



THE KOGARAH HISTORICAL SOCIETY

NEWSLETTER

N O V E M B E R

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PRICE: 5c.

Registered for posting as a Periodical, Category C

THE KOGARAH HISTORICAL SOCIETY

(Sponsored by Kogarah Municipal Council)

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OBJECTIVES: To promote interest in the history of Kogarah Municipality and Australia in general.
To give support to the preservation of historic buildings and other objects considered to be of historic value.

MEMBERSHIP: Any enquiries regarding membership should be directed to the Hon. Secretary. Visitors are especially welcome.

Subscriptions: \$1.00 per annum (plus 50c joining fee)

Senior Citizens: .25c per annum.

Students: .25c per annum.

MEETINGS: Meetings are held on the second Thursday of each month, commencing at 8 p.m., in the Exhibition Lounge, at the Civic Centre, Belgrave Street, Kogarah. (Take lift to second floor and turn to the right).

PARKING: Cars may be parked in the ground floor parking area, the entrance to which is in Wick's Lane, at the rear of the Civic Centre. Post Office Lane alongside the Civic Centre has one-way traffic and it is necessary to enter at Montgomery Street end. From that Lane you turn left into Wick's Lane and use the first entrance into the parking area. An alternative way is to enter Wick's Lane from Kensington Street. In such case, use the second entrance into the parking area.

CARSS PARK MUSEUM: Open Sundays and Public Holidays from Noon to 5 p.m.
Admission 20c Adults, 10c Children. (Maximum 60c for one family)

DONATIONS FOR MUSEUM: Donations of items of historical interest suitable for inclusion in the Society's Museum will be gratefully received by the Museum Convener:

Miss C. McEwen,
84 Carlton Parade,
CARLTON, 2218.

'Phone 587 2090.

CONTRIBUTIONS TO NEWSLETTER: Contributions of articles and information of local interest for publication in this Newsletter will be welcomed by the Publications Officer:

Mr. V. S. SMITH,
26 Prince Edward Street,
CARLTON, 2218.

'Phone 587 2938.

OCTOBER MEETING. The Bankstown Historical Society is fortunate in having Mrs. Betty Goodyer as a Member and we were fortunate in having her as the Speaker for our October meeting. Mrs. Goodyer is a Librarian in the Mitchell Library and her talk "Research in Local History, illustrated by the History of Bankstown" was most interesting and enjoyable.

NOVEMBER MEETING. The November meeting will be held at 8 p.m. on Thursday, 8th November, in the Exhibition Lounge on the Second floor of the Civic Centre, Belgrave Street, Kogarah. The Speaker on this occasion will be Mr. A. E. Phillips of Mortdale. Mr. Phillips will show slides and give a very interesting talk on "Mortdale and Surrounding Areas - Past and Present".

The Competition Prize for this meeting has been donated by Mr. & Mrs. K. Cavanough. The Ladies on Supper Roster will be Mrs. Sneddon and Mrs. M. Thompson.

TULIP TIME IN BOWRAL. Our tour to Bowral on Sunday, 14th October, was most successful and it was truly amazing how the extremely bad weather of the previous day cleared and we had such perfect weather. About 90 people attended our outing and two buses were comfortably full as we set out from the Civic Centre and after a pleasant trip called at Camden for Morning Tea while watching the gliders. We then travelled to the well laid out Bowral Municipal Gardens where the gardens were beautiful but the tulips would have been better a week earlier. We called and had our Lunch at "Westward" the Methodist Home for Retarded Girls, where the grounds had greater protection from trees and found the tulips to be perfect. Our trip was climaxed by a visit to Milton Park where crowds of visitors were enjoying the truly magnificent grounds. The trip home was most enjoyable and we arrived back at the Civic Centre before 6 p.m. Mrs. S. Kelly the Social Secretary is complimented on arranging such an enjoyable and successful outing.

MUSEUM COMMITTEE REPORT.

Miss Colleen McEwen, our Convener, who usually writes this report is at present concentrating on study for her forthcoming examinations, in which we all wish her much success.

At Carss' Cottage the displays continue to evoke comments from visitors showing great interest in our local history, and enthusiasm for our Museum & Art Centre.

This is most encouraging to our Members, but, of course there is always more to be done. Several additional displays are now being prepared and should soon be completed.

Also, we would like to have more printed cards for identification, or descriptive information, to accompany exhibits, and we hope to achieve this when possible.

Constant attention to the condition of all items on display, and to the interior of the cottage itself is important, and offers of assistance in this regard are appreciated at all times.

Suggestions for improvement, new ideas, and/or constructive criticism, all help the Museum Committee to function well, so why not tell us your thoughts regarding the Museum?

For donations this month we thank Mrs. Gilmour for photographs (early Kogarah).

The St. George County Council has also given a Davoll Electric Stove for use in the Museum Kitchen when social events are held. Mrs. Sylvia Kelly and other Members of the Social Committee, will particularly appreciate this acquisition.

Gwen Lean.

THURSDAY - DECEMBER 13th - Our very popular CHRISTMAS NIGHT at the Museum. Chicken in the basket or Fish if preferred. Tickets \$1.20 per person. Commencing 8.30 p.m. Entertainment presented by Miss Pam Hawken and her group from the Regal Musical Society. Christmas Carols and Community Singing. Make sure of your booking -- Tickets are available now.

XMAS HAMPER. Have you returned your Ticket Butts and Money yet? It is important these be returned. This Raffle will be drawn at our Christmas Party - December 13th.

CHRISTMAS CARDS - We still have a few of these available - cost 10c each.

MUSEUM ROSTER.

4th November	-- Mr. & Mrs. J. A. Lean
11th "	-- Mrs. S. McOnie and Miss Foley
18th "	-- Mr. K. Grieve and Mrs. James
25th "	-- Mr. and Mrs. E. Gaskin
2nd December	-- Mr. and Mrs. J. A. Lean
9th "	-- Dr. and Mrs. Hatton

Volunteers wanted!!!!. Any Members who are agreeable to be rostered at the Museum on Boxing Day or New Year's Day are kindly requested to telephone Miss C. McEwen (587-2090)

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JAMES OATLEY'S GRAVE. In the article by the late Ernest Fletcher, printed in this Newsletter, there is a reference to the finding of the Headstone by Mr. W. Sivertsen. It is of interest to note that Mr. Sivertsen took the headstone to his home where it remained in a garden shed for 43 years. After his death it was presented to the Hurstville Historical Society which still has it.

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In a "News from the Illawarra" report in the Sydney Morning Herald of November 1844 appears this item:- "The Bulli Mountain road, we are happy to inform you, is now the chosen route of all equestrians and foot travellers from here to Sydney the journey is easily made in eight hours; the inhabitants, we think, ought to feel much indebted to Captain Westmacott for his praiseworthy exertions, in shortening the distance to the capital, and the saving to the traveller's expense."

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In the Sydney 'Echo' in October 1890, it is recorded that "Sixteen years ago, Bill Lowe ran an American waggonette from Kogarah to Sydney in the morning and back in the evening. In 1884, when the railway was built, the transit accommodation had increased very little and no vehicle went beyond Kogarah except on Sundays and holidays when picnic parties made their way to Sans Souci and other places".

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PRESIDENT'S REPORT.

During the past months a number of visitors to Carss' Cottage have expressed their interest in our Bullock Waggon, but have been puzzled by the fact that it obviously has shafts such as are used on horse drawn vehicles. This has led to the statement that it was a horse and not a bullock waggon. For the sake of those who have wondered, let me put the record straight.

This vehicle was built as a bullock waggon with a single central pole. I was told by the son of its last operator that it was of British manufacture of Australian hardwoods. I have not as yet been able to confirm or deny this claim. Most of the waggons in use in N.S.W. were built at South Creek near St. Marys.

When our waggon was in use at Bigga out from Crookwell near Goulburn, it was painted blue and named "Bluebird" owned by D. A. Cameron of Bigga.

Bullocks were used in preference to horses where the roads were rough and the going heavy. They also required less up-keep when on a trip as they could be hobbled and left to graze at night without having to be combed as with horses. Bullocks were "cheaper being only a quarter the price of horses, if any accident befalls them they may be slaughtered and salted, and on their getting on in years they may be fattened for the butcher, while the horse is becoming yearly less valuable and is ultimately only worth the price of its hide". - So wrote the explorer, Peter Cunningham, in the earliest days of bullock transport. Bullocks gave a steady constant pull, whereas horses tended to lunge and jerk.

the roads improved close to towns so the bullock teams moved further out, until it was only in the more remote areas they continued to operate.

Our waggon went out of use prior to World War II, after which time it was fitted with horse shafts and used for odd jobs. The pivot bar on which these shafts are fitted can be seen to be much longer than needed.

The waggon finally came to an Amusement Park at Fig Tree on the South Coast from which it was purchased by our Society. It travelled to Kogarah on a low loader to its present site.

The rear wheels are 6 feet in diameter and were originally fitted with steel tyres 6" x 1" section with wrought iron brake shoes. A timber mud-guard was fitted over the wheels which allowed the area to be used for loading.

The main timber members which run front to back are curved upwards at each end so as to cause the load to tilt inwards to itself towards the top so making it more stable.

Drivers of such a vehicle did not ride, but walked along on the nearside, with a boy on the opposite or offside (hence an offsider). As will be seen on our waggon, the brake is on the near side within reach of the driver. Such Waggons were used for the transport of wheat, wool; for the transport of timber waggons were used having rear wheels of a smaller diameter not projecting above the load line so logs could be rolled on and off.

Teams of up to forty bullocks were not unknown, the number being dependant on the load and the terrain. An advertisement in August 1882 read "Wanted 200 teams to cart wool from the north east to the Burra and Terowrie Railway Station".

The motor lorry finally sounded the death knell for the bullock teams, while now only a few survive in the heavy timber country more out of sentiment than necessity.

Our Waggon remains as a reminder of an era of transport which helped establish Australia as a primary producer, providing the means by which products were moved to the markets of the world.

On Saturday, 29th October, 1955, there was a "Back to Mortdale School" Festival held in the School Grounds, and to commemorate the occasion a Booklet was produced in which the following article, written by the Late Mr. Ernest Fletcher, appeared. Mr. Fletcher had been one of the pupils who enrolled on the opening day of the first Mortdale School in January, 1889 .

A HISTORY OF THE MORTDALE - OATLEY DISTRICT
by E. Fletcher.

Settlement.

James Oatley had a grant of 300 acres of land on George's River, also one of 175 acres in the Kingsgrove-Moorefields district, and another of 40 acres in the South Hurstville area. Thomas Sutcliffe Mort, some time prior to 1861, acquired the south-western portion of Dr. Robert Townson's grant. This portion embraces what is now known as Mortdale. It is from these two persons that Oatley and Mortdale derived their respective names, though originally Mortdale was known as Mort's Hill.

Like other areas in the St. George district these two were cut up and acquired by others. At Oatley, on the eastern side of the railway, the Griffiths family had a substantial estate which was subdivided and sold at various times from the mid eighties. On the western side what was known as the Oatley Township Estate was dealt with in a similar manner during the nineties. At Mort's Hill, the brickworks, established in 1834, had, and still has, a substantial area, and the Kemp family had a farm area extending from Mort's Road (now Colbourne Avenue) on the east to Boundary Road on the west. When the railway was put through in 1885 it cut this farm into two practically equal portions. Gates, adjacent to the brickworks, provided access from one portion to the other. Then in 1888, practically half of the eastern portion was acquired for school purposes, and finally about 1920, the balance of the Kemp property was acquired by the Railway Dept. for railway purposes and includes what is known as Railway Reserve. The original farmhouse stood in the paddock below the school, but later a two-storied building was erected facing the road and adjacent to the school residence. These three residences - the old farmhouse, the new residence, and the school residence - have since been demolished to make way for school extensions. Towards Penshurst, Mrs. Parkes had a farm area which had also been cut in two by the railway. Gates which were in the vicinity of where the subway is now located, gave access from one part to the other. At Penshurst, Mr. Myles McCrae had an extensive area and his old residence "Kintail" still stands. A macadamised road, now known as Railway Parade, ran through this property from Laycock Road to Mort's Road,, and was the only direct access to Mortdale as it then existed. The area bounded by McCrae's southern boundary (approximately the present Grove Avenue on the north, railway on the west, the present-day Princes Street on the east, and Mort's Road on the south, had been sub-divided into building blocks sometime during the early eighties). A few houses, mostly semi-detached places, had been erected, and most of them still exist and can be picked out quite readily, though some of them have been more or less modernised.

The most prominent building was the two-storied one, still existing at the Princes Street corner. Here was located the first Post Office, combined with a grocery store. About 1897 the Post Office was moved to the two-storied building, the front of which has been added to in more recent years, opposite the school, and was managed by Mrs. Phillips. Mort's Road was macadamised from Princes Street corner to approximately Kemp Street, whence it meandered as a bush track to Forest Road. It crossed the railway through Mort's Gates. The present business area of Mortdale, bounded by the railway, Mort's Road, Crump Street (approximately) and Kemp's northern boundary, which corresponds with the

back alignment of George Street allotments, was a fenced paddock of fairly thick bush and scrub; It was known as Newman's paddock. A Mr. Newman lived in a brick cottage nearby and since demolished to make way for railway alterations, which was the only residence that side of the line.

Newman seems to have been the caretaker of this property. About 1894 it was subdivided into building blocks and sold at auction under the name "Mort's Estate" the auctioneer being Mr. E. C. V. Broughton, and so Mortdale began to grow. Just about this time Victoria Avenue was constructed from Laycock Road (now Penshurst) to Mort's Road. Mortdale Station, opened in 1897, was to the southward of the gates, with the platform ramps adjacent to them.

What the population of Mortdale was when the Railway opened in 1885 is doubtful -- probably not more than 30 or 40 persons, perhaps fewer. When we took up residence at Oatley shortly after the opening of the Railway, the population increased five persons (ourselves) with one house. Almost simultaneously another family - Mr. Orange and his son, together with his housekeeper (Mrs. Baker) and her daughter - came on the scene. He was caretaker for the Griffiths Estate and lived in the brick cottage in Oatley Avenue between Frederick Street corner and the hotel, and is now the oldest building in Oatley. The census of Oatley, early in 1886, was nine persons and two houses. From then on growth was fairly rapid and homes began to spring up in all directions.

Raine & Horne and Richardson & Wrench conducted the sales from time to time and special trains brought crowds of people out to attend the sales which were very successful. Oatley's first Post Office was in a cottage which stood on portion of the site now occupied by the hotel. There are two coral trees growing on the reserve opposite the hotel. They were planted there by my father over 60 years ago - the more southerly of the two was grown from a slip brought from Tongarra, a few miles outside Albion Park - the other was a cutting off the first tree.

James Oatley's burial place does not appear to be quite definitely known other than that it took place on some part of his estate. In 1925 a Mr. W. Sivertsen, of Bexley, came across his tombstone lying on some vacant land on the Moorefields Estate. In an article in "Truth" under date 8th May 1921, reference is made to: "an old grave near what appears to have been a farm. This farm is situated on the country lying between Penshurst and Lakemba. On the slab of stone covering the grave is the following -- "Sacred to the memory of James Oatley, Obit October 8, 1839. Aetat 70 years'," But the site of the grave was not stated in the article. James Oatley was a watch and clockmaker. Frederick Oatley, whose grave is in a paddock at Moorefields, was his son. Many years ago a grave existed on the hill overlooking Mortdale and Oatley. It was on the Oatley side of Boundary Road at approximately the Waratah Street corner, but there was nothing on it to indicate who was buried there. I last saw it about 1897, but it cannot be located now because the site has been built up completely.

On Oatley Point there was, many years ago, a large, round, flat rock, which judging by its appearance and surroundings, seemed to have been an aborigines' feasting ground. Wind and rain storms during the past 60 years have covered it with soil and growth and it is not visible now.

Railway.

Beyond all doubt the district between Hurstville and river owes its rapid growth to the railway's establishment. The opening of the railway from Illawarra Junction (Eveleigh) to Hurstville took place on 15th October, 1884. The intermediate stations were Erskineville, St. Peters, Marrickville (now Sydenham), Tempe, Arncliffe, Rockdale and Kogarah. Carlton was opened in 1887. Banksia on 21st October 1906, and Allawah on 25th October, 1925. The extension - Hurstville to Sutherland was opened for business on 26th December, 1885, with Como as the intermediate station. The Brickworks Siding

came into use in 1886, Penshurst opened in 1886, Oatley in 1886, and Mortdale, 20th March, 1897. Jannali was opened on 7th February, 1931. The extensions beyond Sutherland took place in subsequent years, until Nowra was reached. The duplication between Hurstville and Waterfall was completed by 22nd March 1891. This was a big step forward as it permitted a more frequent service which hitherto had been confined to three or four trains daily. Oatley platform, which originally was only a dump, was lengthened, and became a station with "up" and "down" platforms, and a resident station-master in charge. The residence was built on railway land alongside the "down" platform. The deviation, Como to Mortdale, was carried out in 1905 and resulted in Oatley Station being moved about one-quarter of a mile westward to its present site and opened on 7th July, 1905. A subway took the place of the original level crossing and gates. The station-master's residence was abolished. The night officer's residence which stood near the beginning of the big rock cutting below the school, had been destroyed by fire a few years previously and had not been re-built.

Oatley was re-named Oatley's in 1889, but the original name was restored in 1890. The present island platform with a goods yard adjoining, was opened on 7th July, 1905. Automatic signals were installed south of the station on 1st November, 1918, and on the north side on 12th January, 1926. The goods yard was closed on 22nd December, 1940. Mortdale Station was moved northward beyond the original gates on 14th September, 1922. The original station has been demolished, while a subway has replaced the old level crossing and gates. Penshurst Station was extended northwards, thus cutting out the level crossing at gates which were replaced with an overhead traffic bridge. It is not possible to name the first station-masters at the various stations. Mr. Hall, who lived in the railway residence which stood just about where the Post Office is now, was S.M. at Hurstville for a number of years in those early times. Mr. John Brown was the first resident S.M. at Oatley. He died there on 3rd June, 1902. Mr. Cuneo was S.M. at Como for a number of years.

Hurstville is named after the Rev. W. A. Hurst (Wesleyan) of Tempe, who took a very great interest in the district. Penshurst is named after a locality of the same name in England. Mortdale after Thomas Mort. Oatley after James Oatley, and Como after Lake Como in Italy. Sutherland is named after Forby Sutherland, one of Captain Cook's seamen and "the first white man to die in this newly discovered land".

The first electric trains in New South Wales ran from Sydney to Oatley and began to operate on 1st March, 1926, and were extended to Sutherland on 12th August 1926, and to National Park on 24th December, 1926.

Schools.

The nearest public school was Hurstville, which opened in 1876, though there had been schools held in various kinds of buildings for some years prior. Mortdale Public School was erected in 1888, and was a brick building which housed three blocks of desks and forms. My Sister and I were two of the pupils enrolled on opening day. Mr. Joseph Coleman was the teacher in charge, and he occupied the school residence, a brick cottage alongside the school building. The cottage has since been demolished to make way for another building. I think I am right in saying that the actual opening day was in January, 1889, when schools resumed after the 1888 Christmas recess. The school was not quite ready when we presented ourselves and we had to come back a week later. My stay at Mortdale was not a very long one as in 1892 I was sent back to Hurstville, where I had been before Mortdale opened. Somewhere about this time a classroom was added to Mortdale School and Miss Frize was appointed assistant teacher, and she remained at the school for a number of years. I am sorry I cannot add any more details about the school, but no doubt somebody else in the district will be able to do so. Mr. Garden succeeded Mr. Coleman and some old pupils of these two gentlemen will be able to relate some interesting details of Mr. Coleman's later days and Mr. Garden's early days at the school. Naturally, when I returned to Hurstville, my interests centred round that school.

Church Activities.

The first Sunday School was organised by an elderly widow (Mrs. Smith) and her three daughters (the Misses Bessie, Georgina and Florence Smith), and the classes were held in her private residence at Oatley. The cottage still stands and is known as Not 27 Woonoona Parade. There is no way of establishing the exact date of the beginning of the school, but it was about 1889 or 1890. It continued for about three years, when failing health caused the dear old lady to give it up. At intervals during the currency of the school, church services, mainly for children, were held by visiting clergymen, two of whose names can be recalled, viz. Rev. W. Patterson and Rev. M. Moore. The former came from Parramatta and the latter from Sydney. After the school ceased to function there was a gap until 1894 when Mrs. Saunders and family took up residence in "Demerara" Cottage, Woronora Parade, Oatley. This residence is still in existence. Soon after her arrival, Mrs. Saunders started a Sunday School and these activities have continued without a break ever since. The school grew so rapidly that it soon outgrew the accommodation available at the cottage. In 1898, St. Peter's Church, Mortdale, was erected and the Sunday School was moved to it. Church services were held at the cottage at regular intervals and were conducted by Rev. M. Walker (Wesleyan, as then styled), Rev. McKay (Presbyterian), and Rev. A. Kilworth (C. of E.). In fact, Mr. Killworth, who was Rector of the Parish of St. George (which extended from Kogarah to the River) was responsible for the building of St. Peter's Church, Mortdale. This lonely little outpost of 1898 is now the Parish Church of its own Parish. In 1889, Rev. James Clarke was appointed Rector of the Parish of St. George, as it was then known, and continued in charge until 1895. During his travels in the Holy Land, he obtained a bottle of water from the River Jordan and he used this water in connection with baptismal services during the early nineties. My youngest sister was baptised with this water and no doubt there are others living in the district who can claim the same distinction. Mr. Clarke was a fine horseman, a very fast walker, and a splendid preacher. The present St. George's Church, Hurstville, was erected in 1889, and took the place of a wooden building which was propped up on the graveyard side with several large logs. Methodist (then known as Wesleyan) Church services were held at regular intervals at Mrs. Kemp's residence during the early nineties. This residence has long since disappeared to make way for school extensions.

The first public school at Mortdale and the first Sunday School at Oatley have an interesting feature. Mr. Coleman, whose first wife had died, married Miss Florence Smith, thus bringing about, as it were, a union of the two first schools. Miss Smith was also the first bride from Oatley. Following an old-time custom, the newly married couple were vigourously tin-kettled for several hours on their wedding night. This was the first and only tin-kettling at Oatley.

It is interesting to note that the large parish of St. George which was sparsely populated has since been divided into six parishes - Kogarah, Hurstville, South Hurstville, Penshurst, Mortdale, and Oatley, and each one is thickly populated.

During the early nineteen-hundreds, church services were also held in the School of Arts Building at Oatley.

Social Life and Services.

We had to make our own pleasures and succeeded very well, and taken all round, we were a happy community. Band of Hope concerts, amateur plays and concerts, with occasional tableaux, etc. afforded enjoyable entertainment. Dances in Hales' Hall and at various residences also had a good following, and surprise parties were popular. In summer time boating picnics or gipsy teas as they were called, were a much appreciated and very enjoyable pastime. Oysters were very plentiful and easily obtained. Public holidays saw crowds of picnickers brought to Oatley by special trains, for Oatley Bay was a favourite picnic resort and a very interesting and pretty spot it was, too. Harry

Linmark's Boatshed did a thriving business on such occasions. Even Chinese New Year celebrations and Salvation Army picnics were a regular feature. At one time two pleasure steamers ran from Lady Robinson's Beach (Brighton-le-Sands of today) up the river to Parkesvale, calling in at Como en route. It was a pleasant and interesting trip.

Early in 1902, a debating club was formed under the high-sounding title of "Mortdale Literary and Debating Society", and out of it sprang a cricket club - the first, by the way - and we played in the St. George District Competition during the 1902-03 season. We sought and obtained permission from Mr. Percy Judd to put down a concrete pitch in the brickworks paddock, and the matches played drew fair attendances and added some variety to the usual Saturday afternoon pleasures.

Among the first buildings to be erected on the newly cut up Mort's Estate was a shop by Mrs. Hales, in Pitt Street, somewhere about where the Post Office is now located and further along the street she erected a hall where many a pleasant function was held. This hall still stands, though a front has been built on to it, and is now Costello's Hardware and Grocery Store.

The nearest doctor - Dr. McLeod - lived at Hurstville, and the nearest police station was Newtown. The local limb of the law was Constable Guess, who lived in Victoria Avenue. For a long time bread, meat, and groceries were delivered from Hurstville - Fred Mumford was the baker; Tom Hillard, the butcher; and C. A. Morgan, the grocer. Sing Hop, with his horse and van, and Ah See with his baskets on the bamboo carrying stick, provided fruit and vegetables. Syrian hawkers, with their drapery packs, were almost a pest. Charles Barsby established a drapery and mercery business in Hurstville, and travelled the district with a light vehicle and that settled the Syrians. Milk was supplied by a local dairyman (Mr. Gorman), and the run was usually done by his children carrying cans. A very essential service was rendered by a quiet, unassuming dear old lady - Mrs. Kemp - who was the local midwife. No doubt there are quite a few persons still living hereabouts who were ushered into the world by this good lady. My second sister is one of them and she has the distinction of being the first child born at Catley

Mumford's residence and bakery were - and still are - at the corner of Bridge and Forest Roads, Hillard's butchery was - and still is - on the opposite corner. Before erecting the existing shop he had the old style open-front shop with large cutting block. He made his deliveries from a cutting cart. Morgan's grocery store is now the Hurstville Bedding Store, and Barsby's drapery was two doors from it.

Originally there were only two hotels, both at Hurstville - the Blue Post Inn and the Hurstville Hotel. The former received its name from a blue hitching post which stood in front, and was opposite the Public School. Its site is now occupied by a block of flats. Hurstville Hotel still stands, though in a very modernised form. About 1900 a hotel was built in Victoria Avenue, and was the first in the immediate locality. The building now accommodates the Police Boys' Club.

The brickworks, which came into existence in 1884, was the only industry in the area for many years and is still in a thriving condition. Prior to that a small brickpit existed on the site now taken up by the Memorial Park, Mortdale. The bricks were hand-made and very soft and porous and, naturally, could not compare with the machine-made article, and so this little pit closed down.

These notes have been written mainly from memory, but where it has been possible to obtain confirmatory details, I have done so. In this regard I wish to record my grateful thanks to the Mitchell Library, the Railway Department, and the Manager of the Brickworks, and I am very appreciative of the courteous manner in which they dealt with my requests.

9th September, 1955.