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ST. GEORGE HISTORICAL SOCIETY BULLETIN

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24 Duff Street,
ARNCLIFFE. 2205.

March 1984.

Dear Friend and Member,

The March Meeting will be held as follows:-

Date: Friday Evening, March 16, 1984, at 8.00 p.m.

Place: Council Chamber, Town Hall, Princes Highway, Rockdale.

Business: General.

Syllabus Item: To be decided.

Supper Roster: Captain: Mrs. Samuelson, with Mesdames Longhurst & McLeod.

Ladies please bring a plate.

Mr. R. Lee,
President.
Phone 570 1244

Mrs. B. Perkins,
Publicity Officer.
Phone 587 9164

Mrs. E. Eardley,
Sec. & Bulletin Editor.
Phone 59 8078

Mrs. E. Wright,
Treasurer.
Phone 599 4884

Miss D. Row,
Social Secretary.
Phone 50 9300

Mr. A. Ellis,
Research Officer
Phone 587 1159

Of all the forms of genius goodness has the longest awkward age.
'The Woman of Andros'. (From 'Heaven's my destination' by Thornton Wilder).

'Time and the hour run through the roughest day'
(From Sunlight on the Lawn, by Beverley Nicholls).

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A cheerio for Members who are not so well - we hope to see you at the meetings soon.

SPECIAL NOTICE.

The St. George Historical Society is pleased to announce that the following books, Nos. 1 - 7 written and illustrated by the late Gifford H. Eardley for the Society, have been reprinted and are now available. Books Nos. 8 and 9 have been compiled by Mrs. Bronwyn Perkins.

- No. 1 "The Wollie Creek Valley" (Reprint now available)
- No. 2 "Kogarah to Sans Souci Tramway"
- No. 3 "Saywells Tramway - Rockdale to Lady Robinson's Beach"
- No. 4 "Arncliffe to Bexley Tramway"
- No. 5 "Our Heritage in Stone"
- No. 6 "All Stations to Como"
- No. 7 "Tempe and the Black Creek Valley"
- No. 8 "Early Churches of the St. George District"
- No. 9 "Early Settlers of the St. George District" now available,
Price \$4.00 plus postage.

For your copy of the above books, please contact one of the following:-

Mrs. E. Wright - Phone 599 4884, Miss B. Otton - Phone 59 4259 (after 8 p.m.)
Mrs. E. Eardley - Sec., Phone 59 8078, Mr. A. Ellis - Phone 587 1159.

2NBC-FM STEREO 90.1 - ST. GEORGE HISTORICAL SOCIETY SEGMENT.

Tuesday Evenings 6.30 p.m. - 6.45 p.m.

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|---------|---|--|----------------|
| Tape 40 | - | 7th February, 1984 - The Girrawheen Park Earlwood | - A. Ellis |
| Tape 41 | - | 14th February, 1984 - Rocky Pt.Rd. P. Geeves | - B. Perkins |
| Tape 42 | - | 21st February, 1984 - The Proposed Georges River
Water Supply Scheme | - A. Ellis |
| Tape 43 | - | 28th February, 1984 - Echo 1890 - Rockdale. | - M. Callister |
| Tape 44 | - | 6th March, 1984 - The Annals of S.S. Erina | - D. Sinclair |
| Tape 45 | - | 13th March, 1984 - Historical Medley:
1. Gas to St. George.
2. Ginger Bread Rabbit.
3. Organ Grinder. | - D. Sinclair |
| Tape 46 | - | 20th March, 1984 - Arncliffe's Highbury Barn | - D. Row |
| Tape 47 | - | 27th March, 1984 - Historical Jottings:
1. Muddy Creek.
2. A.B. Spark | - C. Wilding |
| Tape 48 | - | 3rd April, 1984 - Old Kogarah Township | - D. Row |
| Tape 49 | - | 10th April, 1984 - Hurstville | - C. Wilding |

Tape 50	-	17th April, 1984	-	The West Botany Street Wesleyan Church - Rockdale.	-	D. Sinclair
Tape 51	-	24th April, 1984	-	The West Botany Farms	-	M. Callister
Tape 52	-	1st May, 1984	-	Review Year 1 on Radio plus Newspaper Notes & Comments 1899 period.	-	D. Sinclair

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This list completes one year's tapes.

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2NBC FM Stereo 90.1 - 1984.

Preparation of the St. George Historical Society's Tapes are underway for the second year.

Readers are required to continue with this popular broadcast of historical interest.

Time involved would be approximately an hour once a month. Scripts are provided - all the reader has to do is read into the microphone at 2NBC, situated at Narwee Baptist Church.

Interested members, please let Bronwyn Perkins know of your interest. Taping is arranged at a time to suit the reader and the station. Want to think about it? Do so, then phone - 5879164 - to say, yes.

The Society is grateful to those members who have done so well to date.

SOCIAL NEWS.

Due to the condition of roads approaching 'Joadja Village', the proposed coach tour to the Village has been cancelled.

The Social Secretary, Miss Row, has instead arranged for a Coach Tour of Berrima and surrounding areas, returning via Moss Vale.

Date: Saturday, March 31, 1984.
Cost: Per Person, \$7.00. (Payable at March Meeting)
Meeting Place: Western side of Rockdale Railway Station (Walz Street).
Time: 9.00 a.m. SHARP.

Bring your own eats & thermos.

For bookings, ring Miss Row, Phone 50 9300.

OF INTEREST ..

- *The Propeller*
October 11, 1934.

CARLTON RAILWAY STATION..

Even before the railway was opened the Hurstville residents along Webber's Road, now English Street, and west thereof, agitated for the establishment of a station at Carlton; but no heed was paid by the Public Works Department and by the Railway Commissioners until 1888, the objection to the proposed site being to its propinquity to Kogarah Station. Ultimately, the Department agreed to the erection of the station, but only on condition that the necessary land be given free, pounds 400 be paid in cash, and 60 first-class yearly season tickets to Sydney be taken out.

This was agreed to and the station opened in 1889. A luncheon to celebrate the event was held in the waiting-room. Mr Sale, Chief Railway Audit Inspector, presided.

SAYWELL'S TRAMWAY.

Authority to construct a tramway from Rockdale Railway Station along Bay Street to Brighton-le-Sands, then known as Lady Robinson's Beach, was conferred upon Mr Thomas Saywell by Act of Parliament, dated 6th March 1884.

At the foot of Bay Street, Mr Saywell constructed a fine hotel, a substantial wharf, and on its south side a gentlemen's swimming baths, the first in this district. They became very popular, and were patronised not only by local residents, but also by people from Newtown and intervening suburbs. Special bathing trains were run on Sunday mornings from Sydney, and 'buses, starting at Darlington, did a roaring trade at week-ends.

The first lessee was Lt. Von Hammer, a well-known swimming teacher at the Sydney Domain Baths, and later at Manly. Owing to the popularity of the baths, Mr Saywell constructed a ladies' baths on the north side of the wharf.

Shade was provided for visitors on a reserve known as Shady Nook, now occupied by shops.

In accordance with the Act, the tramway was operated for many years by steam, the two small steam engines, the Pigmy and the Saywell, being well-known to residents in those days, Messrs Dyer and Sam Harris being the drivers. When electric traction was adopted for the Sydney tramways, Mr Saywell also electrified in 1900 his tramway, adopting the return overhead wire system, which necessitated two wires and two poles.

In June 1914, it was taken over by the Government Tramways Department and remodelled.

The financial position for the year ended 30th June 1933, was as under:

	Pounds
Total cost of construction & equipment as at 30th June 1933	38,315
Gross Earnings	14,392
Working Expenses	9,331
Interest on capital invested & exchange	2,093
Sinking Fund	129
Profit	2,839

The Government Tramway, known as Bexley Tramway, running from Arncliffe to Bexley, for some years, was closed for traffic on account of the heavy loss incurred in its working.

OPENING TO HURSTVILLE.

The Railway, as far as Hurstville, was opened for traffic on October 15th, 1884, the stations being: St. Peters, Marrickville (now Sydenham), Tempe, Arncliffe, Rockdale, Kogarah, and Hurstville.

The opening was celebrated by a demonstration which commenced in the forenoon and was continued in various forms and places until late in the evening. The first action was the official opening of the line.

A special train conveying the Minister for Public Works, the Hon. F. W. Wright; the Minister for Justice, the Hon. H. H. E. Cohen; and members of Parliament, amongst whom were Sir John Robertson, Messrs. Wisdom, Stephen and Hammond. Several of the stations were decorated with flowers and foliage, the decorations at Rockdale being in the most profuse and tasteful manner, due principally to the efforts of Mr. Iliffe, a nursery gardener at Rockdale.

The turning of the turf at Sydney for the first Australian railway was performed by Hon. Mrs Keith Stewart, daughter of His Excellency, Sir Charles Augustus Fitzroy, Governor, on July 3, 1850. The spade used by Lady Stewart was made of N.S.W. iron, obtained from Major Lockyer's mine at Argyle (Nattai, now Mittagong) & manufactured by Mr. Struth of Sydney.

In September 1855, a Board was appointed to test the railway between Sydney and Parramatta. The trial trip was made on September 22nd., and on the 24th., the Board reported that the railway was secure for general traffic, and may be safely opened on Wednesday the 26th.

EARNINGS, EXPENDITURE ETC. AT STATIONS - ARNCLIFFE TO HURSTVILLE.
- 1884, 1885, and 1932-1933.

Stations	No. of hands including Station Masters.			Total Salary & Wages Expenditure		
	1884a	1885a	1933b	1884	1885	1933 (pounds)
Arncliffe	4	5	10	118	537	2,308
Rockdale	5	5	26	26	546	5,283
Kogarah	3	3	17	81	463	3,765
Hurstville	7	6	24	166	902	4,088

Stations	No. of Passenger Journeys			Earnings from Ticket & Coaching Traffic		
	1884	1885	1933	1884	1885	1933 (pounds)
Arncliffe	5,712	31,119	2,248,679	120	760	39,051
Rockdale	8,942	53,423	4,815,717	213	1,543	88,976
Kogarah	7,583	49,556	3,791,358	224	1,661	73,619
Hurstville	14,888	56,449	3,642,693	454	1,916	81,095

Stations	Earnings from Goods & Live Stock Traffic			Total Earnings		
	1884	1885	1933	1884	1885	1933 (pounds)
Arncliffe	45	2	820	165	762	39,871
Rockdale	58	1,347	10,401	271	2,889	99,377
Kogarah	155	13	3,055	379	1,674	76,674
Hurstville	149	1,938	2,600	603	3,854	83,695

Note: "a" years ended 31st December; "b" years ended 30th June.

Statement Showing Number of Passengers, Tonnage of Goods,
Earnings, etc. On All Lines.

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Year	Length of Line	No. of Passengers	Tonnage of Goods	
	Miles	Number	Tons	
1855a	14	98,846	140	a., from 25th Sept. - 31st Dec.
1856b	23	350,724	2,469	b., from 1st Jan. - 31st Dec.
1933c	6,164	132,867,221	11,147,866	c., from 1st July 1932 - 30th June 1933.

Year	Earnings from Coaching Traffic	Earnings from Goods & Live Stock Traffic	Total Earnings	(pounds)
1855a	9,093	156	9,249	
1856b	29,526	2,757	32,283	
1933c	7,214,365	8,190,955	15,405,320	

Year	Working Expenses	Earnings after paying working exps.	Total capital expended on lines open.	Percentage of profit to.
1855a	5,959	3,290	515,347	.63
1856b	21,788	10,495	683,217	1.53
1933c	12,021,284	3,384,036	140,796,968	2.41

EARLY SURVEYS & TENDERS.

Consequent upon the difficulties of shipping coal & produce from the Illawarra District to Sydney, the construction of a railway was strongly urged in the early seventies, and trial surveys were undertaken. In November 1873, Mr R D Stephens, railway surveyor, reported that he had examined the country between Sydney & Bulli, & expressed the opinion that a practicable route would be found by crossing George's River at Tom Ugly's Point. He commenced trial surveys, starting near the chemical works at Balmain, there being comparatively deep water close into shore. The surveyed line passed underneath the Burke Town Ferry Road, skirted the shores of Long Cove, thence to Cook's River & Wollie Creek, which were to be crossed by bridges. Illawarra Road & Muddy Creek Road were to be crossed by over-road bridges. From Muddy Creek to Rocky Point the line was staked about midway between the Seven Mile Beach & Pat Moore's Swamp, so as to leave a belt of timber to shelter the line from drifting sand.

IN PRAISE OF SYDNEY SQUARE:

- John Haskell - *The Sydney Morning Herald*
21st February 1980.

John Haskell is Professor of Architecture at the University of New South Wales. A former Rome scholar, Professor Haskell worked in England with the late Lord Holford before becoming the first Assistant Commissioner of Architecture to the National Capital Development Commission in Canberra.

Australians have a reputation for "knocking" their own achievements, for more highly prizing the overseas product than their own home-grown variety.

Wines are a case in point, opera singers another, and Sydney Square a third.

But whereas plenty is written about wines and opera singers surprisingly little has so far appeared about Sydney Square.

What a curious word is the English "square" when applied to urban space. So often they are anything but square, even being used to describe curved spaces like St. Peter's Square in Rome.

For a long time, virtually the only urban spaces in England were marketplaces but when Charles I introduced the sophisticated urban space then fashionable in Italy to 17th century England, he called it a "piazza", not a square.

Ironically it was at Covent Garden, which later was to become the largest marketplace of all !!

Italy had developed a strong tradition of urban design over the centuries, and it was natural with the advent of town planning as a profession in its own right at the beginning of this century that planners and architects would look anew at the lessons of the past, particularly from Italy, in their efforts to ameliorate the conditons of our ever-expanding cities.

The interest was less, perhaps, in the physical form of the spaces than in their functional characteristics - in a word, discovering what made them "tick".

A moment's reflection on some of Italy's most renowned urban spaces, such as the Piazza del Popolo and the Piazza Navona in Rome, or the Piazza S. Marco in Venice reveal some common characteristics.

First, they have taken a very long time to achieve: the Piazza del Popolo took four centuries, the Piazza S. Marco more than six, and they are not untypical.

Second, they have a diversity of functions, including churches, shops, houses, offices, recreation and cafes, and are centre of human activity.

To limit an urban space to one function, like the 18th century residential squares in London, is to deprive it of vitality.

Third there is a sense of corporate community involvement sustained over many generations. It thus becomes an expression of the community, not the creation of a particular architect or planner.

Last, most of the great urban spaces combine buildings of many different periods and styles. The Piazza Navona in Rome is prized as a great Baroque square, but is built on an ancient Roman stadium with most of its buildings medieval in origin.

And St. Mark's Square in Venice, considered by some to be the world's finest urban space, combines Byzantine, Gothic, Renaissance and Baroque styles.

Within the comparatively short time span of European settlement in Australia, Sydney Square meets these criteria. The idea of a square hereabouts was mooted by Francis Greenway in the 1820's, and a century and a half later the square, although different from Greenway's concept, is a reality.

It combines a wide diversity of functions - Town Hall, Cathedral, school, offices and shops and is a busy transport interchange.

Finally, the juxtaposition of the Gothic revival of St. Andrew's Cathedral with the splendid Victorian eclecticism of the Town Hall set against the distinguished modernism of the Diocesan Offices and School (architects Neil Bell and Ridley Smith) and the Town Hall Tower (architect Ken Woolley) creates welcome visual stimulation.

But, of course, the success of Sydney Square lies not merely in responding to these but in the particular way it has been designed. In this, Sydney Square exhibits a great distinction.

The space between the Cathedral and the Town Hall is handled very skilfully, with its secondary space giving access to Bathurst Street down a wide flight of steps.

Entry to the underground railway station is well organised, by way of a sunken shopping arcade and tree-covered court. Indeed, the changes of level and use of monumental steps are some of the chief delights of the scheme, none more ably handled than the access from Kent Street between the Town Hall Office Tower and the Diocesan Offices and School.

Look at the dramatic revelation of the twin west towers of the Cathedral, seen above the steps. My only regret is that the paving throughout was not more interesting and less rough on the feet, but perhaps we can hope that the many thousands of people who use it daily will wear it down to a more smooth surface!

I know of no major urban space in the world built since the last war which can rival Sydney Square in imagination, quality of space and functional diversity.

Certainly Italy, with its centuries of fine piazze has built nothing to rival it since the war, and Sydney can be justifiably proud of an outstanding achievement, worthy to rank with the best anywhere.

HAPPY 250th Birthday - JOSIAH WEDGWOOD.

- Margaret Smith
The Sydney Morning Herald
19th February 1980.

A Wedgwood dinner plate that belonged to Empress Catherine the Great of Russia, and a garden seat made entirely of glazed earthenware in Queen Victoria's reign, are featured in the \$2 million exhibition, Three Centuries With Wedgwood, that opened at the Opera House yesterday.

The exhibition celebrates Josiah Wedgwood's 250th birthday anniversary as founder of a great classical porcelain tradition.

Wedgwood's unique strength as bone china depends on its 50% content of the powdered shin bones of cattle mixed with china clay. (The powdered bone also gives the china its distinctive whiteness and translucency).

Australian private collectors have lent extensively to the exhibition which includes valuable items from Josiah Wedgwood & Sons in England, as well as from Wedgwood Australia Ltd.

The Mitchell Library has lent the Sydney Cove Medallion. It is one of three original versions owned by the State Library (the fourth is in England). The medallion was struck in 1789 at Wedgwood's factory in England from clay dug at Sydney Cove the previous year. It looks like engraved bronze, and commemorates the first British settlement in Australia in 1788. The word *Etruria* which appears on the uppermost side, signifies a mythical land of plenty, as Australia appeared then to its British founders.

The State Library also lent the Australian Vase, made of jasperware in 1906, decorated with medallions of Captain Cook and Joseph Banks.

Other pieces on display include samples of the cream-coloured pottery made for Queen Charlotte, wife of Britain's King George the third, and a contemporary dinner service based on the Wedgwood design of 1759 and still popular today.
