Back cover:

(top): Probably the opening of the Salmon Hall 'Ocean Wharf', with the SS *Orara* in the background, 1919.

(bottom): the wharf from the air, c1925 (L) and all that remains after its removal, 2013 (R).

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PUBLICATIONS COMMITTEE	Bruce Watt	Pauline Curby	Elizabeth Craig

SAD NEWS

We have to advise that Bruce Morison passed away on 22 December as result of his stroke and complications. The condolences of all his friends go to Joan and the family. Vale Bruce Morison a really wonderful person.

HEALTH ISSUES

Joan Morison is also dealing with her own chemo treatment but is battling on.

Jim Cutbush was diagnosed with cancer, had an operation and is now undergoing chemo/radiation treatment.

Joan Tangney was rushed to hospital with leg problems on Christmas Day but is now home again.

Terrey McCosker has returned to the meetings but is still recovering from his affliction.

Mina Whybourne had an infection in her spine but is now recovering.

Norma Jean Taylor is now out of hospital and recovering from shingles.

WELCOME TO NEW MEMBERS

Lynne Sams of Cronulla **Glen Stelzer** of Beverly Hills

Helen Vogt of Bundeena

(Helen is involved with Bundeena 'Yarmouth' Historical Society)

PRESIDENT'S REPORT

BRUCE WATT

Welcome to the first edition of the *Bulletin* for 2015. Already so much has happened and all augers well for another successful and productive year. Change is good as it brings fresh ideas and perspectives. It also allows others to grow and contribute.

Jim Cutbush relinquished the museum curator's role after several years and is now undergoing significant medical treatment and we wish him well for a speedy recovery.

Clive Baker has stepped up and is stamping his mark on the museum. A committee structure is helping to guide policy and to drive change. There are plans to update the museum display in the main room and in the garden area.

There is a sense of movement and achievement which is contagious. If you haven't visited the museum lately, put it on your 'to do' list. Do pop in if you haven't visited lately. The museum is now open every Saturday from 9 am and 1pm.

As reported earlier, the Menai Men's Shed has restored a 1920s spring cart that was used in the Illawong area to transport fruit and vegetables to Paddy's Market. They have done a superb job and are to be congratulated.

The Daphne Salt room has at last received facilities that enable Pat Hannan to work effectively and efficiently. She has worked tirelessly in the museum, cataloguing books, photos and other materials.

Displays and storage have also been improved including a very significant Aboriginal collection that has been added to our display. Our library has also been relocated to the research room.

Noel Elliot has also stepped up as excursions planner and has a full programme organised for the year. Be sure to book in early with Pat Hannan. Noel is also a keen supporter of the museum and one of the expanded group of supervisors.

I have recently returned from a three-week trip to Myanmar (Burma). The country is only just opening up to tourism after having been taken over in 1962 in a military coup.

They are anticipating two and a half million tourists this year but 12 million in 2017 when an international airport opens. The people are friendly and the sights are awe inspiring. It's sobering to think that great empires were flourishing there when Europe was in the dark ages. In the 19th century Burma was taken over by Britain and its riches plundered. Buddhism is the national religion and many thousands of Pagodas and shrines dot the country. A dawn balloon ride over Bagan where there are thousands of ancient pagodas was a highlight. George Orwell and Rudyard Kipling both wrote about Burma.



Gold covered Schwedagon pagoda,
Yangon (Rangoon)

The day I returned (February 7) marked the centenary of the demonstration of surf board riding at 'the big beach', (North Cronulla) by the Hawaiian swimmer, Duke Kahanamoku. The Cronulla Chamber of Commerce, Council and surf and board rider's clubs organised a week-long series of events to commemorate the occasion.

2015 promises to be another big year with the centenary of Gallipoli and a big event will be heritage week in April.

Our Australia Day display was switched this year to the Cronulla School of Arts where accommodation was generously afforded us. It proved to be a much more suitable site than Cronulla Central and visitor numbers were up.

Bruce led a full life and was recognised in the many fields in which he excelled. He was awarded an OAM for his services to canoeing. Our condolences go to his wife and fellow member, Joan.

I have commented before on what an enlightening segment that 'meet the members' is in our *Bulletin*. In our last issue I marvelled at the insight that George Miller's bio provided into such a full and rich life. Everyone has an interesting story to tell so let's share them, so that we better understand those who we socialise and work with.

To bring together people of like-minded interests is the thing that all community organisations have in common. We like history but it is the camaraderie and variety of activities that keeps us coming back.

The Society has a real sense of purpose and enthusiasm and there are plenty of opportunities in 2015 that will surprise and delight everyone.

[illegible]

SOCIETY ACTIVITIES: 2015

MONTH		EVENT	DETAILS
MARCH	7	Museum	Saturday 9 am–1 pm
	14	Museum	Saturday 9 am–1 pm
	21	Museum	Saturday 9 am–1 pm
	21	Monthly meeting 1.30pm	SPEAKER: Carole McDonald on dinosaurs of Australia
	28	Museum	Saturday 9 am–1 pm
	28	BUS TRIP	Cooks river: Sea to Source – led by Noel Elliott
APRIL	4	Museum	Saturday 9 am–1 pm
HERITAGE WEEK	11	Museum ‘big day’	Saturday 9 am–1 pm
I I I	12 to 17	Museum: open daily	10 am–3pm [we need extra help – so if you can spare a morning or afternoon, please contact Clive]
HERITAGE WEEK	18	Museum	Saturday 9 am–1 pm
	18	Special meeting 1.30pm	VARIOUS SPEAKERS: On the subject of ANZAC and WW1
	25	Museum	Saturday 9 am–1 pm
MAY	2	Museum	Saturday 9 am–1 pm
	9	Museum	Saturday 9 am–1 pm
	16	Museum	Saturday 9 am–1 pm
	16	Monthly meeting 1.30pm	SPEAKER: Beverley Earnshaw on ‘History Alive’ books
	23	Museum	Saturday 9 am–1 pm
	23	BUS TRIP	Rouse Hill House – led by Noel Elliot
	30	Museum	Saturday 9 am–1 pm

EDITOR'S SAY

CLIVE BAKER

ALL COMPLAINTS AND CONTRIBUTIONS TO: warbookshop@bigpond.com.

This *Bulletin* is a rushed job due to the (too) many other things going on at the moment.

As usual the 'regulars' have been forthcoming with new material that has helped to make my job easier in the race to meet deadlines.

The coming year should give us plenty to write about as we have new displays to prepare and a 'rolling make-over' of the material in the museum.

Again you aspiring writers are asked to make a start with recording your experiences and family backgrounds and, if needed, we will help you to polish the final presentation.

Do not be offended if articles not connected with the Shire take some time to appear. Priority goes to local interest writing and non-Shire material is only used to fill-in when pages need to be filled. After all, we ARE the Sutherland Shire Historical Society.

We will be continuing the practice of producing over-long articles as 'Supplements' – available on-demand to members and copies will be held by the various libraries etc.

[illegible]

MUSEUM REPORT

CLIVE BAKER

Since the end of last year there has been a hive of activity at the Museum. In the Christmas-New Year period, we took advantage of spare furniture available at the Fisheries at Cronulla.

Using a concept arrived at by Noel Elliot, the Daphne Salt Room was 'made-over' and now accommodates our research material and books and has a completely new look.

I would like to thank all those who assisted in the changes: Greg Knight, Bruce Watt, Andrew Platfoot, Noel Elliot and Jarrod Campbell (son of our member John Campbell).

I particularly thank Bruce Gill who has worked with me once or twice since New Year to install shelves, move large items and other work. A team of two with a set plan can get a lot done in an hour or so.

Unfortunately we ‘mucked-up’ Pat Hannan’s files and left her the big job to sort them into new filing cabinets.

If Guides are unable to work on their appointed day – and exchange with someone else – please keep me in the loop to avoid duplicated actions and messages.

Australia Day

Another recent event was our Australia Day display of photographs at the School of Arts in Surf Road, Cronulla. The new venue worked very well and we have been invited to use the facility again next year.

It was good to see that the first Cronulla SOA foundation stone, that we had previously held in our store, now has a prominent place on their wall. It is now back in its correct context.

Jim and Marjorie Cutbush paid a visit, with Jim looking a little thinner but apparently handling the chemo OK so far.



We had over 270 confirmed visitors and most were intrigued with the Cronulla of yesteryear.

Thanks go to the hard-working group of: Angela Thomas, Carol McDonald, Ineke Nieuwland, Pauline Curby and Ian Kolln – most of whom were there all day.

Special thanks to Maria and Glen Townsend of the Cronulla SOA management, for allowing the use of the building at no cost to us and also to theatre organiser Jim, who was most helpful on the day.

THE MORISONS

Sadly, we have to advise that Bruce Morison succumbed to his illness in December 2014. He was a regular at meetings and his smile will be missed in our Society.

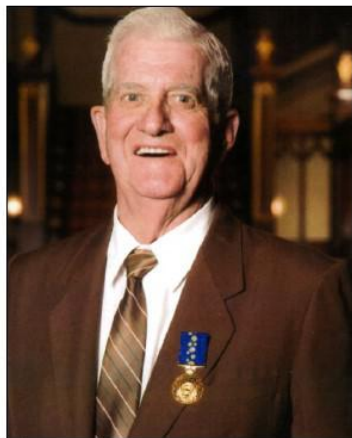
The full story of Joan and Bruce is still to be told in the *Bulletin* but it has been a long and rich life for both of them, with many accomplishments between them.

On the 22nd December 2014

An outstanding long time
member and friend

Bruce Charles Morison OAM
passed away.

To his wonderful wife Joan, his family
Wendy, Robert, Mark and Luke
we offer our sincere condolence.



'There'll never be another you'

All her friends join Joan in her time of loss.



Joan and Bruce at a canoe competition, 1952

THE CANOEING COMMUNITY HOMAGE

"Bruce made a tremendous contribution to canoeing in NSW and Australia."

On 8 September 1949 the NSW Association of Canoe Clubs held its first official meeting. Bruce and Joan represented the Youth Hostel Association Canoe Club. Two days later Australian Canoe Federation came into being... Bruce was heavily involved in NSW Canoeing affairs as President 1975-1980; 1985-86 and Vice President 1982-1985. He was Chair of the Board of Canoe Education (BCE) 1979-1983. During these years, Bruce was competing regularly in canoe marathon events, gaining coaching accreditation and assisting with Junior Coaching Camps organised by Joan at the NSW Academy of Sport.

The Morisons were key officials at the Sydney 2000 Olympics – Bruce with sprint and Joan with slalom.

As well as keen administrators for the sport, the Morisons were also very talented paddlers. NSW's first State Championships were held in March 1952 at which Bruce won two silver medals in K2 1000 and 10,000 metres. Bruce competed in the Inaugural World Masters Games (gold in MC2) as well as many Hawkesbury and Murray Marathon races.

Bruce was highly respected by the paddlers for his experience, understanding and fairness, and always made decisions which were best for Australian Canoeing.

SOURCE: Australian Canoeing website:
<http://canoe.org.au/2014/12/24/vale-bruce-morison-oam/>

MISHAP OR MURDER?

BRUCE WATT

The following is a tale of death and mayhem from the early pioneering days of the pre-Shire's history – an insight into the earliest settlement and public roadway in the future Shire. The SMH begins this story:

Bushfire at Wonnora [sic] Creek NSW 1845

Deaths of Police on duty.

Corporal Stephen Kirk and Trooper Luke Dunn

CORONER'S INQUEST—On the 14th instant, the Coroner of Parramatta held an inquest on the body of Stephen Kirk, the lance-corporal of the mounted police, who so sadly met his death in a bush fire on [12 November 1845]. It appeared that the deceased and his comrade, Luke Dunn, a trooper, were stationed at Campbelltown, and on the day of the accident were going round that part of the boundaries of their district, which led along the new Wollongong road, on that part of the road which lies between George's River and Wollongong. On arriving at a house occupied by Mr Nicholas, about eight miles from George's River, they halted for a few minutes. The fires in the bush were raging violently, and they were advised not to proceed until they had abated. They made light of the danger, and said that their duty demanded that they should be at Appin that night. They proceeded, and Mr McAulay, who keeps an inn at Illawarra, took advantage of the event and proceeded with them. About an hour after their departure Mr McAulay's horse came up to the door of Mr. Nicholas's house. McAulay's hat was off, he was not holding the reins, and he was much burnt and confused, so that he was only able to request to be lifted off his horse. He said that one of the policemen was burnt. Mr Nicholas most promptly and considerably despatched five or six men to search for, and, if possible, to aid the policemen. After going about three miles they met Luke Dunn crawling along, dreadfully burnt, on his hands and knees, and scarcely able to move. The men carried him back to the house, while others went on to the place where Dunn said he had left the remains of Kirk, 'burnt to an ash'. About five miles from the house they found the remains of Kirk, burnt, and quite dead, his hands were extended upwards as if in the act of praying. Both horses were dead. Dunn said that seeing his comrade's firearms go off he returned to look after him, and in doing this got so much burnt, otherwise his injuries would have been comparatively trifling. These facts were clearly proved, and the Jury, a very respectable one, returned the following verdict — That Stephen Kirk was accidentally burnt to death in'

a bushfire whilst in the execution of his duty as a mounted policeman. All the parties were quite sober. The sergeant-Major of the mounted police and Dr Malton, arrived at the house in the middle of Thursday night, and every kindness, care, and attention, which it was possible for human sympathy to afford the surviving sufferers, was administered to them. Everybody concerned, Mr Nicholas, Mr Irving, and the people on their establishment, vied with each other in endeavouring to alleviate the sufferings of the survivors, and indeed they were put to very considerable labour, inconvenience, and expense in sending carts for the policeman, and in various other ways. Had the accident occurred in any other part of the road, all the party must inevitably have perished miserably in the bush, as Mr Nicholas's is the only house for many miles on either side. It is highly important that a license should be given to Mr Nicholas to sell refreshments to travellers on this road, for should any accident occur at the deep gully by Wonnora Creek, there is no other place to go to for assistance.¹

Details of the Deaths

On 12 November 1845 Kirk and Dunn were searching for bushrangers at Bottle Forest near Liverpool. The bushrangers set a number of fires to delay the police and the two troopers were trapped in the ensuing bushfire.

Bushrangers such as John Paid were not unknown in the area. He was a convict transported to NSW for petty theft and assigned to Mathew Gibbons who sent him to Stanwell Park ('Little Bulli'), to cultivate the land. John Paid soon decided that bushranging was a far more lucrative occupation. He became known as 'Wolloo Jack', leader of a bush ranger gang that terrorised the Stanwell Park and Appin areas during 1827-28. He was caught and sentenced to death in June 1829.²

Background

Stephen Kirk was burned to death in the fire, while the gallant and courageous Luke Dunn who, in the greatest of Australian traditions 'went back for his mate', lingered for nine days before he finally succumbed, no doubt in extreme agony. The scene of the incident is present-day Heathcote.

At the time of this tragedy, almost 100 men were in the Sydney police force and there were about 32 mounted-police stations across New South Wales.

The two police killed in the fire were members of the Military Mounted Police, which had been formed in 1825. It was disbanded in 1850 and replaced by a civil mounted police unit. This in turn was destined to be absorbed into the new state police force which was created on 1 March, 1862 by Captain John McLerie.



The Kirk & Dunn plaque, dedicated in 2012.
The plaques were unveiled during the 150th anniversary of policing in NSW.

At the time of their deaths both troopers were seconded soldiers attached to the Mounted Police Force and were stationed at Campbelltown. Stephen Kirk was aged 32 years and Luke Dunn 33 years.³

Plaques in the foyer of the Sutherland Police Station in Flora Street, commemorate eight officers from today's Sutherland Local Area Command who were killed in the line of duty – including Kirk and Dunn.

SOURCES:

- 1 Trove: From Sydney Morning Herald 21 Nov 1845
- 2 M. Adams, 2005
- 3 from "Beyond Courage" by Danny Webster. The Police Association of New South Wales

MR TWOPENY ON SPORT

CLIVE BAKER

Richard Twopeny is back in the *Bulletin* with his observations on Australian sport, c 1882:

Cricket

Cricket must, I suppose, take the first place amongst Australian sports, because all ages and all classes are interested in it and not to be interested in it amounts almost to a social crime ... The quality of Australian cricket has already spoken for itself in England.

Every Australian who is 'born alive' is a little cricketer ... young Australians all remember that they have a chance of becoming successors of that illustrious band of heroes who have recently conquered the mother-country and looted her [of trophies] into the bargain ... English cricket will soon recover the Laurels which the Australians carried away in 1882...

Football

...there are numbers of people amongst the upper and middle classes who still have a holy horror of football as a dangerous game and the want of unanimity in rules, prevents the two principle colonies from meeting on equal terms. In the old colony [NSW] the Rugby Union rules are played. Victoria has invented a set of rules for herself ... South Australia plays the Victorian game ... I feel bound to say that the Victorian game is by far the most scientific, the

most amusing both to players and onlookers and, altogether the best ... the average number of people who go to see football matches in Sydney is not one-tenth of that in Melbourne.

A good football match in Melbourne is one of the sights of the world. Old men and young get equally excited. The quality of the play too, is much superior to anything the best English clubs [other codes] can produce.

Shooting

Rabbits are generally too plentiful to afford much fun ... at best they are poor sport ... the kangaroos and welleby [sic] are generally too tame.

Amongst other animals shootable, are the native bear—a sluggish creature looking like a small bear ... the bandicoot, a small animal with a pig's head and snout, the native cat, cockatoos, parrots, eagles, hawks, owls, parroquets, wild turkey, quail, native pheasants, teal ... waterhens and the black swan and the opossum.

...wild turkey affords the best fun. You have to stalk them in a [horse-drawn] buggy and drive in a gradually narrowing circle round them till you get within shot.

SOURCE: Twopeny Richard. *Town Life in Australia*. Penguin. London. 1883. pp 204-209

WAR NEWS: FEBRUARY 1915

OUR BOYS IN EGYPT

FROM OUR WAR REPORTER: CLIVE BAKER

Since our last report thousands of our men have arrived in Egypt and most of them are in camp at Mena within sight of the pyramids. Of course they are taking the chance to be tourists when they can.



The training has included much hard marching across the desert and more than one of the infamous sandstorms (called 'khamisin') has smitten the men, making eating or other activities almost impossible.



Troops training in front of the pyramids as a sand storm whips at the men.

Private William Cliffe of Caringbah left behind his wife to serve with 4 Battalion and sailed for Egypt last October. No doubt he is missing the comforts of home.

There is no word yet from Fred Curtis who was farming at Miranda before he went away to play his part in the war.



One of the boys has taken a tame 'roo with him to Egypt as a reminder of home.

By the growing intensity of the training, the boys may be called upon shortly to 'get involved' in the war — life in the desert is not attractive and no doubt they want to get into action soon. An eye-witness described the hard work being undertaken:

All day long, in every valley ... for miles around the Pyramids, were groups or lines of men advancing, retiring, drilling or squatting near their piled arms listening to their officer. For many battalions there were several miles to be marched through soft sand every morning before the training area was reached ... to harden the troop, they wore, as a rule, full kit with heavy packs. Their backs became drenched with perspiration, the bitter desert wind blew on them as they camped for their midday meal and many deaths from pneumonia were attributed to this cause.¹

¹ Bean C.E.W. *The Story of Anzac*, Vol 1 p. 127
Thanks to Marilyn Hanley and Sue Hewitt for their advice.

BOYHOOD ON THE WORONORA

FRED MOSS

The following is an extract from the unpublished memoirs of Fred Moss (born 1935) and reveals his young life on the river:

My early childhood was spent playing with my cousins and the children of the Colquhoun family – Bill and Hazel Colquhoun were great friends of my parents who moved to Woronora about the end of 1942 ... When I started school I went to Sutherland ... there was no bus to Prices Avenue in those days so I walked approximately 1.5 kilometres around Prices Avenue, down the hill, down the lane past the tennis court, along the 'Flat' over the Woronora River road bridge to the red tin shed bus stop at the junction of River Road and Prince Edward Park Road – this trip was repeated on the way home from school.

I was generally accompanied on the walk by my elder cousins, Norm, Reg, Alma and Ted and June Bradshaw who lived on the hill part of Prices Avenue. This routine was repeated for my early schooling in kindergarten ... the bus run in those days was not overly reliable and we often walked to Sutherland if it was late or failed to run. Eventually the bus run came to Prices Avenue in 1946 and the daily walk finished.

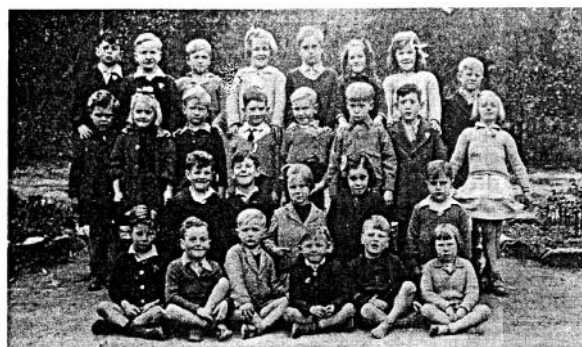
After school it was a game of cricket on the road, cowboys and Indians up the mountain or down to the river for a swim depending on the weather, mood and general consensus of the group. During the weekends it was games with the same group but maybe to Prince Edward Park, near the lifesaving club for cricket, swimming in the river or a hike up the River Track to the Cathedral Rocks area or around Brown's Creek and along the pipeline road – a gravel track. With my siblings it became a routine to go to the Congregational Sunday School from the time I was six years old until I left school and started work.

I then also joined the Woronora Life Saving and River Patrol Club when I turned 14 and was old enough to do my Royal Life Saving Society Bronze Medallion ... My sister and brothers also joined the lifesaving club when they turned 14.

I well recall 19 May 1942 which at that time was a disaster ... the opening of the new primary school at Prices Avenue, Woronora River and the decree that all children from Woronora up to Year 2 must attend the new school.

The new teacher for the Woronora River Infants School, Nell Hamblen, came to Sutherland School to collect all the Woronora resident pupils from kindergarten ... we were transported to the new school by bus for our first day at Woronora.

I had made lots of friends with my classmates at Sutherland and enjoyed the daily routine so much so that on the next day I rebelled and accompanied my elder cousins to Sutherland. On arrival I was told I could not attend that school and was put on the bus to be returned to Woronora. I had the rest of that day off and attended the new school on the following day.



Foundation Class of 1942

My sister Marion was the first pupil enrolled in the new Woronora River Infants School and because of this has been an honoured guest at each of the school anniversary celebrations so far held. These were for the 10th, 20th, 25th, 50th and 60th anniversaries to date and with luck we may make the next one.

I soon learned that Woronora school was not such a bad place as we had much more time to play before and after school .. being only about 400 metres along the road from our house. I much more enjoyed the young boyhood games and swimming than learning activities. We only had one teacher for Kindergarten and Years 1 and 2 with a total of 27 pupils. The teacher, Nell Hamblen, was liked as a teacher by all the students. The school had only one classroom, a portable room approximately six by seven metres that had been transported to the school from the Woronora Dam site on completion of the dam.

To be continued in later issues...

BUNGER GUNS AND OTHER ADVENTURES

LAURIE BURGESS.

Laurie Burgess reminisces about growing up near Gymea Bay, with his author brother, Colin:

I was amused to see an article from my younger brother [November 2014 Bulletin]. We did spend a lot of time at Gymea Bay baths looking down at the tiny fish and contriving to catch them without much success.

The lads at the end of the jetty had more success, attracting squid with a piece of steak on a string and then jaggling them with a hooked line and dragging them up onto the jetty.

Catching the squid was exciting and most were then handed over to the inevitable 'foreign' gentleman who gleefully accepted these "useless blubbery things".

Swimming usually consisted of seeing how far one could swim underwater, some getting tantalising close to reaching the other side without surfacing. The more adventurous dived down through the large hole in the netting and out into the 'shark water'.

Nothing beat going a little up the dirt track leading to the baths, then tearing down the pathway, across the planks between the dressing sheds and diving over the steps into the water which was only about knee-deep with rocks and gravel on the bottom – amazingly nobody ever hurt themselves!

Christmas was the best time to be at the baths when the king tides were happening but there were the inevitable swarms of jelly fish too. If there was a coloured one amongst them, watch out! – those man-of-war could certainly give you a powerful sting!

Perhaps the most amazing day was when one of our cousins decided to try out his marksmanship. Launching a toy boat into the bay, he then proceeded to load up his 'bunger gun' and tried to destroy the boat. For the uninitiated, a bungler gun was the empty tube of a bicycle pump, down which a twopenny bungler was inserted with the wick out of the small hole at the base. You put a 'mollydooker' marble down the tube, aimed, lit the wick, and hung on grimly until there was a very satisfying bang and a marble sailing through the air.

In those days, it was reasonably easy to obtain a large supply of crackers which were supposed to be let off at the Scout's bonfire on Gymea Bay Oval on 'Cracker Night'.

Most of the general stores had supplies of the pretty fireworks and sparklers and tom thumbs, but if you wanted the twopenny and threepenny ones, you had to go to the shop down the bottom end of Coonong Road.

We went out the next day to find all the unexploded bunglers and put them in a box for next year. I had a good supply until another cousin thought it was a good idea to throw a firework into the box (outdoors at the time) with the inevitable result.

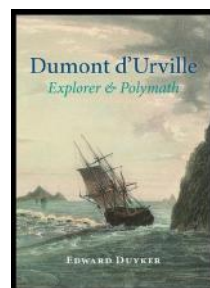
Incidentally, my sister's birthday was very close to Cracker Night, so guess what she got as presents?

Every time we brothers meet, we still drag out all the old jokes, including some of Dad's chestnuts.

A NEW BOOK FROM A MEMBER

One of our members, Honorary Professor Edward Duyker, has a new book about the explorer d'Urville who visited Australia and was sometimes called France's 'Captain Cook'.

Some readers may like to read the book or hear Edward's talk on the ABC where he tells of the scientific contribution of the Frenchman, including the plants and animals he collected.



DUMONT d'URVILLE:
Explorer & Polymath

Otago University Press. NZ. 2014
671 pages—hardback

or listen to the talk online:

<http://www.abc.net.au/radionational/programs/ockhams/razor/dumont-d27urville---french-explorer/5947346>

NORMAN 'WIZARD' SMITH

JOHN CAMPBELL

On 1 October 1958 a Shire resident aged 68 passed away in the St George Hospital. The funeral was at St Pauls Church of England, Gymea and then his ashes were interred at Woronora Cemetery.

He had retired into his dream home on the Kingsway at Gymea but had only lived in his new house for just over a year. After working for Stacks – the Holden dealer since 1936 – the company had presented him with £2,000 which was quite a sum in those days.



What was so remarkable about this man and how did he gain the nickname 'Wizard'?

Norman Leslie Smith was born in 1890 at North Richmond, NSW. In 1908 he worked as an apprentice mechanic in the fledgling automobile industry in Sydney. In 1911 he married Harriet Russ and nine months later they had their only child Iris. In 1916 he joined the army, listing his occupation as a 'motor driver' and was shipped off to the battlefields of France. His war came to a premature end at Cape Town when he was offloaded with rheumatic fever. In Feb 1917 he was shipped back to Australia and discharged in June. The result of having rheumatic fever was to affect him all his life.

After WW1 Norman worked as a car salesman and in 1921 was hired by Dalgety's who imported American Hudson and Essex cars. It was with an Essex 4 a cheaper version of the Hudson that he really started his car racing career. The Essex had been designed to rival the Ford Model T but the Essex was much more powerful than the Ford.

Victory in the premier racing event – 'The Alpine Rally' – won Norman his nickname of 'Wizard.'

In those days (particularly in 1922-23), records set by racing between Australian cities boosted the sales of the winning car. In his trusty Essex he set seven records including Sydney-Melbourne, Sydney-Brisbane and Adelaide-Melbourne.

In 1925 the infamous killer track – the Maroubra Speedway opened in Sydney. In December, Norman used the venue to set the Australian 24-hour record where he averaged 61mph (nearly 100kph) a great feat considering the abrasive and dangerous design of the track. That was despite having numerous tyre changes that slowed his average speed. He later increased this 24-hour speed to 70mph at Lake Pekolili in WA.

The Wizard was determined to vie for the world-speed record for the 'flying mile'. The main contender at the time was the Englishman Malcolm Campbell in the 'Bluebird' the record then being 151mph. Many were to die trying.

In 1929 with his partner, Don Harkness, Norman built a purpose-made car called 'ANZAC' powered by an 18-litre V12 Rolls Royce aero engine. The car reached 121mph on a public road running parallel to the new Richmond RAAF Base.



He was ready to tackle the record and at Gerringong, he was able to set a new Australian record at 128mph. Unfortunately, the world record had then advanced to 207mph.

Taking the ANZAC over to the more suitable Ninety Mile Beach in New Zealand, he set the NZ record at 148mph.

In 1930 the name of the car had to be painted out as it was advised by the Federal Government that the name ANZAC was sacred and couldn't be used in this manner.



B

At the height of the Great Depression Norman and his dedicated team designed and built a more powerful streamlined car to challenge for the world flying-mile record which was then 250mph and held by Donald Campbell.

The huge machine was called the 'Fred H Stewart Enterprise' and was to be the pariah that tarnished the Wizard's career through no fault of his own. After many teething problems, in late 1931 it was shipped to NZ and the Ninety Mile Beach. Norman received an encouraging telegram from Malcolm Campbell whose record he was trying to break.

Ninety Mile Beach was usually an ideal surface for a land speed record but, in 1931, it was rutted by creeks and littered with razor sharp tyre shredding toheroa shells. The beach which had been described as perfect a week before was then in the worst condition locals had seen in 40 years. An added problem at the beach, were the huge and often uncontrolled crowds that invaded the track.

While the crew waited for ideal conditions, there were many reporters present. As time went on the Wizard was being criticized as a coward in the Australian papers especially in the rag *The Truth* and *Smiths Weekly*.

Finally Norman made a run and his unofficial speed was 225mph when he hit a wall of water and the flying mile was recorded at an average of 150mph. In his second pass he set a NZ record at 164mph – well short of the world record.

Smith felt that he had the right car to set a record but the beach conditions were too dangerous to take the car to its full speed potential.

After several unsuccessful attempts and more criticism over five months, due to pressure from the

press and public, he tried again in far from ideal conditions. At 170mph the car caught fire but Wizard was not injured. That was his last NZ run.

On his return to Australia by ship he was anonymously handed a yellow flag. Norman was busy at that moment and passed the flag to his young nephew who innocently paraded up and down the wharf with it.

The flag was a slur, denoting Smith's perceived cowardice at not driving the Enterprise to break the world record.

Smith was not helped by his lack of charismatic personality, average looks and, at only just over five-feet tall, not the public's idea of a hero.

The newspapers turned on Smith and he later sued *Smiths Weekly* for defamation. He won the case but was disappointed to be awarded only £1,000 – not much for the loss of his reputation. Although he had a capable car, that was the end of Norman's world-speed record attempts

In 1933 Norman regained his Sydney-Brisbane speed record with Ted Poole the Showground speedcar driver.

When they stopped racing around 1939, Ted had the Enterprise under a tarp behind his workshop. There is no record of where the motor is now but parts of the chassis were seen in 1958.

Presumably, the once magnificent Enterprise eventually became scrap metal.

Source:

Walker, Clinton. *WIZARD of OZ: Speed, Modernism and the Last Ride of Norman 'Wizard' Smith*. Wakefield Press, 2012

THE PARKESVALE FERRY RUN

PAM FORBES, JANE ROOKE, GREG JACKSON

The steam paddle wheel ferry SS Telephone was a familiar site on the Georges River in the early years of the 20th century carrying passengers from Como station upstream to pleasure grounds at Lugarno Park and Parkesvale. Her fate has remained a mystery as she never left the Georges River. This article uncovers her probable resting place and suggests a reason for her loss.

Historic Background

In the later decades of the 19th Century the growing rail network together with the Saturday half-day holiday and a more affluent working class, generated a growth in recreation in and around Sydney.

Riverside parks became popular, more so than the surfing beaches that flourished in later years. The Georges River saw many such riverside parks with several in the scenic upper reaches. Some, such as Como and East Hills were simple picnic areas with a dance hall, while some were exotic amusements.

The park at Lambert Street Picnic Point had a private zoo as well as a dance hall (Goodall, H. Wearing, S. Byrne, D. and Cadzow, 2006). From 1899 until approximately 1908, paddlewheel steam ferries ran from the train station at Como to two of the pleasure grounds on the Georges River – Lugarno Picnic Grounds and Parkesvale.

Lugarno Picnic ground was operated by David Albone, the Lugarno ferry master and was a modest picnic area with a small dance hall. Parkesvale was a much larger establishment.

The *Sydney Morning Herald* of 2 October 1900 announced that between 800 and 900 people had attended Parkesvale the previous day with dancing to a live band under "an efficient M.C." with regular train and ferry excursions to Parkesvale to take place on Saturday, Sunday and Wednesday throughout the summer.

A combined train-ferry ticket to Parkesville was announced in the *Sydney Morning Herald* on Saturday 3 October 1903, costing two shillings and sixpence first class and one shilling and sixpence second class. This price remained unchanged for the life of Parkesvale.

The pleasure ground site was approximately 160 acres of bush that had been partially cleared. The grounds comprised level picnic areas and gentle slopes, backed by rocky ridges. The pleasure grounds sported a dance floor and buildings in the Queen Ann style with red tile roofs. The resort had summerhouses for picnics, modern sanitary arrangements and patrons could indulge in fishing, swimming, ball games and other sports.

On 31 March 1900, the *Sydney Morning Herald* stated that no intoxicating liquor was sold and no dancing allowed on Sundays.



No plan of the buildings at Parkesvale can be found and historic photographs such as this, show little in the way of substantial buildings.

Dancing seemed to be the main attraction at Parkesvale but it only operated in the summer months so the buildings were mostly open rotundas and summer houses.

A train left Central at 2.10pm so patrons would arrive at Parkesvale at approximately 4 pm and the last return ferry left Parkesvale for Como wharf at 8:00pm. These excursions were organised by three enterprising brothers Henry, Ebenezer and Fredrick Sandbrook from Camperdown who owned Parkesvale and the paddle wheel steam ferry, *Telephone*, which transported patrons between Como rail station and Parkesvale.

The demise of Parkesvale at the end of the first decade of the 20th century and its dismantling in 1912 may be the result of its failure to sell alcohol. One book stated that one of the main attractions of the pleasure reserves on the Georges River was its distance from the city which made alcohol consumption legal on Sundays (Goodall and Cadzow 2009). The Sandbrook brothers were members of the Congregational Church and the Masonic Lodge and their conservative policies regarding dancing and alcohol is at odds with the image of Parkesvale as a sophisticated evening entertainment venue.

Parkesvale Today

The original Parkesvale site is in the now Georges River National Park opposite Picnic Point. It has no road access but can be reached along a walking trail from Sandy Point or by boat. Bushfires and sandmining in the 1970s have destroyed most archaeological remains in the area. Rock-cut footings for buildings and broken terracotta tiles and pipes are all that remains of the buildings. However there is sufficient to tell some of the story of Parkesvale.

Ferries at Parkesvale

The names of only two ferries that took visitors to Parkesvale can be found. There were probably others vessels, hired by the Sandbrooks to cope with periods of high demand as well as scores of small private boats going to Parkesvale.

The Rose

In the *Sydney Morning Herald* of 30 December 1899 it was announced that the steamer *SS Rose* will leave the jetty at Como for Parkesvale on Sunday at 10am and 3pm and on New Years Day at 10am, 11:30am and 3pm, returning to meet the evening train. This vessel was probably used to ferry passengers to and from Parkesvale until 1901 when the Sandbrooks purchased their own larger ferry, the *Telephone*. The *Rose* was destroyed by fire in Sydney Harbour in 1927.

The Telephone

In 1901 the steam paddlewheel ferry, *SS Telephone* (registration number 75001) was purchased by F. J. (Fredrick) Sandbrook and two others (probably his two brother Henry and Ebenezer) (Parsons R: 2002, p 84) and this was the main craft used to take passengers to and from Parkesvale.



The SS Telephone at Como Wharf, Wills boatshed in the foreground (Lawrence, 1996 p 91)

Telephone was 85 tons burden and was built in 1878 for the Balmain Steamferry Company by H. Perdriau in Balmain. She was double ended, like many harbour ferries so never needed to reverse. That would have been an advantage both at Como where the wharf is close to shallow sand banks, especially at low tide and at the Parkesvale wharf where the river is narrow and reversing a long, narrow ferry would have been difficult. She carried 353 passengers and was evidently a ferry with some style, with her saloon fitted out with polished

Australian red cedar and Huon pine with plate-glass mirrors in the pilasters and cushioned seats (Flapan 2004-2012). In discussions with naval architect and maritime historian, Mori Flapan, he suggested a probable construction:

Sawn frames, probably from spotted or blue gum.
Keel from spotted gum or possibly iron bark.
Carvel planking: spotted or blue gum, possibly New Zealand kauri planking above the waterline.
Hull fastenings of iron or copper nails (not rivets).
Hull sheathing of Muntz metal (copper-zinc) below the waterline fixed with copper clouts.
Boiler of heavy wrought iron construction.

The waterline length of the *Telephone* is estimated to be 90 feet giving a displacement speed of approx 12 knots (Boatdesign.net 2000 – 2012). An article in *The Australian Town and Country Journal* on 13 July 1904 set the distance from Como to Parkesvale at eight miles (12.87km or 6.95 nautical miles) and the trip took 40 minutes. This gives an average speed of 10 knots (nautical miles/hour) including a stop at Lugarno Park. That is close to *Telephone's* displacement speed. The efficient double-ended hull shape, the long waterline length and the high length to beam ratio of 6.5 make the *Telephone* a fast boat despite the minimal power from her locally-built 40hp (30kW) Atlas tandem steam engine.

An advertisement in the *Sydney Morning Herald* offered the *Telephone* for sale at Como wharf, on 6 August 1907 with or without the lease for Parkesvale grounds. The sale was unsuccessful and the *Telephone*, along with Parkesvale remained the property of the Sandbrook family.

What became of the paddle wheeler and where she is now, is told in the next *Bulletin*.

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THE DUNNS: FROM CONVICTS TO POLICEMEN

MERLE KAVANAGH

This article first appeared in a Bulletin about 15 years ago but recent members have not read it.

In 1881 Edward John Dunn came to Sylvania to take charge of the first steam punt between Tom Ugly's Point and Horse Rock Point. He brought his wife, Hannah (nee Barnett) and family from the Ryde-Hunters Hill area where they had been living for about ten years after a few years at Port Stephens.

The family settled near the punt ramp in the stone and shingle toll collector's residence which had been removed from the Toll Bar on the Cooks River.



The Tom Ugly punt ramp, 1903

Edward John was born the eldest son of Edward Dunn (shoemaker) and his wife Ann (nee Harper) on 3 March 1840 at Parramatta. Edward and Ann had five sons and one daughter, Emily Jane.

Edward senior disappeared from the records in the early 1850s and no definite date of death has been established, though his wife Ann remarried as a widow in 1853, having five more children to Jasper Hale Beer.

Having been apprenticed as a young lad to Benjamin Smith in Castlereagh Street, Sydney, Edward worked in this and allied tanning trades for most of his life and then as a publican.

The father of Edward and grandfather of Edward John was Thomas Dunn, an Irishman, who was transported to the colony in 1799 for stealing. He worked as a clerk at a brewery in London and was charged with stealing wages money from a locked storeroom. It was in rolls of paper and Thomas was even charged with stealing the paper in which the stolen 1452 halfpennies and 216 farthings were wrapped.

He was sent out on *Hillsborough* under the command

of Captain William Hingston, and endured a terrible journey.

Convicts from the fever-ridden hulks, where Thomas had been held for the past 20 months, were embarked at Langstone Harbour, Portsmouth. With them came typhoid, which resulted in the deaths of 95 of the 300 convicts on board, at least 50 of whom were buried at the Cape of Good Hope.

To make matters worse the prisoners were kept double-ironed and when on deck chained together and unable to walk about. They were also underfed and their bedding seldom dry because of stormy weather on the journey from the Cape. Governor Hunter described the survivors as "the most wretched and miserable convicts I have ever beheld, in the most sickly and wretched state".

Thomas survived that tragic beginning and with some education and common sense he set about improving his position in this new land. He worked for settlers and served his sentence, obtaining his Certificate of Freedom on 10 November 1810. By then he was married to Rose Bean, daughter of a free settler, James Thomas John Bean, a carpenter who would later work with masons building the 'Rum' Hospital using timber from his own land grant. The wings of this hospital have been used over the years as the Mint Building and the present State Parliament Building.

Thomas and Rose Dunn had eight children between 1804 and 1821. During this period Thomas was appointed a police constable in Sydney in 1810, district constable in 1817 and Chief Constable of Sydney in 1820. The family were well respected and lived for some years in Cumberland Street, The Rocks, where Thomas retired on a pension. He died in 1832.

Shortly after that, as the previous puntmaster of the hand-punt finished his term, his grandson, Edward John, came to Sylvania. The Dunn family joined the two buildings into one to accommodate the family more comfortably.

About six Dunn children came to live at the river and three more boys were added to the family during their time there. Eliza was the eldest girl and aged 14 when they moved in but 16 years later, tragedy took her from her family.

She was suffering from influenza and experienced fainting fits at times.

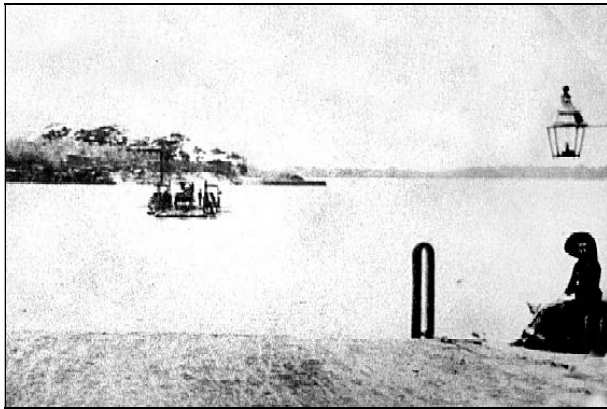
One morning she went out to gather some oysters and half an hour later a lad named Gurr, saw her body floating in shallow water close to the shore between two rocks. He called for help and Eliza's limp body was removed from the water.

When Doctor Bucknell arrived, he pronounced her dead. A magisterial inquiry found that she had fainted and fallen into the water whilst stooping for the oysters. According to the newspaper report she was to have been married a few weeks later.

The New Punt

The new steam punt could carry six vehicles and replaced the old hand-punt of the Holt era which had been in service since 1864.

Edward had experience gained as an engine driver on a steamer before working at the Albion Steam Saw Mills on the Myall River from May 1869 until April 1872. There he gained a Masters Certificate for Harbour and River vessels.



The first steam punt travelling across the Georges River, 1882.

In 1898, that ferry was replaced again as increased traffic had necessitated a larger vessel with greater carrying capacity. Sadly, that year, Edward John died aged 58 and was buried in a double plot at Woronora Cemetery with his daughter Eliza. By then, Edward Henry, son of Edward John was aged 20 and followed in his father's boating pursuits.

He worked for a time at W. Hodgkinson at St Peters as an engine driver and fitters' assistant and, at the time of his father's death, he took over the running of the punt for about a year. Later he operated a punt at Taree, returning to Sydney about 1907 to take up an appointment as engine driver at John Vicar's Woollen Mills at Marrickville where he remained until his retirement.

Edward John's wife, Hannah died in 1916 aged 72 and another of his daughters, Alice, died in 1942 aged 67. These two women are also buried in the double grave at Woronora.

This family had an affinity with water and engines – with two brothers of Edward John also being qualified, Richard as an engineer in Grafton and Frederick as a master mariner and engineer living at Watsons Bay.

Edward's two youngest sons, Henry and Albert, also worked as engineers. Edward's sister, Emily Jane, my great grandmother, married a master mariner, Montague Beecroft, the son of a Royal Navy master, Robert Beecroft, whose name is perpetuated in the northern peninsula of Jervis Bay.



Edward Dunn on his punt.

Robert's adventures and Montague's tragic death on shore are part of another story.

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EARLY COMO

FLORENCE COULTHARD

In 1967, Mrs Florence Coulthard wrote this account of her early life – having lived in Como for 54 years by that date. Note that references to 'still stands' etc was at the time of writing:

Being one of the early residents of Como, I would like to try and describe the place as I saw it for the first time and how it progressed over the years.

This story begins with my migration to Australia. My husband, George, and I were married in Alston, in the County of Cumberland in England in 1912. We decided to migrate to Australia with my mother and, in 1913, we settled (ironically) in the County of Cumberland in NSW. We were about to find a hard life in this young country.

We were met at the boat by the matron of the Church of England Mission Home at Dawes Point. Not yet having anywhere to go, we were very pleased to see her and went to stay at the home.

My husband tried to get work in Sydney but found it very hard to get a job as most of the ads in the papers read, "No Pommies need apply".

He was a carpenter and joiner and also a wheelwright but finally had to take work at a butter factory at Ulmarra on the Clarence river – 440 miles [700 kms] from Sydney.

Being newcomers to this country, we didn't know our way around and although we wanted to buy land and settle, we did not decide where until someone invited us to Como where they had land. As I walked from Como station, I thought, "What a beautiful place this is". At that time the water came right up the bay in front of the hotel (where the sports ground is now).

Land could be bought in the area for £1 deposit and £1 a month to pay it off at five-percent interest. So, we purchased land in Mulyan Street (near Soldiers road) and George built a three-room house with a verandah. The intention was to build more rooms at a later date. There were no roads in West Como but street names, put there by real estate agents, existed in the bush.

We moved in October 1913 but the only way to get furniture to the house was by horse and cart from Sutherland along what is now called Soldiers road. As we moved in, trees had to be cut down to make a track through the bush. The work took a long time and the furniture had to stay in the bush overnight.

We moved into our house in October 1913. We had only three rims [*rings of corrugation*] depth of water in our tank and the people of Como said that we should have been there sooner as they didn't expect much rain for the rest of the summer.

When we ran out of water we had to cart more from the creek that runs under the railway line.

I was then pregnant with my first baby and there was no way of getting fresh milk. We were told that we could buy some goats from some people named Carver and the gully where they lived is still called 'Carver's Gully'. Bates Drive now goes right through it and the old Carver house still stands. The Carvers were very kind to us.

We purchased some vegetables, a 'billy' and two 'nanny' goats that were in kid but they got loose and were never seen again. We heard, some years later, that there was herd of wild goats in the 'Glen' (now known as 'Woronora Gardens').



Even in 1935 the Mulyan Street area was mostly bush.

Because of Mulyan Street's remoteness and the danger of snakes and bushfires etc, we decided to buy land in Ortona Parade, Como.

George had finished building the new house and the painters were working when we had a terrible bushfire in Mulyan Street. Although we had help from Como people, it took all night to extinguish.

My husband went to work next day, as he was building a house for Mr Henderson and it still stands next to Cary's butcher shop.

Then a breeze came up and started the fire again, so I had to go and get him to come home. After that, I would not stay in the bush another night.

We moved into our new house, even though the painting was not finished. An added reason to move was that I had been very lonely at Mulyan Street, as we had no neighbours.



Alston Cottage. 2 Ortona Parade, Como, 2013

The original Como hotel was a galvanised-iron building in Genoa Street but when we came to Como, it had been divided in two and there was the Martindale family in one and three fishermen living in the other. In those days you could get a feed of fish from them for a shilling.

Mr George Rollings sold the shop at the station and then built on part of the land that the old hotel had been on. There he started Como's first and only dairy farm with a herd of three cows that increased as the population grew. His dairy supplied milk for Como and Oyster Bay for years.

As the population grew, the Health Department banned cows in the metropolitan area. Rollings continued the service, delivering Milk Board supplies until his death.

In the early days, a Como progress association was formed and George was President, Bill Rowlings was Treasurer and Bill Lawrence was Secretary. Their first aim was to have a school for Como as the children had to go to Sutherland school by train. However, when counted there were only 20 children in the area but eventually, after a struggle, a brick structure was built – and still stands today.

Behind Como station was a house for the Station Master and a two-storey house known as 'Como House' – since burned down.

There was also a kiosk where the paper shop now stands and we went there for mail as well as papers. At the time, the Pleasure Grounds and shop were owned by George Rollings. It cost sixpence to enter the grounds and inside Mr Rollings had a big copper pot of water boiling for people to make tea.

In those days, Como was a very popular picnic spot and the pleasure grounds were ideal with summer sheds, a band-stand, and dance hall. Many happy times were had there with a band sometimes playing on top of the hill.

Mr Rowlings senior ('Skipper') had a boat called the *Iris* with a piano on board. Everyone had a wonderful time when we went on trips to dance halls upriver.

One afternoon, I asked George where many of the men who got off the train were going. He had heard that there was a two-up school somewhere in the bush behind the station. That night we found the truth when a man saw the light in our window and thought it to be Como station. He said that he had been playing two-up until dark and had then lost his way.

George lit the hurricane lamp and took him to the station. To get there you had to go through the bush where I was always very frightened of snakes when I walked that way. They were plentiful in the area. We had a dog under our house bitten by a snake, so it is not hard to understand why I was so frightened.

My first son was born at 8am but Doctor Cooley did not arrive until 3pm! He had to come from Hurstville by train and walk along the line as far as the level crossing. George met him and took him through the bush to our house.

There were just two doctors looking after the entire population between Sutherland and Hurstville. Most babies born in those days were helped into the world by midwives and the doctor came later to see that everything was alright. My own mother had been a midwife in England and in Como, helped to bring a lot of children into the world.

After the Como school was completed, it was decided we needed a school of arts so the progress association organised 'working bees' to build it. When it was opened by Joe Munro, it consisted of a main hall, a billiard room, library and kitchen. The billiard tables have since been removed and the library closed but over the years it was a great asset to Como people.

The first means of transport from Como to Oyster Bay, was a horse-drawn coach, operated by Mr Lissaman. After some years the run was taken over by Joe Deery, using an old Buick car with a luggage rack on the side. These means of transport served the people of Oyster Bay until a new man, Vic Britton operated the first bus on the route. Since then there have been many owners and changes to the original run.

When we first came to Como, the nearest butcher was at Mortdale and it cost twopence (return) to go there by train, travelling in old 'box' carriages. The train service was about every two hours.

During the pneumonic plague [*probably the Spanish influenza c1919*] any person who had any medical or nursing experience was asked to help the doctors.

With the doctors at Hurstville, nurses had to do local work with the sick in an emergency. Sometimes it was at least two hours to get there and the nurses usually had everything under control by then, leaving the doctor with little to do.

One of these nurses was the famous Kate Lobb from Sutherland and soon my mother also volunteered and spent long hours going home to home, nursing the sick.

When we originally purchased our land from estate agent, Hornings, we were given a drawing of a proposed Como road bridge, with cars passing over it. That was 1913 and now, in 1967 there is still talk of a road bridge but it might take another 50 years before anything is to be done.

[Note: the 50 years is now up and the pessimism of Florence was well founded. Ed.]

PRIVATE GEORGE COULTHARD & TROOPER GEORGE COULTHARD

CLIVE BAKER

In the previous story, Florence Coulthard did not mention that her husband served in WW1.

He joined up at 31 (army # 60115) and was sent overseas with the AIF. He arrived in early October and was sent to reinforcement training camp.

However within a short time he was down with influenza and spent quite a while in hospital at Hurdcott and Fovant in Wiltshire.

He appears to have still been there on the day the war ended so saw no action in France. All through 1919 he stayed in the army awaiting return but his actual duties are not known.

He got himself into a bit of trouble over the new year period of 1919-1920 when he was missing for a week and was fined 28 days pay for his trouble. He had gone AWL to attend his sister Mary's funeral when she died from an unknown illness caught as a nurse.

He then boarded ship to Australia a few days later and arrived home in February 1920 and was soon discharged and returned to Como.¹

----0----

The other George is the son of Florence and he also joined the army and became a trooper in an armoured unit. Although he never went to war he has an interesting story to tell:

With the visit of Queen Elizabeth in 1954, George was one of the soldiers assigned to the Guard for her and Sir Phillip on their tour of Victoria.



*George (right) as a trooper
in an armoured unit, 1950s.*

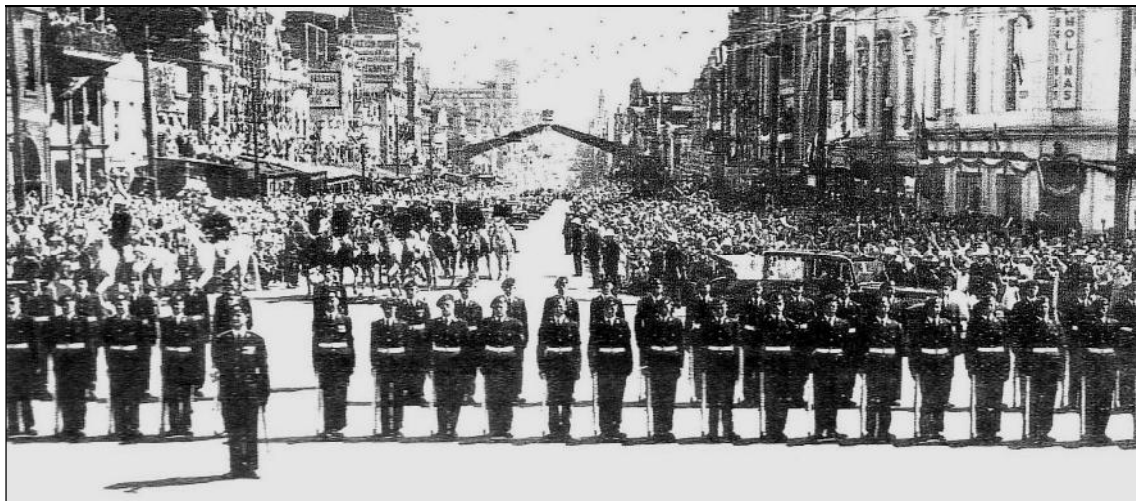
George says that on more than one occasion Phillip came to join the soldiers and chat with them. What was actually said is not forthcoming from the tight-lipped George except that the prince tried to be 'one of the boys'.

George very kindly donated the bayonet and scabbard he wore for that royal visit and it will soon be on display at the museum.

'Young George' is now in his eighties and resides in Mudjee. Some members would have heard him speak at the Christmas social event.

1 Army records:

<http://recordsearch.naa.gov.au/scripts/Imagine.asp>



Soldiers line the route of the Queen's entourage in 1954.

A DUKE VISITS CRONULLA: 1915

CLIVE BAKER

In February 1915, two men came from Hawaii and one of them revolutionised surfing in Australia. That man was Duke Paoa Kahanamoku, a swimming champion who had won an Olympic gold medal in 1912. With him was George Cunha another swimmer and surfer. The pair toured Australia and, on 7 February, visited the Shire to be greeted like any modern pop star.



The Duke demonstrated his wooden surf board at North Cronulla on 7 February where he performed gymnastic-type actions on the board and caused a new craze for the sport:

*There seems to be no limit to Kahanamoku's work with the board, and at Cronulla on Sunday he used it to carry him for a short distance, and then dived into the wave and completed his trip to the sands with a body shoot.*¹

Pauline Curby quoted Phyll Farleigh, a witness to that day:

*...as a ten year old she sat on Cronulla Beach and watched admiringly as Kahanamoku played his ukulele – something he was said to do 'to keep his nerves under control' before a swimming race .. the Duke was renowned for his 'grace in the water, his good humour and his sportsmanship'. Kahanamoku had many admirers during his lifetime.*²

The Duke and his companions were a sensation throughout their Australian tour and at Cronulla, a reception was held in their honour:

"One of the most delightful days I have ever spent," is a sentiment that, from what I can gather, is unanimously subscribed to by all who participated in the outing arranged by the Cronulla Club members ... in honor of Duke Kahanamoku and party.

An early start was made with the itinerary, and festivities were kept up until late at night. Everything was carried out regardless of cost, and on the lavish scale for which the sportsmen of that favored locality are noted.

...the Duke and Cunha took part in an impromptu alarm reel race, and much to their amusement, donning the belt for the first time.



*Subsequently a retirement was made to the big beach, where the Duke gave an exhibition with the board, which absorbed a large crowd's riveted attention, despite that it was raining heavily at the time. The president of the club, Mr. Hyndman, was assiduous in his kindly efforts to anticipate visitors' every little want, in which praise-worthy endeavour he was eagerly assisted by other officials, prominent amongst whom was Neville Cayley.*³

*The visitors declared themselves delighted with the day, before leaving. The two Hawaiians proved themselves unassuming, gentlemanly fellows, good sports, very much 'one of the boys' variety, who set no high price on their services, but did all they could without stint. Altogether the Committee can congratulate itself on the success of the day...*⁴

One thing comes to mind with this story: the way these two islanders were treated by Australians strongly implies that the 'White Australia' attitudes might not have been particularly ingrained at that time.

SOURCES:

1 St George Call. 10.2.1915

2 Curby. *Freshie*. UNSW Press. Sydney, 2007. p 48.

3 *Saturday Referee and the Arrow*. 13.2.1915

4 St George Call. 13.2.1915.

GREEN-THUMBED WOMAN CAUGHT RED-HANDED!

LAURIE BURGESS

The 28 April 1920 celebration of the landing of Captain Cook and his retinue was a gala occasion. The Governor-General was in attendance, along with the trustees of Captain Cook's Landing Place and a whole host of dignitaries. There was a large crowd of visitors and 70 children from Cronulla school, continuing their tradition of attending the celebration.

The Great War was still in the minds of those assembled and the president of the Board of Trustees was fired up with patriotism in his speech. That preceded the hoisting and breaking of the colours by His Excellency the Governor-General, Sir William Cullen, who reminded those gathered how much they owed to the great man whose arrival in Australia was being commemorated.

He also mentioned the soldiers who had recently left Australia to ensure the nation's continued freedom:

*Now when these terrible times are over ... there are voices which did not dare to make themselves heard during those years of struggle, with the audacity to tell you that it did not matter whether the Germans won or not —that we would be better off in Bolshevik Russia than in Australia. Foreign voices they are, every one of them. We do not hear native Australians talk like that, for they know what the flag Cook hoisted here means to them.*¹

Satisfied that he had made an impression on the assembled throng, Sir William Cullen then stood by while the Governor-General raised the flag and made his own patriotic speech.

Remembrance of the occasion was then marked by the planting by Sir William of a memorial tree — and then all departed — but somebody returned! The *Sydney Morning Herald* claimed:

Elsie Ursula Hobson, a young married woman, was fined £2, with £1/14/- costs, at the Central Police Court, on a summons of having an Araucaria tree and an Acacia tree in her custody, which might reasonably be suspected of having been stolen.

...the prosecution, stated that the Araucaria was planted by Sir William Cullen on April 28 at Captain Cook's landing place, Kurnell, on the occasion of the 159th anniversary of the landing. Two days later it disappeared. The Acacia was stolen four or five months ago. Shrubs which were produced in court were identified by the caretaker of the reserve as similar to those which had been stolen.

In her defence Mrs Hobson said that:

*...she picked up the Araucaria near the wharf at La Perouse on April 30, after a party of school children had returned from a picnic at Kurnell. The Acacia she found near the La Perouse tramline nine months ago, and transplanted it in the garden...*²

Too bad, Mrs Hobson! The dastardly deed had been uncovered and punishment carried out.

The authorities had perhaps not been so vigilant in detecting previous "tree-nappers" ... the Young Australia League originally formed in 1905, to promote Australian Rules football in Western Australian schools, later became a youth movement to promote the ideals of "Education through Travel."³

In 1907, it made a tour of Australia, which included a trip to Captain Cook's landing place where the group "acquired" two trees, later replanted in King's Park in Perth. Leaves from those trees were in September 1929 used to form a wreath at the funeral ceremony at the passing of one of the long-serving officers of the League.⁴

The tree losses described above did nothing to dent the enthusiasm for planting trees at Captain Cook's Landing Place, and it remained a favourite place for royals and dignitaries to leave a leafy reminder of their visits.



*Prince William, aged four, plants a tree at Captain Cook's landing place ... his mother, the Duchess of Gloucester, is with him, September 1946.*⁵

References:

- 1 *Sydney Morning Herald*, 28.4.1920, p.6,
- 2 *Sydney Morning Herald*, 28.5.1920, p.10,
- 3 website: <http://youngaustralialeague.org.au/>
- 4 *The Daily News (Perth)*, 6.9.1929, p.10,
- 5 *Sunday Times*, 22.9.1946, p.14

BEACH SCANDALS

Over the years, people pushing the boundaries of 'decency' were in trouble on our beaches:

Any Bathing Costumes

[1919]

...at Kogarah Police Court, Inspector Roberts, of the Sutherland Shire Council, proceeded against Blanche Shying and Henry Cerchi for lying on the beach at Cronulla clad only in bathing costumes. Each of the defendants were fined 10/- and 6/- costs.

Sutherland Shire Council is the only council that has secured special permission to prosecute persons for this offence, as an enclosure has been provided for sun-baking purposes.¹

The following week an anonymous writer calling themselves 'Surfer'; stated that:

The excuse offered (ie: by the Council) is that enclosures have been provided for sun-baking purposes. The only enclosures I have been able to find are the dressing sheds themselves, where sunbakers are compelled to lie on hard-wood battens. It is the surfing pastime and health-giving relaxation that has made Cronulla and brought Sutherland Shire into prominence; consequently the civic fathers should cater more for the surfer and entice him more to the district...¹

Daring Bathing Costumes

[1929]

When surf bathing was introduced, bathing costumes covered the body from neck to knee. There was a tendency as the years passed by for the costumes to become less and less.

In 1929, a new design of costumes for women was placed on the market. The new costume had a low back. This type was frowned on by the members of the Council, who ... passed a resolution prohibiting bathers from bathing at Cronulla beaches wearing these costumes.²

No Bathing Costumes

[1931]

The Sutherland Shire Council has decided to prohibit sunbaking in the nude on any of the beaches under its control. An application by the newly formed Australian Health Club for permission to enclose portion of Cronulla Beach for its members has been refused and the Shire President (Councillor Shaw) stated ... that action would be taken to prevent any attempt [to do so].

The secretary of the Health Club said last week that in the event of the application being refused, the club would erect an enclosure on land having water frontage which had been offered by private citizens.

There is no ban against men sunbaking in the nude in baths...³



The Mail, 1932⁴

Sources:

1 The Hurstville Propellor, 21 & 28.7.1919, quoted in SSHS Bulletin May 1980.

2 Kirkby, David. MS. First Fifty Years: 1906-1956. p 72

3 The Argus, 28.9.1931. TROVE:

<http://trove.nla.gov.au/ndp/del/article/4434891>

4 <http://trove.nla.gov.au/ndp/del/article/59831794>

5 <http://trove.nla.gov.au/ndp/del/article/169361053>

6 <http://trove.nla.gov.au/ndp/del/article/83715105>

CRONULLA ATTACK ON "SEMI-NUDITY"

FIVE Cronulla clergymen have petitioned the Sutherland Shire clerk (Mr. Kirkby) protesting against bathers who parade Cronulla streets in "semi-nudity."

Sydney Truth, 1945.⁵

STERN VICTORIANISM.

While there may be competition among seaside councils to secure the services of Miss Handkerchief Sun Top, it is certain that the ultra-respectable civic fathers of Cronulla will have none of her. Cronulla has set a beach standard with the stern-eyed singleness of purpose of an early Victorian spinster. Backless visitors and sun bathers in non-decorous positions will be stepped upon by the offended majesty of Cronulla's caretakers.

The Daily News, 1932.⁶

THE SHIRE'S OLDEST SUBURBAN STREET

GREG JACKSON

Sutherland Shire was settled in 1815 with Captain James Bernie's land grant at Kurnell. Undoubtedly tracks for horses and farm carts on this and other early properties were our first unofficial roads.

The Sutherland Shire's first official road came with Sir Thomas Mitchell's Road to the Illawarra in 1843 but our first suburban street requires a bit more investigation:

In the 1830s the main road to Wollongong (then known as Five Islands) was via Liverpool and Campbelltown to Appin and then down the escarpment to Wollongong.

From 1843 to 1845 Surveyor General Sir Thomas Mitchell and son Roderick, surveyed and constructed a road that was 20 miles shorter than the road via Appin. It was built by convicts but Roderick was replaced by the more experienced surveyor William Darke who had better control of convicts.

This road crossed the Cooks River atop a dam (now gone), the Georges River by ferry at Lugarno and crossed the Woronora River at the Pass of Sabugal between modern suburbs, Barden Ridge and Engadine – what is now the Sutherland Shire. It was our first road (Jackson, 2011) and it is along this road that our first suburban street should be sought.

Sutherland Shire's first suburb was Bottle Forest – now Heathcote (Kennedy p. 18) with settlers attracted to its fertile shale soils. Fourteen allotments were laid out in Bottle Forest in 1842 and Mitchell's road passed through this settlement.

An accompanying letter with the map above, located in the State Archives, tells us that the 'A' on the map is the location of the dam for John Lucas' water mill

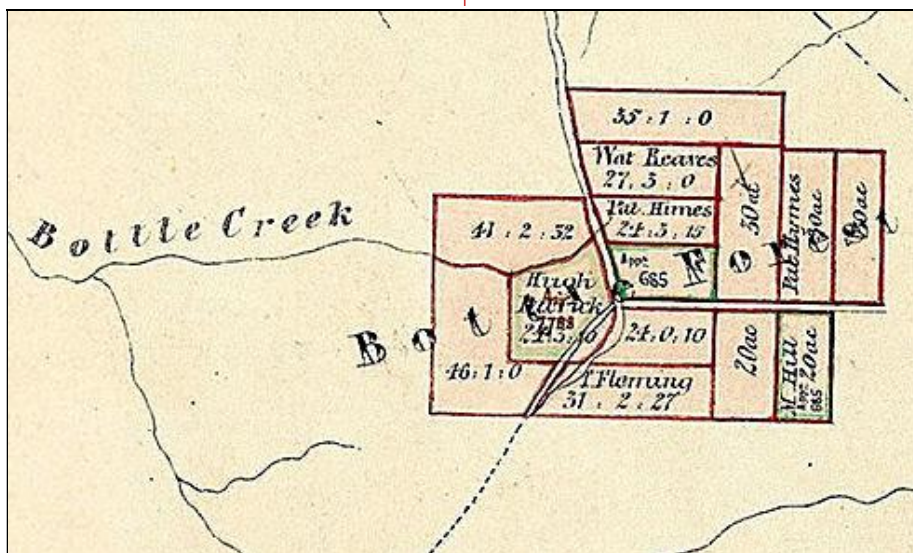


This 1845 map drawn by Mitchell shows the crossing of the Woronora at the Pass of Sabugal and then to Bottle Forest on its way south. Noted on it is, "[The] country southward of Sydney, shewing the road lately opened through it to the Illawarra". (State Library of NSW)

(built 1825 and destroyed by fire in the 1830s). The modern Woronora Road in Engadine follows approximately the line of Mitchell's road.

A small street to the right is shown in the Bottle Forest settlement and this is our first suburban street. This street can be identified with the modern 'Bottle Forest Road'.

The 14 original allotments can be seen on the map below and Bottle Forest Road is shown as being the only made suburban street in the settlement. These blocks of land are now on both sides of the railway line which passes approximately through the corner of Bottle Forest Road and Mitchell's main road.



This undated parish map, shows the Bottle Forest settlement and, as the road is only part completed – with just a track (dotted line) shown as heading south towards Wollongong. This dates the map to the time of the construction: 1843-1845.⁴

The combination of fertile soils, valuable timber and the arrival of a direct road to Sydney should have ensured the success of Bottle Forest but this was not to be. By 1860 the settlement had been abandoned (Kennedy, p 28).

The route to Sydney via the Pass of Sabugal was often unusable because of its steep gradients and poor state of repair and the ferry at Lugarno proved unreliable. A replacement road, passing on the other bank of the Woronora of unknown age but suggested by Mitchell in a letter to the Colonial Secretary in 1851 (State Archives), bypassed Bottle Forest, joining the existing road well south.

The collapse of the settlement with the early families moving elsewhere and old buildings being destroyed has blurred our historic memory of early Bottle Forest. Today Bottle Forest Road is a typical suburban street with nothing to betray its history as Sutherland Shire's oldest suburban street.

Note: Previous articles on Mitchell's Road to the Illawarra and Lucas' Water Mills are available from the authors Academia page at:
<<http://Sydney.academia.edu/GregJackson>>

Sources:

Jackson G. 2011, Sutherland Shire Historical Society *Bulletin*, Vol. 14, No. 1, 2, 3, 4).

Kennedy P. 1999, *From Bottle Forest to Heathcote Sutherland Shires First Settlement*, Printed by Robert Burton Printers.

NSW Land and Property Information, Historical Parish Maps, Parish of Heathcote (no date, part only) accessed 3.01.2015 from:
< <http://images.maps.nsw.gov.au/pixel.htm#>>
The road shown is Mitchell's *New Line of Road to the Illawarra*, built 1843 – 1845.

State Archives. Correspondence from the Surveyor General to the Colonial Secretary No. 496, 13.10.1851.

State Library of NSW: Dixon Collection, [The] *country southward of Sydney, shewing the road lately opened through it to the Illawarra*, (part only), 1845, Call No. Cb 84/18, accessed 15.3.2012,
<http://www.sl.nsw.gov.au/discover_collections/history_nation/dixon/index.htm>.

THE FIRST WHITE AUSTRALIANS

CLIVE BAKER

It is interesting to ponder the situation of the children born to the First and later Fleeters who grew up as White Australians and had never seen England. In his book *The Native Born*, John Molony brings out some interesting points:

...in their different ways [aboriginal and white] children grew up as natives of the same place with all the common bonds of a shared humanity. They breathed the same air, the same storms drenched their dwelling places, the same hot sun dried their hair and they subsisted from the same earth and water.

*In the ways of nature they were one in their origin, so that each of them, white and black, could be called by the simple word natives.*¹

Molony brings out the growing numbers and changes to these developing boys and girls:

*By 1803 the first of the native-born were fifteen years of age and thus approaching adulthood ... about 1,000 in an overall population of 7,000 ... their ability to fend for themselves, doubtless partly engendered by the neglect ...[by some]... parents, gave them a confidence which was constantly noticed.*²

Being the children of convicts, most of these young people did not escape the smear on their family name :

*The emancipists deeply resented the treatment they were given and especially when it extended to their children. Deeming "themselves and their descendants thus forever doomed to be like the seed of Cain, a stigmatised race", their feelings became especially acute when they realised that their children were "held forth as equally unworthy as themselves" and blamed for events "over which they could not possibly have exercised any control".*³

Because of that rejection by free settlers:

*...the native-born tended to draw more closely together and to form their own subset, with newcomers to the colony as the imagined or real enemy ... they understood the need for solidarity among their own kind and they rejected the excesses of authority to which they were suspect. They felt a strong bond with their homeland and they began to look upon the ruling class and the newcomers as aliens in the land to which native-born felt they had a special right to belong.*⁴

SOURCE: Molony John. *The Native Born*. Melbourne University Press. Victoria. 2000.

1. p 14 2. p 28 3. p 41 4. p 41

A DAY AT THE MUSEUM

ABBEY OF COMO

When Carol McDonald attended the museum recently, she brought along her grand-daughter, Abbey – aged eight.



Despite concerns over child-labour laws this poor girl was forced to slave all morning, helping with the cataloguing of books etc. She eventually escaped, between tasks, to wander through the museum:

When I went to the museum with my Nan I saw some amazing things, like the ballast from Captain Cook's ship *Endeavour*. Mr Baker said if you lean your hand against the ballast Captain Cook might have leaned his hand there too. I also saw a model of the *Endeavour* and Captain Cook's uniform.

Other things in the museum were aboriginal artefacts in glass cases. In the kitchen I put some sticks into the stove to cook. I tried doing washing with the copper. The irons were so heavy they were hard to lift. It must have been hard to look after a house in those days.

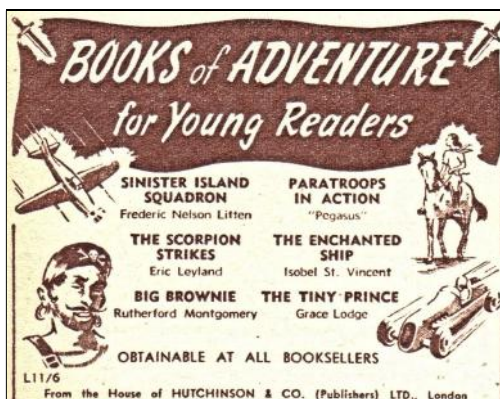
I picked up the watering can to water plants. My ears hurt when I rang the big bell.

Then I helped to stick labels in the books to help sort the library. I also dusted the glass cabinets so you can see through them.

I enjoyed my morning at the museum and I can't wait to go back again.



I pushed an old baby doll in a pram.



1947



1965

ANOTHER UGLY ARGUMENT

LAURIE BURGESS

Laurie has dug in the archives again and found more information regarding the name of the our old bridge:

Keith Vincent Smith, the curator of a new landmark exhibition at the State Library, puts to rest the spurious origins of the place name Tom Ugly's Point.

A few tales have been told to explain the name on the northern headland of the Georges River at Sylvania. Of these, the two main versions are of a 'Tom Woguly' and 'Tom Huxley', both considered to be white men.

But after more than 15 years of intensive research, Keith Vincent Smith, an indigenous historian and co-curator of *EORA: Mapping Aboriginal Sydney 1770-1850*, has pieced together the identity of the man behind the place name.

The real Tom Ugly was an Aboriginal man from the South Coast.

He later lived, died and was buried under a 'gibber gunyah' (rock shelter) on the point of the Georges River that now bears his name.

In 1858, Austrian anthropologist Karl von Scherzer visited Sydney to acquire the skeletal remains of an Australian Aborigine.

In his German-language journal, now held at the Mitchell Library, Dr Scherzer recorded his unsuccessful search for Ugly's remains under the heading "Excursion to Coggera Cove".

According to Scherzer, the Aborigine named "Towwaa", or "Towweiry" (nicknamed Tom Ugly), "was a very athletic man, whose skeleton was a real prize for the purposes of comparative anatomy".

At Coggera Cove (Kogarah Bay) Scherzer met 'Johnny', an Aboriginal man who was to guide him to Tom Ugly's remains. After much digging at a burial ground in a shell midden, they failed to recover the skeleton. It was later unearthed at what is now known as Tom Ugly's Point, but there were not enough bones to collect.

The story was confirmed when records were found at the State Library stating that an Aboriginal man named Tom Ugly received government-issued blankets at Broulee near Batemans Bay between 1837 and 1843.



Pictured is Towwaa [Tom Ugly], native of Jervis Bay, 1810, in a reproduction of watercolour by John William Lewin. (Courtesy The British Museum).

Kogarah Council adds to the story:

Much has been written on the origin of the name 'Tom Ugly's'. Among the suggestions have been:

An Aborigine by that name...

It was named after an old fisherman by the name of Tom Illigley;

Named after Tom Huxley, a caretaker on a large estate. The Aborigines who visited him could not pronounce his name so it became Tom Hoogli which in turn became Tom Ugly's; Named after an Aborigine called Tommy who had only one leg, and who in the Aboriginal nomenclature was called "Waggerly" Tom (waggerly being the Aboriginal word for lame animal). Later on he was called Tom Waggerly which was finally changed to Tom Ugly.

Today, we are no nearer to resolving the mystery. Research from descendants of Thomas Huxley do know that he lived in the area and may have owned land in the area although this has not been verified. What we do know is that the name Tom Ugly's Point has been used on maps of the area dating from before 1846...

Source: *St George and Sutherland Shire Leader*, 22.6.2006 and Hurstville Council website.

THEN AND NOW

A TREE AT THE TOP OF AUDLEY HILL



When National Park station platform was much longer, 1931.



The same tree a little more overweight and twisted by time – the platform long gone, 2013

GENERAL BUSINESS

News from the North

A message to Pat Hannan from Daphne Salt:

I am working on a book for the Historical Society [in her area] at the moment about the 1868 RC church that was built on a sugar plantation and now belongs to the Society. It is to be moved to another site this year and they want the book for the grand re-opening. So I am researching the sugar plantation begun as a government farm in 1820 and following on from there as to why it was the first RC church building in the whole of Port Macquarie etc ... it is very interesting. There is so much history here – the aborigines who had a good relationship with the whites after they accepted that they were here to stay (they allowed a few to witness their Corroborees and man-making ceremonies and record them), ... the convicts, the sugar, the cedar logging and much more.

It was only a matter of time before Daphne put her talents to work again...

New Book Soon

Two ladies in our sister society (BBFHS) have spent five years working on a unique book. Around May, Sue Hewitt and Marilyn Handley are launching:

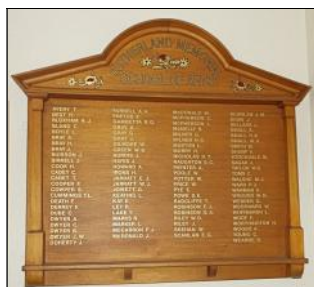
Service and Sacrifice Sutherland Shire Memorials 1914-1918

As the title suggests they visited every war memorial in the Shire and researched the people on them – with a great deal of difficulty! There are names on memorials who can't be traced and Shire returned men who are not on the lists.

The 500-page, limited print-run book, will be available to SSHS members in due course via Clive Baker. Contact him to reserve a copy: likely price around \$50 plus postage if applicable.

GRAMOPHONE BARGAINS.
SLIGHTLY USED
H.M.V. PORTABLES,
equal to new, £3/15/-
Terms: 10/- Deposit,
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5% Extra for Terms.
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against any defect for
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**TALKERIES MUSIC STORES,
QUEEN VICTORIA BUILDINGS, SYDNEY.**

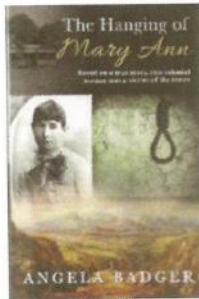




School of Arts Plaque

Clive Baker is researching the men on the war memorial plaque in the SOA foyer. The book above will help later but if any reader has a connection with those named or can give added detail on their lives, please phone: 9521-6515

FOR SALE

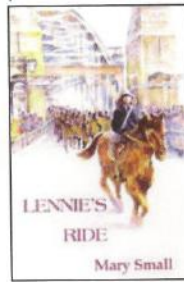


THE HANGING OF MARY ANN

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THIS BOOK IS CLASSED AS 'FACTION' A MIXTURE OF THE TRUE STORY OF A TRAGIC EXECUTION IN AUSTRALIA AND SOME LICENCE FROM ANGELA TO ADD 'COLOUR' TO THE BARE FACTS. THE BOOK ALSO HAD AN INTERNATIONAL RELEASE.

[290 PAGES]——PAPERBACK
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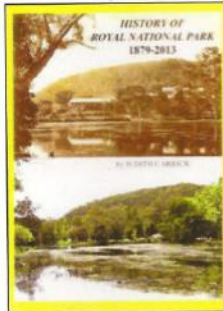


LENNIE'S RIDE

MARY SMALL
THE EXTRAORDINARY TRUE STORY OF A YOUNG LAD WHO RODE A HORSE FROM VICTORIA TO SYDNEY TO BE AT THE HARBOUR BRIDGE OPENING IN 1932. HE THEN RODE HOME AGAIN!

[72 PAGES]——PAPERBACK
\$15 (\$17 MAILED)

CONTACT THE AUTHOR:
www.marysmall.com.au

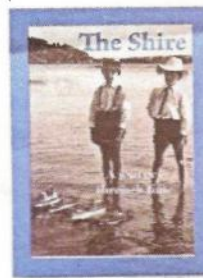


HISTORY OF ROYAL NATIONAL PARK: 1879-2013

JUDITH CARRICK
THE FORMATION IN 1879, BUILDING ROADS, DAMS ETC, ACQUIRING PRIVATE LAND TO ENLARGE IT. THIS BOOK ALSO DESCRIBES EARLY SETTLEMENT, USE BY THE ARMY AND ALL THE MUCH-LOVED ATTRACTIONS.

[142 PAGES]——PAPERBACK
\$35 (INCLUDING POSTAGE)

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THE SHIRE

BRUCE WATT
THIS IS NEW AND COMPREHENSIVE HISTORY OF THE SHIRE: ABORIGINES TO THE MODERN DAY. WELL ILLUSTRATED INCLUDING MANY COLOUR PICTURES.

[230 PAGES]——HARDBACK

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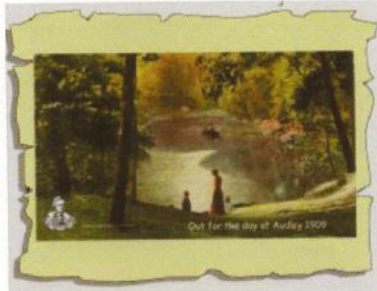
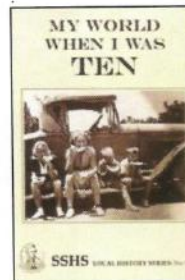


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[206 PAGES]——PAPERBACK
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OFFICE FURNITURE FOR SALE: VERY CHEAP PRICES TO MEMBERS AND DELI VERY FREE IN THE SHIRE



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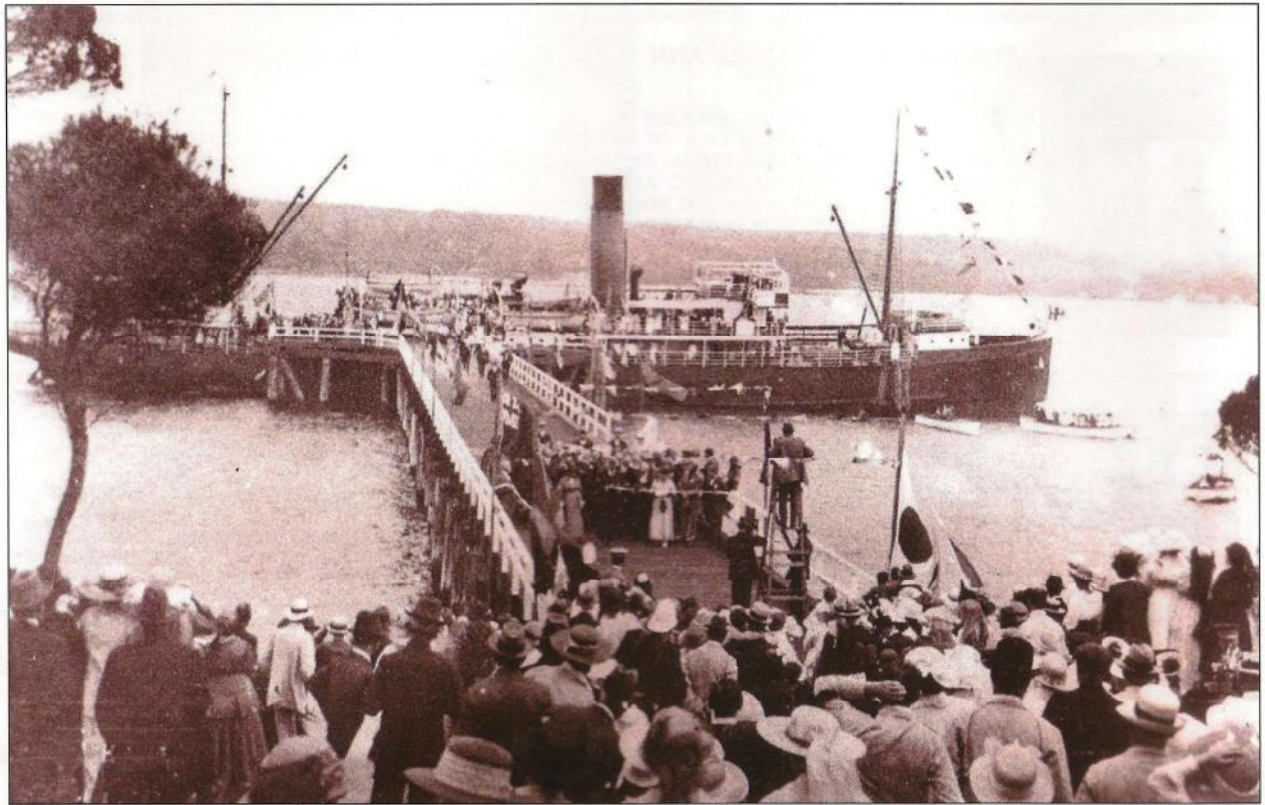
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\$50

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