



Sutherland Shire Historical Society Inc Bulletin



NUMBER: 229 — NOVEMBER 2023



*Lugarno vehicular ferry on the north side of the Georges River in about 1890,
similar to the one used by Charles Roman, Sutherland Shire's first ferryman [SSL]*

See 'Sutherland Shire's first vehicular ferry', by Greg Jackson and Pam Forbes, page 12.

MINDFUL OF THE PAST – FOCUSED ON THE FUTURE

EMAIL: shirehistory@gmail.com; **PHONE:** 0424 600 150 **SSHS WEBSITE:** www.shirehistory.org

FACEBOOK: Sutherland Shire Historical Society



Sutherland Shire Historical Society

invites you to

Christmas lunch

at midday on

Saturday 25th November 2023

at the Museum

Cnr Venetia St & Holt Road, Sylvania

Cost: \$20.00 pp for a *3-course lunch*

Win a prize at Trivia quizzes

Secure your place by phone: 0424600150 or email: shirehistory@gmail.com

Payment should be made by **20 November 2023** by:

Bank transfer - BSB: 641 800

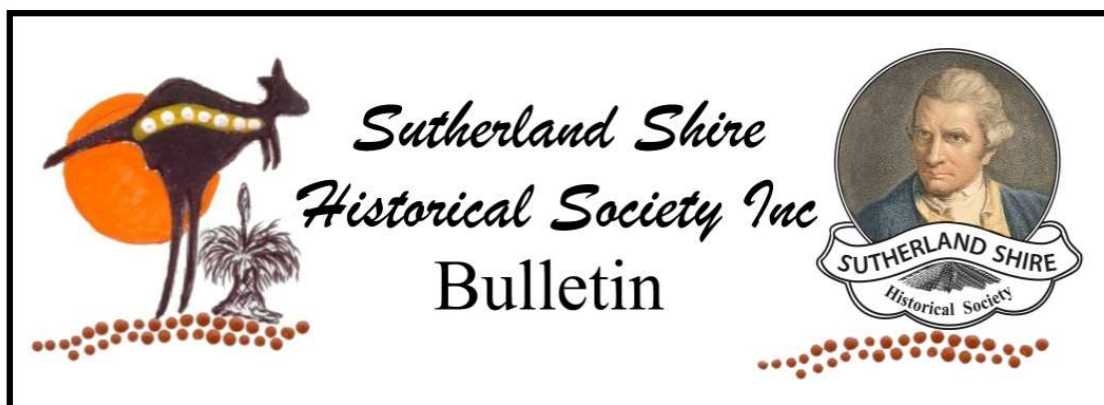
Account Number: 200798393

(Please include your name and 'Xmas luncheon' in the reference field)

OR

by cash directly to the Treasurer at the next meeting.

Bus route 970 runs between Miranda and Hurstville, exit Young St, Princes Highway near Holt Rd



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SUTHERLAND SHIRE HISTORICAL SOCIETY

THE SOCIETY

The SSHS has a proud tradition stretching back more than half a century 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 on our website: www.shirehistory.org or for issues up to end 2020, at Sutherland Library - Local Studies. 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. Any enquiries contact the Editor: Elizabeth Craig at elizabeth.craig@y7mail.com or phone 0491 096 642.

Digital copies of the *Sutherland Shire Historical Society Inc Bulletin* are emailed to all Society members with online access. Print copies can be purchased at \$5.00 each. Digital copies are also emailed to all Shire council libraries, the Mayor, Shire General Manager, all Councillors, local politicians, the Royal Australian Historical Society, National Trust of NSW, NSW State Library, National Library of Australia, University of Sydney, University of NSW, neighbouring local history societies, Shire high school libraries and some local businesses. Issues from September 1966 are also posted on the SSHS website: www.shirehistory.org

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REGISTRATION

SSHS BULLETIN – ISSN 1444-2930 (from February 2000); ISSN 2652-4000 (ONLINE) (from May 2019)

Society publications are registered with the National Library of Australia in accordance with International Standard Serial Numbering and have an ISSN or 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. Although Covid-19 restrictions have been lifted, Covid is still a concern. Please do not attend a meeting if you are unwell, and wear a mask if unsure.

SUTHERLAND SHIRE MUSEUM

Our new Museum at 88 Venetia Street, Sylvania is now open for visitors. Opening hours are: Tuesdays, 12.00 – 4.00pm, Thursdays 9.30am – 1.30pm, Saturdays 9.00 – 1.00pm. Entry is \$5. To organise a group visit, please email Sue Burrell, our Visitor Services Manager at shiremuseumvisitors@gmail.com

DONATING MATERIAL: If you have items of historical significance to Sutherland Shire such as artefacts, documents or photographs, that you wish to donate or lend to the Museum, please contact us at shirehistory@gmail.com. While we welcome such items, we have very limited space and have to adhere to our acquisitions policy which dictates what sort of items we can accept. If you do not wish to part with original items, we would welcome copies of documents and photographs. Temporary loans for specific periods for suitable items are also welcome. Cash donations and sponsorship assist us to improve the museum and perhaps you can keep the museum in mind when planning your estate.

CONTACTING THE SOCIETY

All correspondence and membership enquiries should be addressed to The Honorary Secretary,
Sutherland Shire Historical Society, 88 Venetia Street, Sylvania NSW 2224

Alternatively, email us at shirehistory@gmail.com; or phone us on 0424 600 150

SOCIETY EXECUTIVE COMMITTEE: 2023-2024

ELECTED MEMBERS

PATRON:	Shire Mayor, Cllr Carmelo Pesce
PRESIDENT	Pauline Curby
VICE PRESIDENT	Vacant
SECRETARY/PUBLIC OFFICER	Elizabeth Craig
TREASURER	John Doherty
COMMITTEE MEMBERS:	Creo Moore
	Deb Burton
	Kim Hatherly
	Ian Kolln

APPOINTED POSITIONS



MUSEUM MANAGER	Vacant
MUSEUM VISITORS SERVICES MANAGER	Sue Burrell shiremuseumvisitors@gmail.com
BULLETIN EDITOR	Elizabeth Craig
BULLETIN PROOF READER	Claudia Dixon
ONLINE ADMINISTRATOR	Creo Moore
PUBLICATIONS EDITOR	Elizabeth Craig
PUBLICITY OFFICER FACEBOOK	Creo Moore
ARCHIVIST	Carol McDonald
GRANTS OFFICERS	Graham Burton
EXCURSIONS OFFICERS	Greg Jackson, Christine Edney
DATABASE MANAGER	Bruce Edney
WELFARE OFFICER	Mary Small
AFTERNOON TEA COORDINATOR	Deborah Burton
HONORARY SOLICITOR	Michael Solari

To contact a Committee member or office bearer, email or phone us:

Email: shirehistory@gmail.com, or for Museum visits: shiremuseumvisitors@gmail.com

Phone: 0424 600 150 (leave a message)

Your message or email will be forwarded on to the appropriate person, who will contact you directly.

SSHS CALENDAR: DECEMBER 2023 – FEBRUARY 2024 (See website: www.shirehistory.org for updates)		
SSHS MEETING - normally held at 1.30pm, 3rd Saturday in the month at the Stapleton Centre, Sutherland (except December)		
Sutherland Shire Museum at 88 Venetia St., Sylvania is open: Tuesdays 12.00 – 4.00pm Thursdays , 9.30am-1.30pm and Saturdays , 9.00am – 1.00pm For enquiries re Museum visits email shiremuseumvisitors@gmail.com PLEASE NOTE: The Museum closes over the Christmas period (see below)		
DATE		
November 2023	Sat 25th	 Xmas Party  at midday at the Museum, 88 Cnr Venetia St and Holt Rd,, Sylvania (See inside front cover for details)
December 2023	NO MEETING THIS MONTH MUSEUM CLOSED from 1.30pm Thurs, 14th December until 9.00am Sat, 13th January 2024 and Group bookings to resume in February 2024	
January 2024	Sat 20th	GENERAL MEETING SPEAKER: To be announced.
February 2024	Sat 17th	GENERAL MEETING SPEAKER: To be announced.

EXCURSIONS

Excursions are being planned for next year. Final details will be available at meetings, by email and *Reaching Out*.

PUBLICATIONS FOR SALE AT THE MEETING

The Matson Collection – Sutherland Shire Museum, by B. Howell, 2022: \$25
Murphy's Lore – Unravelling the myths around James Murphy...., by K. Hatherly, 2023: \$10
East Coast Encounters 1770: reflections on a cultural clash, by P. Curby et al. SSHS 2020: \$30
Curious Eyes, ... Convict Sydney from a non-British perspective, by B. Watt 2023: \$35
 November 2023 *Bulletins*: \$5

PRESIDENT'S REPORT

PAULINE CURBY



On 16th October last SSHS Secretary Elizabeth Craig, Treasurer John Doherty and I attended a meeting at Sutherland Shire Council chambers with the Mayor,

seven other Councillors and two members of staff. Our aim was to explain what SSHS does and how our activities can assist Council in furthering its objectives, such as 'to express Sutherland Shire's rich history in the public realm'. We described how far we've come since moving to the Venetia Street site in March 2020, and explained what we hope to achieve in the future. Space constraints in particular were discussed and we urged Council to help us in the following specific ways by:

- buying a second hand demountable in good condition and erecting this on site;
- erecting a waterproof outdoor area;
- assisting in eliminating a tree root problem to ensure safe access to outdoor displays;
- installing tourist signage on the Princes Highway and another museum sign on the Venetia Street side of the building.

Our message was well received, especially by one or two Councillors, while those who had not yet visited the Museum promised to do so. We await news of the results of this delegation and hope our efforts will result in practical assistance for the Museum.

Meanwhile, membership numbers are of great concern. At present we have 78 financial members which is a reduction on

last year. This can be attributed to health issues and some deaths amongst older members. However, we note that there is a loss from new members not renewing. I urge all members – whether long-term or more recent – to make newcomers feel welcome and valued. Encourage them to become involved in some way in either the Museum or in other activities.

We've had some changes on the SSHS executive and museum management. I'd like to welcome Ian Kolln on his return to the executive after a number of years, and also welcome Kim Hatherly who many of you will know is the author of the recent publication, *Murphy's Lore* which has the fascinating subtitle of '*unravelling the myths around James Murphy, his brothers, the Holt-Sutherland Company and early Como*'.

As Peter Moore has resigned as Museum Manager, we are looking at creating a Museum management team with an Office Manager and a Building and Grounds Manager – each with a team of helpers. As this work is time consuming, we need as many volunteers as possible taking their turn to contribute wherever and whenever they can.

Our energetic Visitor Services Manager, Sue Burrell continues with her good work in making sure Museum visitors leave informed, enlightened, surprised and uplifted by their discoveries. Recently we had a tour group of 33 Probus visitors. I was sceptical as to how we would manage with our limited space but the visit went off well with our efforts warmly received.

Thank you to volunteers for your sterling efforts this year. We have much to be proud of, and we look forward to another productive year in 2024.

Minutes of
57th ANNUAL GENERAL MEETING
SUTHERLAND SHIRE HISTORICAL SOCIETY INC.
held on
SATURDAY 16TH SEPTEMBER 2023

Stapleton Avenue Community Centre, 3a Stapleton Avenue, Sutherland

Meeting commenced at 1.30pm

Chair: Pauline Curby, President;

Minutes: Elizabeth Craig

1. Welcome

Acknowledgement of country

Apologies: Carol McDonald, Ian Kolln, Hamish Macdonald, Bruce Howell

2. Presentation of Minutes of 56th AGM – published in November 2022 *Bulletin*

Motion to accept Minutes of the 56th AGM

Moved: Andrew Platfoot **Seconded:** Elizabeth Craig

3. Reports of office bearers (President, Secretary, Treasurer) as published in the August 2023 *Bulletin*

Motion to accept reports:

Moved: John Doherty **Seconded:** Graham Burton

4. Adoption of financial report and balance sheet for 2022/2023 as published in the August 2023 *Bulletin*

Motion to accept report:

Moved: Bruce Edney **Seconded:** Mary Small

5. a) Presentation by Pauline Curby.

She thanked all office bearers for their work in the previous year, especially outgoing committee members: Hamish Macdonald, Kate Doherty and Carol McDonald.

Summary of President's Report as published in the August 2023 *Bulletin*.

- Heritage issues addressed by SSHS: Hotham House, GyMEA, the Hungry Point walkway and the Pilgrims building in Cronulla
- Important SSHS events: Official opening of the Museum in October 2022; launch of the Matson Collection and accompanying catalogue in March 2023
- Unstinting work by volunteers on the Museum – especially Peter Moore who set up and ran the Museum from the very beginning, with a very dedicated team.

- 5 b) Byron Hurst, a former local Councillor, and member of the Hungry Point Trust until he resigned recently along with all other members (except one) in protest at the State Government's proposal to stop the planned and funded walkway from Marine Rescue's site to Darook Park. Byron spoke to SSHS members about the issue as he sees it.

To give context, Byron explained he has been involved in activism in the past, including the Kurnell Action Committee, Development Watch (Cronulla). He was also Chairman of the Hazelhurst building committee.

Hungry Point is a contested site. There are middens all through Darook Park. It was also the site for Fisheries Research and migrant hostel. Marine Rescue have been given a licence to use it as their headquarters, provided they maintain the heritage listed buildings, including the Migrant Hostel buildings. But photos displayed showed the buildings are all in a state of disrepair – effectively demolition through neglect.

The State Government appears to have acceded to Marine Rescue's request not to go ahead with the proposed walkway from Salmon Haul to Darook Park, arguing the public would have access to their grounds and may damage the equipment.

Mark Speakman, leader of the State Liberal Party and local member, is campaigning to save the walkway.

Marine Rescue's licence will soon be replaced by a lease – even though they are not fulfilling the conditions of the licence that they maintain the buildings.

Byron concluded that the former Hungry Point Board supported Marine Rescue having use of Hungry Point, so long as they share it with the public.

Election of officer bearers

Returning Officer, Andrew Platfoot took the chair to conduct the elections:

President:	Pauline Curby (elected unopposed)
Vice President:	Vacant (no nominees)
Secretary/Public Officer:	Elizabeth Craig (elected unopposed)
Treasurer:	John Doherty (elected unopposed)
Committee members:	Creo Moore (elected unopposed)
	Deborah Burton (elected unopposed)
	Kim Hatherly (elected unopposed)
	Ian Kolln (elected unopposed)

New President, Pauline Curby took the Chair

Appointed roles:

Museum Manager:	Vacant
<i>Bulletin</i> Editor:	Elizabeth Craig
Publications Editor:	To be discussed
Excursions Officers:	Greg Jackson; Christine Edney (Assistant)
Online Administrator:	Creo Moore
Archivist:	Carol McDonald

Database Manager:	Bruce Edney
Afternoon tea coordinator:	Deb Burton
Grants Officer:	Graham Burton and John Doherty
Welfare Officer:	Mary Small
Visitors Services Manager	Sue Burrell

6. General Business

Excursions: Christine Edney

- Greg Jackson's excursion to the Logging Forest at RNP on Wed. 20th September
- Christine is leading an excursion to Rosebery, the Garden Suburb, on Wednesday, 25th October. More information to come on the website and by email.

Museum developments: Sue Burrell.

Sue is a former teacher and has also worked in various museums around the world, including the Australian Museum.

Sue described the Snapshot Tour for the Museum she has set up. It is for community groups of 15 to 25. The tour is divided into three – Indigenous, guided by Sue; 'Canoe, Cook and Colonists' guided by Ian Kolln and 20th Century section, led by Pauline Curby and Leigh Wallbank. The outside area is covered by Peter Moore and Graham Burton.

There is a new Booking Form to streamline the process, and a dedicated email address: shiremuseumvisitors@gmail.com. Tours will only be held on open days (Tuesday afternoon, Thursday and Saturday mornings). They already have three group bookings for October.

Charges: \$5 for entry, and a further \$5 if morning/afternoon tea is wanted.

Sue has also created a tour for Under 5s. A maximum of 10 children. She has activities arranged for them: Dreamtime story in the Indigenous section. She and the Museum team made some 'binoculars' for the explorers section. There is a touch table for kids to have hands on contact with items such as 1970s telephone.

Outside the kids can hop into Kerslake's cart. Warwick has stabilised it for that purpose.

Sue is also setting up resource packs for teachers and self-guided packs.

Lastly, Sue's new Organisational Chart demonstrates the activities by SSHS, and how they fit together. The idea is to show new members the options they have if they would like to get involved.

The meeting finished at 3.30pm and afternoon tea was served.

FROM THE EDITOR'S DESK

ELIZABETH CRAIG

Thank you to all contributors to the *Bulletin* this year. We have a number of scholarly writers, whose research skills and referencing have provided a wonderfully valuable research resource for others now and for future generations.

Portrait of a pioneer

You will see on page 17, Kim Hatherly's portrait of a pioneer of Miranda, John William Macfarlane. It is a short (1100 words), but well referenced potted history of a man whose activities at the turn of last century had a lasting impact on the Shire. We would like to publish more such portraits and invite you to contribute one on a figure from our history who interests you.

Personal reminiscences

Also very much appreciated are those writers who have shared personal stories of their past experiences, giving us insight into life at a different time. Many of these you will see in *Bulletins* produced a generation or more ago (all available to read on our website: www.shirehistory.org) by writers such as the Midgley brothers, Mick Derrey, George Heavens and others. Their reminiscences of their early years in the Shire have become fascinating history for us now. They offer insights into life as it was at a different time.

Ann O'Connor's story of her role at the coronation of Queen Elizabeth II in 1953 (see *Bulletin*, August 2023), wasn't Shire based, but still an interesting time in history we could all relate to.

If you would like to share your memories of growing up in the Shire, or your experiences of a significant time in our history, we would love to learn of them. If you are ambivalent about writing, but would still like to tell your story, please contact me, and we could treat it as an oral history, where an interview with you would be recorded and your story written from that – always with your involvement and approval pre-publication.

Publication of suburban booklets

For some time now we have had plans to publish booklets on the history of Shire suburbs – particularly those suburbs whose histories have not already been published. The Publications Committee – Pauline Curby, Kim Hatherly and myself – envisage booklets of about 3000 words, along with images and referencing. Writers would provide the raw text, images (plus permission to publish) and sources of information. The Publications Committee would look after editing, formatting, layout and publication. The writer, of course, would have the byline.

If you have a particular interest in a suburb and would like to pursue this idea, please contact the editor for further information: elizabeth.craig@y7mail.com.

Thank you to Kim Hatherly for all your help with the *Bulletin* this month.

Wishing all members a happy and safe Christmas Season!!



Bob and Laurel Horton from St Peters Cooks River History Group have recorded a number of stories from the history of the Cooks River, all of which can be accessed by going to:

<https://stpeterscooksriverhistory.wordpress.com/>

Scroll down to 'St Peters Cooks River has YouTube channel', and choose from a number of stories to watch.

Letter to the Editor

Following the Excursion Report to Hyde Park Barracks in the last Bulletin,¹ I have some observations concerning the Barracks and Australia Day.

Like Christine Edney's group I also toured the Barracks recently, and was similarly impressed by the way its diverse history was presented. Certainly more interesting than my last visit years before, and the audio units were successful and engaging, using selected first person accounts.

However, I was disappointed by the Museum's rather obvious promotion of a simplistic narrative that colonisation was purely or largely about the oppression of convicts and Aboriginal people. In particular, their strange focus on the tragic Myall Creek massacre that occurred hundreds of kilometres away. Is it because some or all of the perpetrators may have spent time in the Barracks like thousands of other convicts?

I believe that visitors would be better served if the room dedicated to this event was redesigned to tell the stories of the subsequent careers and achievements of many of the Barracks inmates. I suppose this carries the risk of being too positive about our colonial history!

This leads me to the discussion about the right date to celebrate Australia Day.

Whether we like it or not, the arrival of the First Fleet on 26th January 1788 is the most important event in Australia's history. None of us would be here without it. I believe this includes every living individual with Aboriginal heritage.

Suggested alternatives like Federation Day on 1st January or the opening of the First Parliament on 9th May recall the organising of things that were already here thanks to 26th January.

I believe that the Society should continue to acknowledge 26th January as Australia Day, but it should not take sides on the issue of whether or not it should be celebrated. Unfortunately, this has become too controversial and I'm sure members have different opinions about it.

The Society should remain committed to such values as impartiality, objectivity and truthfulness even if other organisations are departing from them.

As for me, I will be celebrating 26th January and making no apologies for doing so!

Yours sincerely

*Graham Daly
19th October 2023*

¹ *SSHS Bulletin*, August 2023, 'Hyde Park Barracks and the Mint Excursion', by Pauline Curby, p.24

MUSEUM MINI EXPLORERS

SUE BURRELL

On the 31st August, the Museum hosted their first group of under-five children from Chantel's Kindergarten in Venetia Street. Ten children came with their teachers, Erin and Jade. Erin had previously come to the Museum to discuss the way the children might interact with the artefacts and the exhibition space. They roughly followed an adapted 'Snapshot Tour'.

The tour started in the Indigenous section with a Dreamtime story of *Tiddalik the Giant Frog*. The children sat in the area, listened and participated in the story. From there we adopted a 'mini explorers' approach with the children looking for certain Indigenous artefacts. They donned their binoculars (many thanks to the work done by Deb Burton and her team to create these from toilet paper rolls) so the children could go in search of items. They were able to hold boomerangs and shields from the Indigenous Touch Table, all eager to handle any artefacts. They found the stencil hands artwork then proceeded to find the bark canoe.

Surprisingly, they loved the model of Cook's *Endeavour* and together they touched the pig-iron ballast dating from the *Endeavour's* 1770 visit to our shores. They then spied the 20th Century Touch Table with the vintage toys. But they all wanted to make phone calls on the 1970s phones!

We then went outside to the 1920s cart. They were eager to get into the back area (many thanks to Warwick Whalley who made the cart stable) and enjoy what it would be like to travel in one. They took great delight in imagining being horse drawn (as the picture shows). The cart provided a natural end to the tour, and Erin later remarked how much they enjoyed their visit, and that she wanted to bring another group. She also indicated she would be happy to promote the Museum to the other preschools in the area. We look forward to more mini explorers!

To book a group tour email Sue Burrell, our Museum's Visitor Services Manager at shiremuseumvisitors@gmail.com.



Shire Museum guide Sue Burrell with the children from Chantel's Kindergarten
[Source and permission to publish: Chantel's Kindergarten]

SUTHERLAND SHIRE'S FIRST VEHICULAR FERRY

GREG JACKSON and PAM FORBES

Introduction:

The city of Sydney is bisected by many rivers, and these waterways were used as the colony's early – and only – transport system until suitable roads could be built. These roads required ferries to cross Sydney's rivers, initially for passengers and then for vehicles. In the Sutherland Shire the Georges River estuary was a formidable barrier to trade and travel south until 1843 when the first vehicular ferry crossed the river at what is now Lugarno. This first Sutherland Shire ferry was not without its teething problems.

Sydney's early ferries

The Rose Hill Packet

A year after the first fleet arrived in Sydney the first ferry was operating, taking stores from Sydney to Rose Hill (Parramatta). This boat had a burden of 12 tons and was actually a hoy – a boat used in England in estuaries and coastal waters for carrying both cargo and passengers. The boat was named *The Rose Hill Packet*, but was usually called 'The Lump' due to her ungainly appearance and poor sailing ability. She was manned by convicts and powered by sail and oars. The return trip from Sydney to Parramatta could take up to a week.¹

Billy Blue's ferry

Ex-convict, Billy Blue, probably a Jamaican, provided a cross-harbour rowboat from Dawes Point to Blues Point. By 1830 he was running what is thought to be Sydney's first regular privately operated ferry service.²

Wiseman's Ferry

In 1827 emancipated convict Solomon Wiseman was granted a seven-year lease giving him the right to charge a fee for people and stock crossing the river at this location on the proviso that he carried convicts and provisions for the building of the Great Northern Road with no charge. This ferry service is the longest running vehicular ferry service in Australia.³

Bedlam Ferry

A hand-wound cable-driven ferry was operated by convicts between Abbotsford and Bedlam Point by 1834. It was called the *Bedlam Ferry*. It could carry one horse and cart and a few passengers. After several years the service was privatised and operated until 1884 when the first Gladesville bridge was built.⁴

The Lugarno Ferry, Sutherland Shire's first ferry:

Between 1839 and 1842 a dam across the Cooks River was constructed and a road over this dam opened up the land to the south.⁵ The Surveyor General, Major Sir Thomas Mitchell, was not slow to see the opportunity for a shorter route to the growing Illawarra agricultural area. Known as *Mitchell's New Line of Road to the Illawarra*, this road was completed between 1843 and 1845 crossing the Georges River at the modern suburb of Lugarno. A vehicular ferry was necessary at this crossing and the Colonial Secretary put the supply and operation of the ferry out to tender.

Mr. George Buddivent, a shipbuilder from Balmain proposed to the Colonial Secretary that he would supply a ferry at his own expense in return for the right to collect tolls and a portion of land for his own use.⁶ Buddivent's application was supported by Mitchell, but the lease was awarded

to Mr. Charles Roman on 27th May 1843, and he became the Sutherland Shire's first ferryman. However, before long he probably wished he hadn't!

Although the road and punt were officially opened for business on 1st July 1843, all was not ready. No provision had been made for a landing place on either side of the Georges River and Mitchell requested the Colonial Secretary provide a gang of convicts to carry out the work. The wheels of bureaucracy turn slowly and despite further requests by Mitchell, it was not until after 21st October that a satisfactory landing place was in position, built by convicts supervised by Assistant Surveyor William Darke who oversaw the convict clearing party working on Mitchell's Illawarra Road.⁷

Charles Roman had waited four months for his first potential paying customer and his troubles were just beginning. What Roman had failed to realise was that the road at this point was merely a poorly formed bridle track cleared by Darke's convict party. Although the ferry was now open for business customers were scarce. Contractors did not complete the road to within two miles of Wollongong until August 1847, and even then it was a poor road. It was not until 1871 that a wheeled vehicle was able to make the trip from Sydney to Wollongong, and by then the Lugarno ferry had been replaced by one at Tom Uglys⁶.

The few potential customers complained in *The Sydney Morning Herald* on 17th September 1847, page 3, that all too often the Lugarno ferry was not operating, and many would take the 30km longer trip via Campbelltown and Liverpool, rather than journey to the Georges River only to find the river uncrossable.

Roman responded eloquently, describing his plight in *The Sydney Morning Herald* on 25th September 1847, page 3. (See opposite)

Roman had put his faith in the government's promise to complete the road on time and maintain it in good order. In the Government's defence, the 1840s was a period of world-wide depression and the last shipment of convicts arrived in the colony in 1840, so there was a shortage of both money and labour to complete and maintain the road. This road was not a priority for the government, as there were few customers for the ferry south of the Georges River agitating for its maintenance and its completion to Wollongong.

FERRY OVER GEORGE'S RIVER.
To the Editors of the Sydney Morning Herald.
GENTLEMEN,—In your number of the 17th instant, your Wollongong correspondent is pleased to say that the Illawarra people and myself are "playing at hide and seek." To save undue blame from those whom I should be so glad to serve and accommodate, if I had it in my power, I shall feel obliged by your permitting me, through your medium, to explain the two chief causes of the suspension of my puntage. The one is, that a hurricane about six weeks ago caused the punt to be driven on the rocks, and to have her bottom stove in, and I have not the means of repairing it; and the other is, that even if the punt were fit for service, I would not be able to subsist at the Ferry from want of traffic, and until the road be properly opened for travellers all the way to Wollongong, or till the people interested come forward to assist me, I fear I shall be literally starved off the Ferry. My punt is there a wreck, and I am compelled to stay the most of my time in Sydney, so as to obtain the bare necessities of life.
In conclusion, I beg to express a hope that my Illawarra friends and customers will do something speedily to assist me in my wants, and thereby enable me to accommodate them as I so much wish to do.

Sydney Morning Herald, 25th September 1847, p.3

Thomas Mitchell had not finished with the crossing of the Georges River. The shortest distance across the lower Georges River occurred at Lugarno, and Mitchell obtained a 30-acre grant on the southern side of the river. Always looking to profit from his position, he then proposed a bridge at this point springing from his land. If the bridge had been approved, he would then sell his land back to the government for a handsome profit. Today this would be condemned as a conflict of interest, if not corruption, but in colonial NSW it was considered a perk of the job. **Image 1** is a copy of Mitchell's undated sketch for the proposed bridge.⁸ His poor handwriting has been transcribed where possible and some other notes have been added by the authors. This proposed bridge is approximately on the line of the later Lugarno Ferry (1887 to 1974). The first ferry (punt) is shown in Mitchell's sketch about 300m downstream (east) landing in what is now the Albert Delardes Reserve, Illawong.

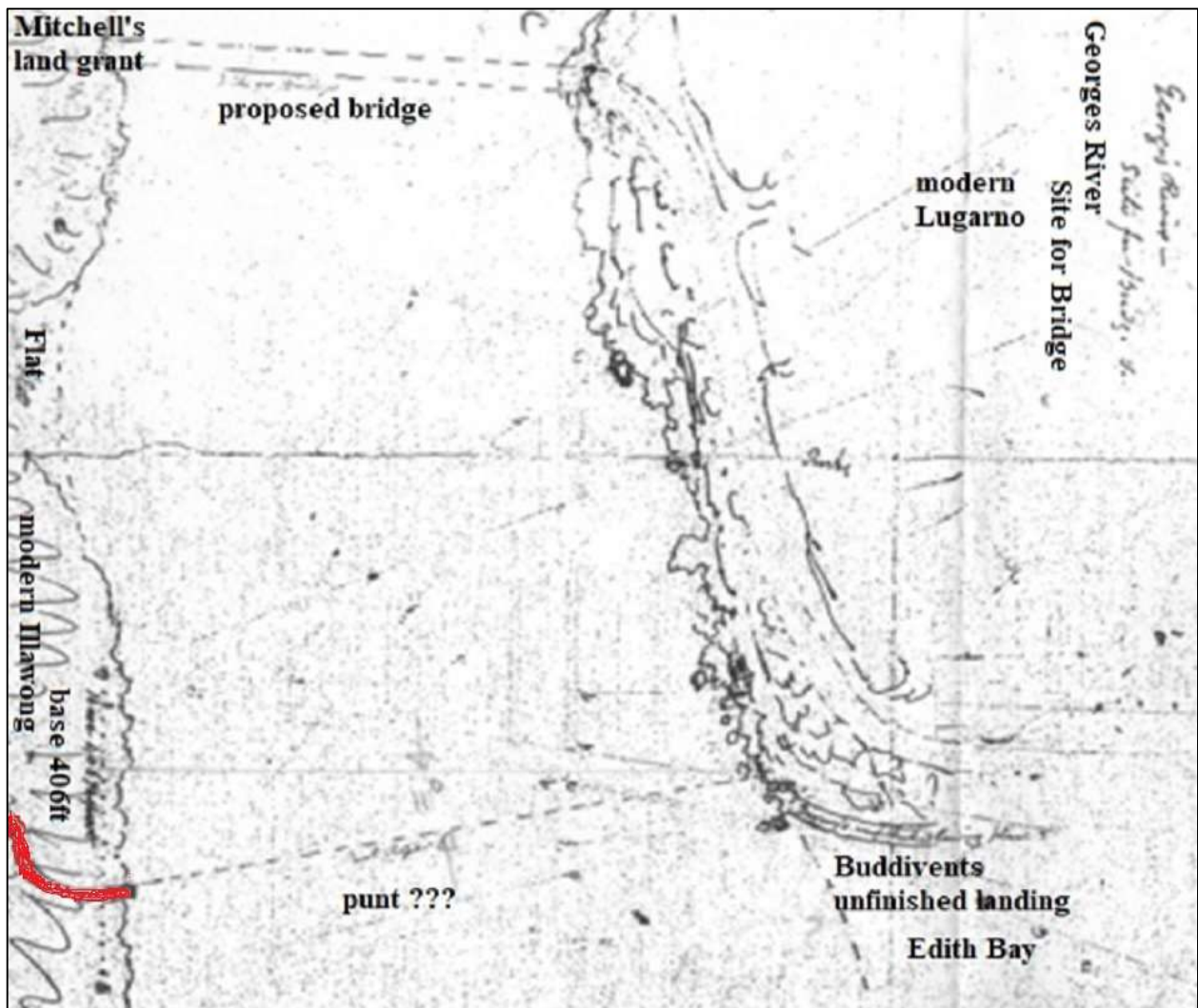


Image 1: Thomas Mitchell's sketch of a proposed bridge across the Georges River at Lugarno.⁸

Although undated, Mitchell's reference to 'Buddivant's unfinished landing place' date this sketch to around 1843.

Fortunately, Mitchell's bridge proposal was ignored by the Governor. There were not enough people to keep poor Charles Roman solvent, a bridge would have been an enormous waste of public money, and Mitchell was forced to let his 30-acre land grant lapse.

The vehicular ferry construction:

Image 2 contains a photograph of the Lugarno vehicular ferry in about 1890. This ferry is at the ferry ramp on the northern side of the river and although it is not the ferry used by Charles Roman, it is of similar size and design. Unlike the later ferries, these wooden ferries were blunt ended with a large gate that swung down onto the stone ramp on the shore for access. The ferry would normally carry passengers and one horse drawn vehicle, but could carry two vehicles if the gates were not lifted completely vertical. It was the ferryman's job to operate the hand-winch, with the crossing taking up to 30 minutes. In 1928 a diesel-powered ferry replaced the hand powered one at Lugarno.



Image 2: *Lugarno ferry on the north side of the river c1890. The attached rowing boat is for the safety of the passengers.⁹*

Ferry Tolls:

The schedule of tolls is for the year 1857 and would be typical of this period.⁶

For every

Foot passenger.... 2d.

Horse, mare, gelding, ass, mule, drawing or not drawing.... 6d

Gig dray or cart with two wheels only.... 1/-

Wagon, carriage or other vehicle with four wheels.... 1/6

Ox or head of cattle, drawing or not drawing, not exceeding 10 in number.... 4d

...exceeding 10 in number... 3d.

Sheep, lamb, pig or goat.... 1/2d.

Archaeological remains of the ferry crossing:

Surprisingly there is considerable evidence, on both sides of the river, of the ferry ramps built by Darke's convict party.



Image 3: Northern side:

Remains of the ferry ramp on the northern side of the river. The rectangular stones are presumably those described as being quarried by convicts from the Cooks River.⁶ [Photo: P. Forbes]

On the outgoing tide the ferry would swing downstream, and the ferry's steel hawser cable would rub on the large rock visible in **Image 3**. The resulting groove in the rock is still visible and is shown in **Image 4**.

Image 4: Northern side of the river. A groove in the rock worn by the ferry's hawser on the outgoing tide. [Photo: G. Jackson]



Image 5: Southern side Remains of the ferry ramp built by convicts on the southern side of the river. Now located in the Albert Delardes Reserve. This is one of the few in-situ convict remains in the shire. [Photo P. Forbes]

Mitchells New Line of Road is shaded red in **Image 1** and part of this road still survives in Delardes Reserve Illawong.

Conclusion:

The Lugarno ferry was ahead of its time with insufficient customers south of the river to justify its existence. It struggled on before being discontinued in 1860. It was, however, one of Sydney's first vehicular ferries. It recommenced operations in 1887 and, this time, operated successfully until 1974. The Lugarno Ferry was followed, in the shire, by the Tom Uglys Ferry (1864 to 1929) and the Taren Point Ferry (1920 to 1940).

¹ Dictionary of Sydney, *Rose Hill Packet*, https://dictionaryofsydney.org/entry/rose_hill_packet

² State Library of NSW, *Billy Blue*, <https://www.sl.nsw.gov.au/learning/billy-blue>

³ Hawkesbury People and Places: *Wisemans Ferry, 2006 – 2022*, Baulkham Hills Council <https://www.hawkesbury.org/name/wisemans-ferry.html>

⁴ City of Canada Bay Heritage Society, *Crossing the Parramatta River Part 1* <https://canadabayheritage.asn.au/crossing-the-parramatta-river-part-1/#:~:text=The%20first%20mention%20of%20a,the%20punt%20across%20by%20hand>

⁵ Dictionary of Sydney, *Damming the Cooks River*, https://dictionaryofsydney.org/entry/damming_the_cooks_river

⁶ Blewett G., *A History of Lugarno*, <https://sites.google.com/site/lugarnohistory/>

⁷ Jackson G. *The Last Road Gang Part 1, Part 2 and Part 3* <https://sydney.academia.edu/GregJackson>

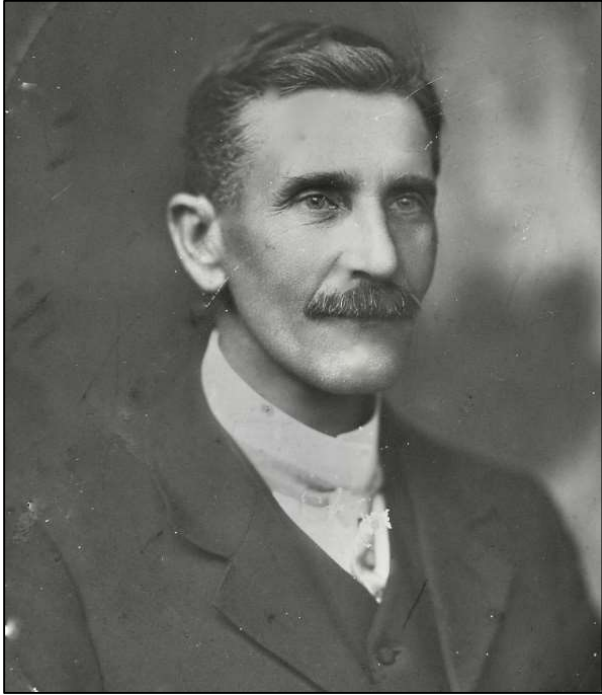
⁸ Survey Number SR 5282, T. L. Mitchell, not dated, *Trigonometrical sketch of site for bridge etc. across Georges River*. Available from the NSW State Archives

⁹ Sutherland Shire Library, file MF001276, *Hand operated ferry crossing at Lugarno*. <https://localhistory.sutherlandshire.nsw.gov.au/nodes/view/1143>

PIONEER PORTRAIT: JOHN WILLIAM MACFARLANE

KIM HATHERLY

A series of land sales on the Holt-Sutherland Estate in 1892 brought a flurry of new settlers to Miranda, several of whom would make significant contributions to the development of the pre-Shire.



John William Macfarlane, ca 1906
[SLLS]

One notable figure who ‘pitched his camp’, as he phrased it, at Miranda that year was John William Macfarlane, known to his friends as Mac, who’d been born in 1860 in the Gorbals industrial district of Glasgow. Mac leased six acres on the north-western corner of Kiora Road and Malvern Road, now Kingsway, at £2 per acre per annum.¹ (Piper’s store later occupied this site; later again came Penprase’s hardware store and most recently a medical centre).

Mac wasted no time when he arrived. He purchased his lease at auction in July, and in October, while a fellow new settler was busy petitioning for a public school, Mac was gathering signatures to establish a post office. He offered his home as a suitable site and became the first postmaster when, soon after, a receiving office was approved for Homewood, as Miranda was then known.²

From 1893 with the foundation of the school and post office, Homewood became Miranda and John Macfarlane ran its first little general store and news agency in conjunction with the postal facilities from his weatherboard home on the Kingsway/Kiora Road corner.

Mac threw himself into all the local activities and fledgling organisations. He took his turns as treasurer of the Holt-Sutherland Horticultural Society,³ president of Miranda Progress Association and School of Arts,⁴ and secretary of the Tramway League during the agitation for the tram to Cronulla.⁵ He was very musical and held qualifications to teach harmony and singing; he was conductor of the first Miranda Musical Society⁶ and the second organist for Miranda Congregational Church. He also served as Church treasurer.⁷ A strong supporter of the School of Arts movement, he was actively involved in the Miranda school’s journey from early meetings in a room at the first Congregational Church on Wandella Road, to building its own premises at the Five Ways, to its final move to a larger brick-built home on Kiora Road.

Mac himself later recalled:

I got our little circle of workers together and after some trouble we established the Miranda School of Arts. We met in a small enclosure at the rear of the Congregational Church. To the deacons of that church Miranda owes more than she ever knows. They gave us the opportunity of creating a centre of social and intellectual life which was most inspiring.⁸

After three years Mac relinquished post office duties to Mary Hall who had emigrated from Staffordshire with her parents. Mac continued to run the produce store and news agency, deliver feed to local farmers and engage in his busy round of community activities, while Mary and her parents conducted the post office. Then, in 1902, at the age of 42, the quiet, unassuming, studious, music- and book-loving Mac unexpectedly married 36-year-old postmistress Mary Hall and the following year their only child, Walter, was born.

The Musical Society presented Mac with an illuminated address to express:

...our sincere and very grateful thanks for the earnest and painstaking endeavours manifested by you as conductor of the Society. Your kindly, practical, and courteous manner, combined with your willingness to impart a true knowledge of the divine art — music — have earned for you our respect, gratitude and esteem.⁹

Mac, Mary and little Wally moved to Manly in 1904, and the church and progress association combined to stage a farewell concert for them. Mac was described as ‘one of the unobtrusive yet solid men who have done so much to help forward the district. Indeed we will miss him at every turn and the community will be poorer for his absence’.¹⁰

The Macfarlanes sold the land and house and handed over post office duties to the new owner, and it may be that they planned to settle permanently on the north shore. However, soon after they moved, legislation was passed to establish local government areas in NSW. Miranda Progress Association and the local pioneers lobbied hard for Sutherland to govern itself rather than be incorporated into Bulli Shire. In 1906 the first elected Sutherland Shire Council advertised the position of Shire Clerk. John William Macfarlane beat three other applicants on the final shortlist and returned from Manly to become Sutherland’s first Shire Clerk, a position he held for the next 20 years.¹¹

Mac was a conscientious, capable and popular administrator, and the early Shire was fortunate to have such a steady hand at the tiller during its sometimes tumultuous formative years.

Mac retired as Shire Clerk in 1928 at the age of 68 but, remarkably, he was not yet finished. Appointed toll master for Tom Uglys Bridge when it replaced the punt in 1929, he held that position for a further eight years.

As toll master Mac was again in an administrative role for a new enterprise. Born 100 years later, given his experience with start-ups, he’d have probably had a very successful career in change management! One of his tasks was to represent Council in court actions against law-breaking motorists, including one charged in 1933 with speeding — having lost control of his vehicle the driver crossed the bridge in excess of 10 miles per hour! The toll collector in his witness statement said he’d had to leap out of the way in fear for his life.

Mac finally retired altogether in 1937. Following Mary’s death four years later he sold their home *Iona* in University Street, Miranda, and moved into aged care at Dee Why, where he died on 30th May 1947, aged 86.



Crowds watch the procession of cars crossing Tom Uglys Bridge after its opening in 1929
[SLLS]

¹ Lots 42, 43 DP 2786. Richardson & Wrench Contract Books 1862-1936, ML A4552: Box 21, Mitchell Library, State Library of NSW; *Sydney Morning Herald*, 16 Jul 1892, p 13

² *Miranda Post Office*, Postmaster General's Department, Sydney 1972

³ *Sutherland Shire Historical Society Quarterly Bulletin*, Jan 1974, p 12

⁴ *Sydney Morning Herald*, 11 Aug 1902, p 10

⁵ *St George Call*, 9 Sep 1911, p 7

⁶ *Evening News*, 12 Oct 1900, p 8

⁷ Sidney F Green, *Miranda Congregational Church: record of 100 years Christian Witness in Miranda 1895-1995*, Miranda 1995

⁸ SSSHQB op cit

⁹ *St Georges Advocate*, 31 Aug 1901, p 3

¹⁰ *St George Call*, 23 Jul 1904, p 4

¹¹ *St George Call*, 19 Jan 1907, p 4

We would welcome further contributions to continue a series of 'Pioneer Portraits' of about 800-1000 words each plus references. If you are interested please contact the editor for more information at elizabeth.craig@y7mail.com.

EXCURSION REPORT

CHRISTINE EDNEY and IAN KOLLN

Slumless, laneless, publess –this was the philosophy behind Sydney's early garden suburbs, and six members of the Sutherland Shire Historical Society, led by Christine Edney, went to explore two of them – Rosebery and Daceyville – on a sunny Wednesday on 25th October. They met at Kimberley Grove Park, Rosebery, originally the site of a mine supplying silica sand for the nearby ACI glassworks.

In 1912 Richard Stanton's Town Planning Co of Australia purchased 273 acres for £24,000 to create what he called Rosebery's Workingman's estate. It was to be an industrial/residential garden suburb modelled on Haberfield, the first such development which Stanton had also been involved with from 1901. Noted architect John Sulman used natural contours as the basis for his design, with curved streets and a 'town centre' with community facilities. In fact, Rosebery was built in a more traditional grid, but with a cul-de-sac and parks. Houses were brick and tile, single storey and set back 20 feet. Work in the industrial area was in walking distance from homes, and public transport was by tram down Botany Road, and a future tram was to go down Bunnerong Road to Daceyville.

Christine highlighted some of the early buildings and their history, including the Catholic Church/school built in the late 1920s. Folding partitions divided the church into classrooms, and desks folded down to become pews. She also pointed out Wrigley's chewing gum factory (built 1917-1918), Sweetacres confectionery factory, the Rosella factory, the site of Parke Davis, which moved to Caringbah in 1954 and Everready, built in 1937 and damaged in an explosion in 1947.



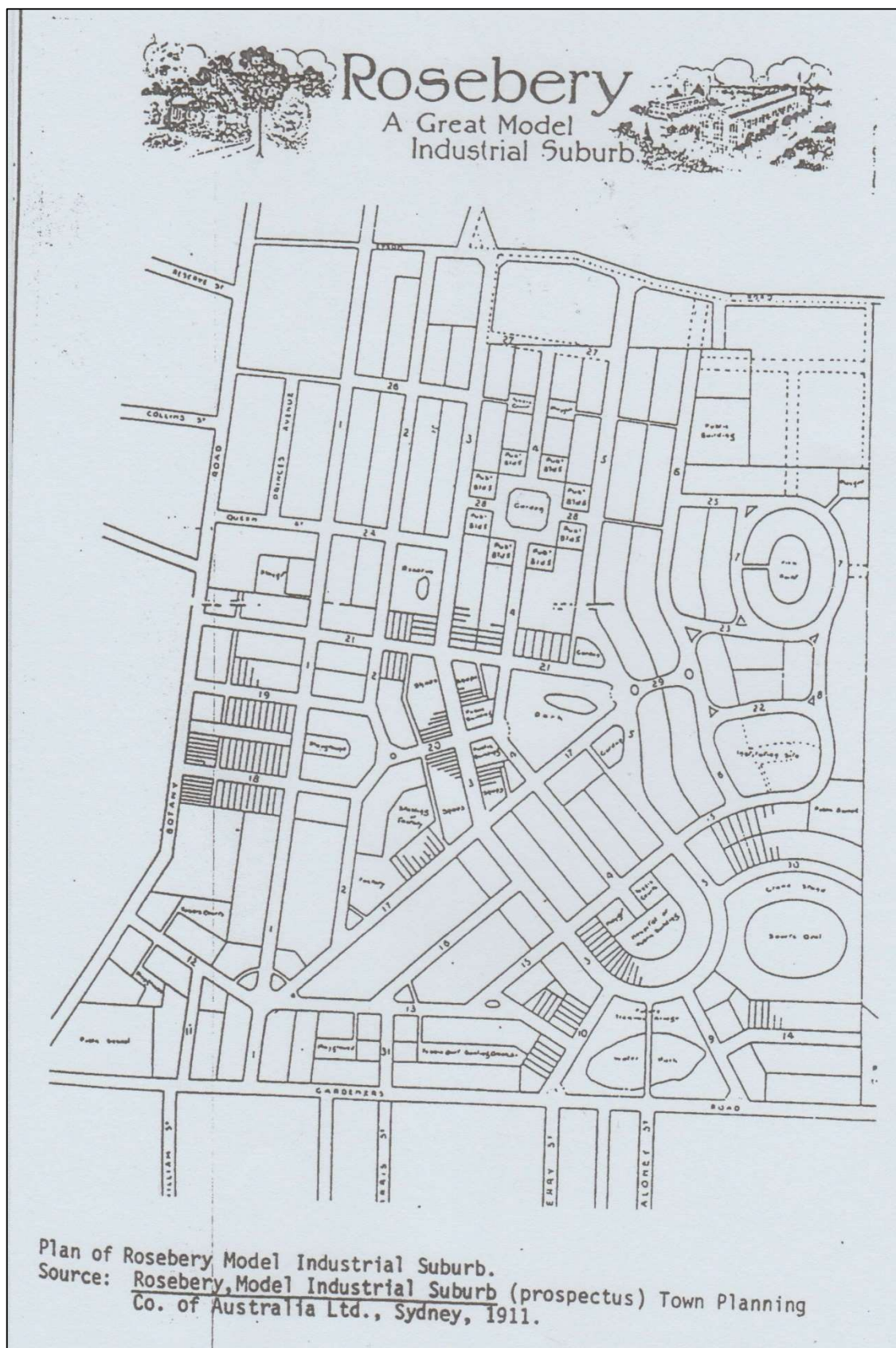
SSHS Excursionists at the War Memorial, Rosebery [Photo: I. Kolln]

The excursionists stopped for morning tea at the former South Sydney Hospital, built in 1912-13. The original nurses home is now the community centre for the new Green Square development. After a passer-by obligingly took a photo of the group at the War Memorial, they drove on to Daceyville.

Daceyville was also a garden suburb, started in 1912, but it was a government, rather than private project. It was developed by NSW's first Labor government and arose from findings of the 1909 Royal Commission into Sydney's slums. John Dacey, NSW Treasurer, who died two weeks before the Housing Act was passed in

April 1912, providing legislation for Government to be a housing developer. Prior to 1912 its sand dunes had been populated by the poor and UK migrants living in tents. It was called 'Raggedy Flat' and 'Canvas Town'. When the government wanted to demolish houses and build high rise in the 1970s, locals protested and it was the site of one of the first Builders Labourers Federation (BLF) 'Green Bans'. It was listed by the National Trust in 1978 and in 1982 the Housing Commission agreed to preserve most buildings, and to only build low-scale new buildings. It was the site of Australia's first planned cul-de-sac.

Thank you, Christine for this walk through history.



NOTE: The excursion to the Royal National Park to look at the history of logging scheduled for 20th September was cancelled due to bushfires. It will be rescheduled for next year.

POLITICS AND THE GALLIPOLI STORY

GARRIOCK DUNCAN

In the Editor's introduction to the published version of David Martin's presentation to the July 2022 meeting of the SSHS, we read:

David argues that one of the purposes of historical research is to investigate the authenticity, or otherwise, of myths and legends – especially those, upon which nations have come to depend on to inspire their populations.¹

When, in 1990, Bob Hawke, as Prime Minister, took a group of veterans of the Gallipoli campaign to Anzac Cove for the 75th anniversary of the landing, it was a pilgrimage to the sacred precinct of our Anzac *mythos*,² for Anzac Cove is the wellspring of our most sacred national myths. Hawke's example has been followed by successive Prime Ministers.³

Facts, the raw ingredients of History, are absolute. This absolutism, however, is prey to new evidence. With new facts, History, then, can be subject to revision.⁴ Unfortunately, this revision is open to manipulation by vested interests in the service of what is said to be the national *mythos*. These vested interests are the 'Politics' of my title. The 'Politics' are not necessarily governmental in nature. They can even be the invention of a single individual, who wishes to promote a particular point of view.⁵

As David Martin argues, the 'Anzac Legend' is the deliberate creation of one man, C W Bean, who had his own prejudices to satisfy.⁶ The phrase distorts our approach to the Gallipoli Campaign, since it focuses our attention on the Anzac troops, particularly the Australians and their heroism. It excludes Türkiye from the discussion. So, I have chosen a more inclusive title for the article.

There has been, since 25th April 1915, another conflict waged on the Gallipoli Peninsula – the 'War of Memorials'.⁷ Obviously, the occupying power has the advantage in creating the narrative. Since 1922, that advantage has been Türkiye's. When my wife and I were in Gallipoli in April 2003 we visited four memorials. Two of these – the Pine Ridge Memorial and the 57th Regiment Memorial – I have discussed elsewhere.⁸ The other two – the Dur Yolcu Memorial and the Ari Burnu Memorial – are the subjects of this article.

As to be expected, this War of Memorials illustrates shifting political priorities ranging from strident nationalism, the Dur Yolcu Memorial, to the universal brotherhood of mankind, the Ari Burnu Memorial. I will start with strident nationalism. While I am dubious about the role of the Anzac Legend in the creation of modern Australia, there is no doubt about the role played by the Gallipoli story in the development of the Turkish national *mythos*. A decisive victory, an epochal, era-defining event, led to the modern Turkish state.

Dur Yolcu Memorial

The Dur Yolcu Memorial, which dates from the early 1950s, commemorates 'Çanakkale Victory and Martyrs' Day' (see next page). Carved into the side of a hill on the European side of the Narrows, it is easily seen when crossing by ferry from Çanakkale to Eceabat. The traveller sees the figure of a Turkish soldier, rifle in hand, carved into a cleared field. With his other arm, he

points to a message likewise carved into the same field. The first few lines loosely translated from the original poem by the Turkish poet, Necmettin Halil Onan read:

Traveller, halt!
The earth you tread
Witnessed the end of an era...⁹

The reference is to an event in 1915, not on 25th April but 18th March. In Türkiye, 18th March is celebrated as 'Çanakkale Victory and Martyrs' Day'.¹⁰ The victory was the defeat of an Anglo-French naval task force trying to break through the Sea of Marmara to reach Istanbul. Had this assault succeeded there would have been no Gallipoli campaign and, of course, no landing at Anzac Cove. The new era, however, did not begin until 1922 with Türkiye's victory in the Greco-Turkish War (1919–1922), which led to the birth in 1923 of the secular Republic of Türkiye under the leadership of Mustafa Kemal Atatürk. Kemalism, Atatürk's political ideology, would last in some form, until 2014 when Recep Tayyip Erdoğan became President.



The Dur Yolcu Memorial on the hillside above Kilitbahir, Gallipoli, [(8708801237), wikimedia.org]

The Ari Burnu Memorial

The other aspect of the Gallipoli story was the emergence of the 'best of enemies' myth, or the universal brotherhood of mankind. This idea now permeates the Gallipoli Story in both countries. This conceit, again, is the creation of C W Bean. He developed the idea after the unfortunate 19th May Armistice, which certainly did not exhibit this brotherhood, a fact of which he was fully aware.¹¹

The supreme expression of Bean's sentimentality is to be found in the words of the Ari Burnu Memorial, which is not far from Anzac Cove. The memorial, in its current form, dates from 1985. It survived a contentious restoration in 2017.¹² The Memorial is a simple sandstone wall inscribed on one side with the these English words:



Ari Burnu memorial, Gallipoli

[nzhistory.govt.nz-media-photo-ari-burnu-memorial]

Those heroes, that shed their blood and
Lost their lives...
You are now lying in the soil of a friendly country.
Therefore rest in peace.
There is no difference between the *Johnnies* and
Mehmetts to us
Where they lie side by side
You, the Mothers,
Who sent their sons from faraway countries,
Wipe away your tears;
Your sons are now lying in our bosom
And are in peace.
After having lost their lives on this land,
They have become our sons as well...¹³

The text is very emotive and moved my wife to tears as she read it. The words are considered to be those of Atatürk, himself. That they are is highly unlikely, there being no direct evidence of his ever saying them. In a speech, supposedly delivered in Çanakkale in 1934, Şükrü Kaya, Atatürk's Interior Minister, claimed to have heard Atatürk express not the exact words but words conveying the same sentiment. There is, though, no text of the speech extant today, and perhaps more damaging, no evidence that Kaya was in Çanakkale on the day in question.

Australian connection to the text on the Ari Burnu Memorial

There is, though, a direct Australian link to the text, i.e. the italicised phrase. These words are the contribution of Gallipoli veteran, Alan J Campbell. Campbell was given the task of organising an Anzac commemorative fountain in Brisbane in 1978. The memorial plaque was to contain the Ari Burnu text. Campbell, however felt Atatürk's words were better read with *Johnnies and Mehments* rather than something like 'You [foreign soldiers] are lying side by side...' Campbell's emendation of the text found favour with the Turkish Historical Society.¹⁴ The emended text, then, found ready acceptance in political circles in Türkiye. The Ari Burnu text still contains Campbell's significant emendation.

Türkiye, aside from fighting World War I on the side of Germany, launched the Armenian Genocide on 24th April 1915; defeated Greece in the Greco-Turkish War (1919-1922) with the support of communist Russia; launched a campaign against the Kurds in the 1930s; and was neutral in World War II. At some point in time, there would be need of rapprochement with the West. The rapprochement can be dated to the 1950s. Türkiye joined the UN defence of South Korea (1950-1953); and in 1952 became a member state of NATO.

So, not surprisingly, it is in 1953 that Atatürk's words were released to the public in a carefully placed article in the newspaper *Dunya* by the journalist, Y R Onen, a known committed Kemalist. The timing was highly significant. The political situation was dire. There were rumours of a possible coup; the tension was high and needed a circuit breaker. The words are likely those of Şükrü Kaya, himself. No doubt, Kaya felt the invocation of Atatürk's words, rather than his own, would stir a sense of national unity, which they did.¹⁵

There was always another point of view. Politico-religious opposition dates back to 1924, when the Islamist poet, Mehmet Akif, published his poem, *To the Martyrs of Çanakkale*. However, at that time Kemalism, i.e. the secular structure of the Republic of Türkiye as instituted by Atatürk brushed his approach aside. Ninety years later and the situation is radically different. Since becoming President, Erdoğan, the leader of the Justice and Development Party which espouses Islamic principles, has increasingly sought to portray the Gallipoli Campaign by invoking well known Islamic tropes. The campaign was *jihad*, and the Turkish dead were *martyrs*, who resisted the Christian invaders, latter day *crusaders*.

There has long been a cosy *quid pro quo* between Australia and Türkiye. This is best illustrated by the unveiling on 25th April 1985 of the Ari Burnu Memorial in Türkiye. The area where the landing occurred was named Anzac Cove; in Australia the day saw the unveiling of the Atatürk Memorial on Anzac Parade, Canberra.

Unfortunately, national politics threatened to intrude on the relationship between our countries. 2023 was an election year in Türkiye – elections were held on 14th May - and Erdoğan was well behind in the polls. So, from the authoritarian leader's playbook, he deployed the *metus hostilis*, the fear caused by a significant enemy.¹⁶ The explanation was that a state is most cohesive when united by the fear (*metus*) of an enemy state (*hostilis*), which poses an existentialist threat.

Erdoğan had a range of potential enemies. In the political sphere, there was Greece, and the Kurds in Iraq and Syria; in the religious sphere there is the much proclaimed Islamophobia of the West, currently exemplified by anti-Islamic protests in Scandinavia, particularly Sweden.¹⁷ He has already shown his hand in the religious sphere. After 80 years as a cultural institution, the Hagia Sophia, the crowning glory of Byzantine architecture was in 2020 converted back into a mosque.¹⁸ There were concerns both abroad and at home as to which institution might be Islamified next. Erdoğan won the preliminary presidential poll but failed to gain the required majority. He won the second poll with a significant victory. The *metus hostilis* can be a potent force.¹⁹

Erdoğan has been able to use the Russo-Ukrainian War to assert Türkiye's role as a go-between for the two countries, and he has followed a policy of pro-active neutrality. This has led Erdoğan again to value rapprochement with the West, i.e. NATO. For now, it seems, Erdoğan's desire to be a major geopolitical powerbroker, particularly in the Middle East, has overridden any (further) Islamification at least of institutions dear to the West.

¹ See: D Martin, 'The Gallipoli Legend, A Reappraisal', *SSHS Bulletin* 224, August, 2022, pp.20-25.

² MYTHOS is the Greek word from which we derive MYTH. Using the Greek form emphasises the pseudo-religious undertones of the 'Anzac Legend'. Note Scates' comment, 'Anzac became akin to a secular religion' (B Scates 2008, 'Memorialising Gallipoli: Manufacturing Memory at Anzac', *Public History Review*, 15, 41.

³ For the centennial celebration, see: G Davis, 'Gallipoli:1915-2015 Celebration', *Doryanthes*, 8(3), August, 2015, pp. 43-45.

⁴ For a local example, see: G Jackson and P Forbes, 'The Bardens Creek Men – A Murder Scene?', *SSHS Bulletin* 225, November, 2022, 21-27

⁵ Bean's whitewashing of the behaviour of Australian troops in Cairo is a moot point (Martin 2022, 21-22)

⁶ See Bean's theory about the value, as he saw it, of the country origins of AIF troops (Martin 2022, 20-21).

⁷ M McKenna and S Ward, 'An Anzac Myth: Creative Memorialisation at Gallipoli', *The Monthly*, December, 2015, pp.51-55.

⁸ G Duncan 2018, 'Turkish Monuments at Gallipoli', *Shire Military History Club Action Report*, No. 9, June, 2018, pp. 13-14.

⁹[https://commons.wikimedia.org/wiki/File:The_Dur_Yolcu_Memorial_on_the_hillside_above_Kilitbahir_Gallipoli_\(8708801237\)](https://commons.wikimedia.org/wiki/File:The_Dur_Yolcu_Memorial_on_the_hillside_above_Kilitbahir_Gallipoli_(8708801237))

¹⁰ '18th March – We Remember', <https://feztravelblog.com/2015/03/18/18-march-we-remember/> . Çanakkale is the Turkish name for the Gallipoli area

¹¹ McKenna 2015, 2-4.

¹² P Daley, 'Turkish Islamist push may be to blame for the removal of Atatürk inscription at Anzac Cove', *The Guardian*, 16 June, 2017.

¹³ The text can be found at: 'Anzac Day 2022: Gallipoli Dawn Service', www.dva.gov.au/sites/default/files/2022-04/p04358-gallipoli-005-2022-web.pdf, p.30.

¹⁴ D Stephens, ' 'Johnnies and Mehmeds': Kemal Atatürk's 'quote' is an Anzac confidence trick', *Sydney Morning Herald*, 23 April, 2017.

¹⁵ D Stephens 2017, 'The Atatürk memorial at Anzac Cove has been restored, but the words - though moving - are still dubious', <https://honesthistory.net.au/wp/the-ataturk-memorial-has-been-restored-but-the-words-though-moving-are-still-dubious/>

¹⁶ The term was coined by the Latin historian, Sallust, *The Jugurthine War*, 1899, 42.1.

¹⁷ J Seidel 2023, 'Turkish President Recep Tayyip Erdogan on the brink of war', <https://apple.news/A7Pn0BtFaSHm0EnRIMQxVgO/>

¹⁸ I Tharpor, 'The trouble with making the Hagia Sophia a mosque again', *The Washington Post* 13 July, 2020.

¹⁹ Putin's assault on Ukraine is an excellent example of the value of the *metus hostilis*. See further: G Packer, 'This is not 1943', *The Atlantic*, 2023, <https://apple.news/ALZgFN1pS2G8V3Rhymn4sw/>.

ESME TIMBERY, ELDER AND ARTIST

PAULINE CURBY

In October this year well-known shell artist and Bidjigal elder Esme Timbery died. I had the privilege of interviewing her and her daughter Marilyn Russell in February 2009 for Randwick City Library Service. I would like to share some of Esme's memories with you.



Esme Timbery, La Perouse, February 2009
[Photo: P. Curby]

Esme Jessie Timbery was born in 1931 at Port Kembla, the daughter of fisherman Hubert Timbery and his wife Elizabeth (nee Butler), whose family were fishers from the south coast. Esme spent most of her life at La Perouse where Hubert was a well-known personality. With his keen eyesight, he was the lookout man when fish were 'on the run'. When he blew his whistle La Perouse residents gathered at the beach and fish were distributed. Whatever the local families did not need was sold. Esme would never forget how: 'Everywhere you went you could smell fish cooking'.

Fishing was a family tradition, providing generations of Timberys with a nutritious diet, as Esme recalled, 'There was always fish. You never starved.' There is a family belief their ancestors were fishing on the northern shore of Kamay on the lookout hill in April 1770 when James Cook and his crew arrived in the *Endeavour*. Apparently, they stood just watching him: there was no altercation as, in Esme words, the Timberys were a 'real placid family'.

Shell work was another family tradition. In the early 1880s newspapers reported that the La Perouse women were engaged in this craft. In the 1900s members of the community sold shell work, boomerangs and other handicrafts at the Royal Agricultural Show, held each Easter at the showground near Centennial Park. The money from sales was always divided among those who contributed. Esme's great great grandmother, 'Queen' Emma Timbery, who excelled at shell work, had samples of her work sent to an exhibition of Australian manufactures in Britain in 1910.¹

The art of shell work was passed on

to Esme from her mother Elizabeth who died before her time in 1950. Before Esme was of school age, she and Elizabeth would take the La Perouse to Kurnell ferry service every Monday morning and collect shells at a little beach at Kurnell, alongside the wharf. A lively gathering of aunties used to join them for lunch with everyone sharing whatever food they had. If Hubert was



Harbour Bridge shellwork, by Esme Timbery,
[Source: *Randwick*, 2009, p.193 by Pauline Curby]

not fishing, he and her brother would walk through the bush, over the sandhills and along the beach to Cronulla collecting shells.

Esme's early memories were of living in a tin shack during the hard depression years. She recalled it was 'all scrub and bush tracks' and how the children walked to La Perouse Public School with no shoes. Later, when her father made some money from fishing, they were bought sandshoes. Eventually the tin shacks were abandoned when the 'Homes Trust' built weatherboard cottages for the La Perouse families.

After school Esme loved gathering wildflowers to take to the 'white missionaries' at the Mission House. She remembers them as 'lovely people' who always gave her something to eat and drink whenever she visited. When Esme was young her life revolved around the old weatherboard church that still stands, now empty and neglected, in Adina Avenue, La Perouse. She 'practically lived in that church' and recalled how her grandfather, Joseph – nicknamed 'Doover' – used to arrive at their place every Sunday morning for a cup of tea. She would go to church with him and then on to Sunday School.

On Sunday afternoon she took a break from religion and went with her friends to walk around 'the Loop'. They would gossip and giggle in the trams parked there, then see if they could find any lost money under the seats. Esme reminisced fondly of these times.

Her memories of the Aboriginal Protection Board were not so happy. Her late stepsister, Marlene (also known as Elvina) was taken away to Bomaderry Children's Home and later placed in Cootamundra Girls' Home. She eventually worked as a maid for a doctor in Rose Bay, but this was not a happy experience. Esme's mother Elizabeth, indignant about her stepdaughter's treatment, went to the Aboriginal Protection Board in the city and gave them 'old harry'. Esme remembered her as a very strong woman who 'knew right from wrong'. So, when Elizabeth declared that Marlene was not going back to work at Rose Bay, she didn't. Esme was a small child at the time but never forgot how Marlene was 'happy as larry' to return to her family.

This personal experience of the impact of the Aboriginal Protection Board in the lives of Aboriginal people made a vivid impression on Esme, especially when recalling her emotion on the day in 2008 when Prime Minister Kevin Rudd made his apology to the Stolen Generations. She was at La Perouse Public School that day and was amazed to see that 'everybody had tears in their eyes, the white ladies and all'. It was a very emotional time for many Australians as it seemed this gesture would lead to a healing of the nation.

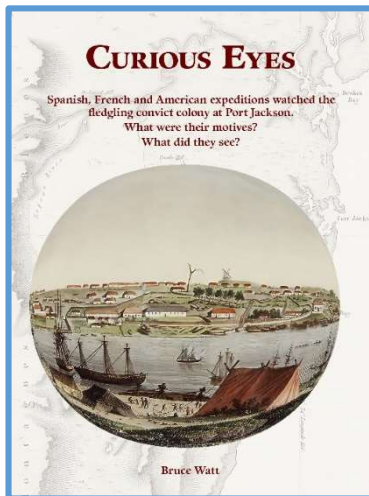


Esme Timberly with her shellwork, c 2000s
[Arts Live.com, Museum of Contemporary Art, Sydney]

¹ Pauline Curby, *Randwick*, Randwick City Council, 2009, p. 190

BOOK REVIEW

EDWARD DUYKER



Bruce Watt, *Curious Eyes: Spanish, French and American expeditions watched the fledgling convict colony at Port Jackson. What were their motives? What did they see?*

Published by the author, [Sydney], 2023, paperback, 82 pages. Includes bibliography, index, 11 maps, 57 illustrations (44 in colour), ISBN 978-0-646-87854-6.

Cost: \$35

Available from the author (watto1951@tpg.com.au), or from the Shire Museum, 88 Venetia St., Sylvania (Tues afternoon, Thursday and Saturday mornings), or from local bookshops.

In *Curious Eyes*, Bruce Watt offers an account of three separate expeditions which visited Port Jackson in the very early years of the convict colony. The first of these was commanded by Alexandro (aka Alejandro) Malaspina, a native of Parma, Italy, serving in the Spanish navy. He was in command of two corvettes, the *Descubierta* and the *Atrevida* which sojourned here between 12th March and 11th April 1793. Bruce Watt has relied on the English translations of Malaspina's journal and the observations of the botanist Antonio Joseph Cavanilles published by Robert J. King in his book *The Secret History of the Convict Colony: Alexandro Malaspina's Report on the British Settlement of New South Wales* (Allen & Unwin, Sydney, 1990).¹

In the first part of this book, Bruce Watt discusses the Treaty of Tordesillas (1494) which came into effect after Pope Alexander VI divided the world between the Catholic powers of Portugal and Spain in the papal bull *Inter Caetera* of May 1493. The line of longitude agreed in the subsequent Treaty of Zaragoza (1529) would eventually place Eastern Australia (still uncharted) within the Spanish hemisphere. Bruce Watt argues that Spain 'still viewed the British incursion at Sydney as an affront' (page 2). Perhaps so, but even the titles of the sketches by expedition's artist, Juan Ravanet and his repeated reference to *Nueva Holanda* (New Holland) implicitly acknowledged the realities of previous Dutch exploration. And after 80 years of war, Spain had been forced to recognize Dutch independence with the Treaty of Münster in 1648.

Like Robert J. King before him, Bruce Watt rightly acknowledges that the Malaspina expedition had a deeper purpose beyond natural science and ethnography. It must be considered in the context of the strategic canvas of the time. Spain, he argues, saw the new British settlement of Port Jackson as 'a threat to its colonial possessions in South and North America'. New Russian settlements in Alaska might also have had implications for Spanish colonies in the Pacific. It is now more than forty years since Alan Frost published his seminal work *Convicts and Empire: A Naval Question 1776–1811* which challenged simplistic notions that Australia was colonised by the British merely as a replacement dumping ground for convicts after the loss of their American colonies. Bruce Watt also subscribes to the proposition that Britain had strong strategic priorities in establishing a colony in New South Wales.

The Spanish expedition would yield interesting observations, although some of the ethnographic descriptions are confronting. In both Malaspina's account and that of the French-born (but Spanish naturalised) botanist Luis Née, indigenous inhabitants are glibly compared with orangutans! Yet there is also empathy. Malaspina felt that nothing would protect the indigenous inhabitants 'from the greed of the Europeans'. He also spoke of the ill-effects of European contact, particularly prostitution and venereal disease. As someone interested in correct pronunciation of local indigenous words, I found this paragraph both arresting and tantalising:

Their Language is exceedingly soft, each word consists of many Vowels, they pronounce it with incredible volubility, and in an agreeable tone, which seems more like well composed music. They speak English Language, but in an imperfect way, softening the Gutturals, and they never pronounce the words strongly (p. 31).

The second part of *Curious Eyes* deals with the visit of the 500-ton American merchant vessel *Ann and Hope* from Providence, Rhode Island. En route to Canton and commanded by Captain Benjamin Page, she anchored in Botany Bay on 22nd October 1798 to take on water and firewood, but also to sell American spirit. During a brief sojourn, the Americans travelled overland to Port Jackson, and we have the observations of the ship's surgeon Benjamin Carter whose original journal is held by the Rhode Island Historical Society. There are earlier scholars who have referenced this voyage in articles published in the United States: Kenneth Scott Latourette (1927), Lloyd Churchward (1948) and Thomas Dunbabin (1950).² However, these previous discussions are brief. Bruce Watt has given us extensive quotations. They contain, *inter alia*, a graphic account of ritual payback spearing endured by Colbee (and then Bennelong after he apparently intervened). It is surprising to encounter these famous indigenous names in this account.³

The final part of *Curious Eyes* is an account of the visit of the Baudin expedition to Port Jackson in 1802. Baudin recognised an historic opportunity to fill in numerous gaps in cartographic knowledge of the coast of New Holland. Despite his record of shipwreck and questionable enemy service with the Austrians, Baudin was an experienced botanical collector and had the enthusiastic support of some members of the French scientific establishment. In 1798, he was promoted to the rank of *capitaine de vaisseau* and an expedition to southern waters, under his command, was budgeted. However, financial constraints and political turmoil left plans for the expedition in limbo for almost two years until First Consul Bonaparte gave the go-ahead. Two corvettes, the *Géographe* and the *Naturaliste* were selected, scientific passports were obtained, officers, sailors and a scientific staff were assembled. One of these was François Péron, who gained a place last on the list of zoologists as a trainee 'specially charged with comparative anatomy'. As other members of the scientific staff deserted or died, Péron took over their roles and made major contributions in the natural sciences. He also drafted several important ethnographic descriptions.

The expedition had several official artists, but they quit before it reached Australian waters. Fortunately, there were two unofficial artists among the ranks. They appear to have been engaged by Baudin to illustrate his private journal. One was Nicolas Martin Petit (1777–1804), from a family of Parisian fan makers and colourists; the other was Charles-Alexandre Lesueur (1778–1846), from Le Havre, who would become François Péron's life-long friend and collaborator. Both Petit and Lesueur were enrolled as assistant gunners (4th class). The presence of these two 'assistant gunners' would prove particularly fortuitous for posterity. Bruce Watt's book has certainly been enriched by their work.

There are a few errors in this final chapter. François Péron did not assume command of the expedition after Nicolas Baudin's death. This devolved to Pierre Milius, but Péron did take charge of writing the official account of the expedition (it was completed by Louis de Freycinet) and did great injustice to Baudin's reputation in the process. During Baudin's first visit to the Isle de France (now Mauritius), in 1801, the governor was not Charles Mathieu Isidore Decaen (p. 60), but General Magallon de la Morlière. Decaen arrived at the Isle de France shortly after Baudin returned there with his expedition in August 1803. Nine days after Baudin died of tuberculosis (he was buried in Port-Louis' Cimetière de l'Ouest), the news reached the island that a state of war had existed between Britain and France since May, and that Decaen had been named Captain-General with command over all French forces in the Indian Ocean.

These events at the Isle de France /Mauritius might seem a distraction to readers of this review, but they are relevant regarding the extent to which the 'curious eyes' of the French in New South Wales were those of deliberate, methodical spies. Péron's secret report on the British colonisation of New Holland deals in great part with Port Jackson and was drafted, according to him, at Decaen's behest. He then wrote a more substantial version en route to France. In other words, his report was drafted months *after* visiting New South Wales and *after* war was declared. He was a former soldier who discussed how military action might be taken against the British colony. He believed a French conquest was possible with the aid of Irish political prisoners. For his authorship of this report, Péron has been called a spy who, in Bruce Watt's words, 'under the guise of a scientist collecting specimens gathered information of a political and military nature'. Bruce Watt is entitled to his opinion, but I am not the only one to question such assertions. Sir Ernest Scott, in his book *Terre Napoléon* (1910) argued that:

The imputation is unjust to Peron, who had not 'spied' in Port Jackson, because the English there had manifested no disposition to conceal. Nothing that he reported was what the Government had wished him not to see; they had helped him to see all that he desired; and his preposterous political inferences, though devoid of foundation, hardly amounted to a positive breach of hospitality (pp. 115–16).

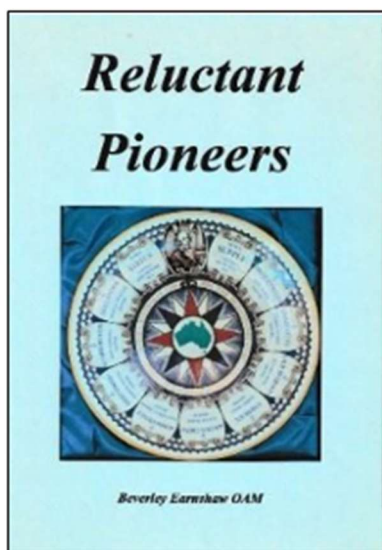
What we can all agree upon, is the priceless value of the accounts of these voyagers and the work of artists such as Juan Ravenet, Nicolas Petit and Charles-Alexandre Lesueur. Today, Ravenet's sketches are held by the Museo Naval in Madrid. They were not published in his lifetime. Soon after returning to France, Nicolas Petit died of gangrene after a fall avoiding a carriage in a Paris street. His work and Lesueur's appeared as hand-coloured stipple engravings in the *Atlas* of the official account of the voyage. After the fall of Napoléon, Lesueur travelled and worked in America. His extraordinary landscapes and natural history paintings (together with Péron's manuscripts and some of Petit's watercolours and sketches) were ultimately donated to the museum in his hometown of Le Havre. They could so easily have been lost forever when this port was bombed by the Allies on 5th September 1944. Fortunately, they were removed for safekeeping by the museum curator André Maury early in the war. We are all in his debt.

Edward Duyker is the author of François Péron: An Impetuous Life, Naturalist and Voyager, Miegunyah/Melbourne University Press, Carlton, 2006, which won the Frank Broeze Maritime History Prize in 2007.

¹ See my review of King's important book in *SSHS Bulletin*, November 1990. Like Bruce Watt, I was struck by unfamiliar images of indigenous Australians sketched by the expedition artist Juan Ravenet (who came from a French family of artists that had settled in Parma). Robert J. King (no doubt at the mercy of Allen & Unwin's economising) reproduced them in black and white in his book. Bruce has reproduced several of them more splendidly with warm sepia tones.

² For more details, see Nigel Wace and Bessie Lovett's survey *Yankee Maritime Activities and the Early History of Australia*, published by the Australian National University in 1973.

³ I was reminded of a similar 'battle' and ritualised dissolution of feuds that the French explorer Dumont d'Urville witnessed in Surry Hills in 1824; on that occasion another famous indigenous man, Bungaree, was a guide and participant.



Beverley Earnshaw OAM,

of Kogarah Historical Society, has just released her new publication:

Reluctant Pioneers (November 2023)

This book is for the general and recreational reader, and presents the story of the early years of white settlement in Australia through the eyes of those who were actually there.

Cost: \$25.00 (+\$8.50 postage)

Available from: <https://kogarah.historicalsociety.com.au/>

You can pay by PayPal.

Or

For cash from Carss Cottage on Sunday afternoons.

LUGARNO PICNIC GROUNDS AND TEA ROOMS (Now called Delardes Reserve, Illawong)

GREG JACKSON

Editor's note: Lugarno was the location of Sutherland Shire's short-lived first vehicular ferry service opened in 1843. See article by Greg Jackson and Pam Forbes on page 12.

The image below of Delardes Reserve, then called Lugarno Picnic Grounds, was taken around 1910. It shows the picnic grounds, tea rooms and house of David Albone, who owned the park. Mr Albone was also the ferry master and owned the general store on the hill above. The small boatshed on the riverbank west of the jetty was his personal boatshed. Although the dance hall and kiosk have long gone, the stone wharf, apart from losing its timbers, survives almost unchanged. Today it is used by fisherman. This pleasure ground was a stop for the large paddle steamer *Telephone* on its route to and from the Parkesvale Pleasure Ground (opposite Picnic Point) from 1899 until about World War I.



Lugarno Picnic Grounds & Tea Rooms.

"We make a speciality of catering for Picnic and Fishing Parties. Hot and cold water, summer drinks, summer houses, cigars and cigarettes, crockery and billy's for hire. These ground are pleasantly situated on the banks of George's River, near the old punt, within 20 minutes from Como. Splendid landing for launches and boats, also accessible by road for vehicles and cyclists"

The photo below was taken from a similar location recently. The picnic ground has become a public park in Griffin Parade Illawong.



The old kiosk has largely disappeared under a modern house. The photo below shows the only remains that I can find, a footing probably for a veranda, cut into the rock above Delardes Reserve south of Griffin Pde.



Photos by Greg Jackson

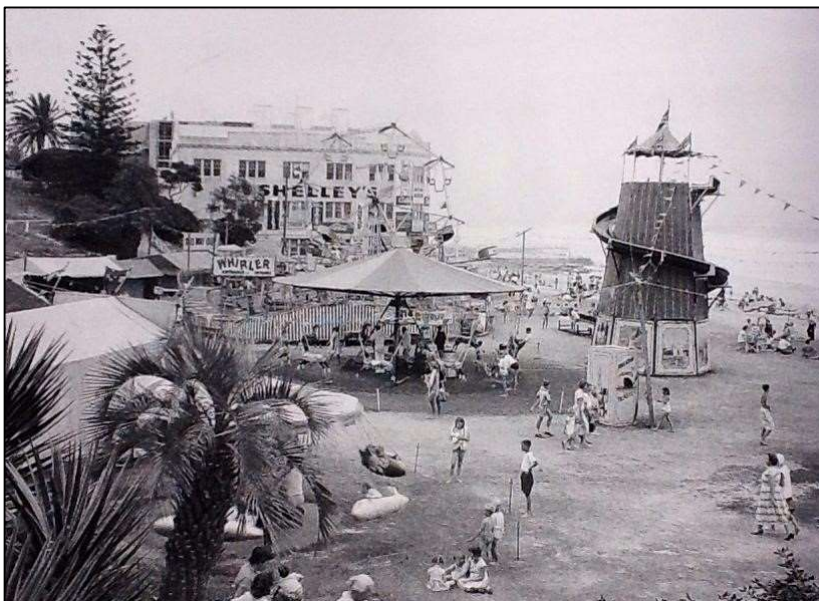
SNAPSHOTS OF CRONULLA BEACH, 1937 - 1959



Cronulla Beach, 1937 in front of the Cecil Ballroom and Café



Cronulla Beach with barbed wire defences in front of the Cecil Hotel (left) and Cecil Ballroom and Café during World War II



Cronulla Beach funfair, 1959