



'Nurungi'

(Remembered)

Official Newsletter of the City of Canada Bay Heritage Society

email: heritage@canadabayheritage.asn.au

www.canadabayheritage.asn.au

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EDITOR
LOIS MICHEL
9744-8528

PRESIDENT
ALAN WRIGHT
9743-4869

SECRETARY/TREASURER
LOIS MICHEL
3 Flavelle Street
(P.O. Box 152)
Concord 2137
Phone: 9744-8528
Fax: 9744-7591

GENERAL MEETINGS

1st Saturday of month
(except January)
at 12:30 pm in the
City of Canada Bay
Museum

1 Bent Street, Concord
9743-3034

followed by

our Guest Speaker
at 2:00 pm sharp.

Museum Committee

Meets on 3rd Wednesday of month
at 10:00 am at museum
(everyone welcome)

Chairperson

Dear Lois. I note that
you are to have a
speaker on the subject
of Len Beadel. May I be
so bold as to forward

CITY OF CANADA BAY MUSEUM

1 Bent Street, Concord

Open Wed & Sat
10am to 4pm

Guest Speaker

on 1st Saturday of each
month at 2:00 pm

Phone: 9743-3034
during museum hours
or email

museum@canadabayheritage.asn

Ikey Solomon, another plausible rogue

When Charles Dickens visited Australia, he used characters he met or heard about for characters in his various novels. Miss Haversham, from Great Expectations was in fact Eliza Donnithorne from Newtown, Sydney. Another character was Fagin from Oliver Twist, who was based upon Ikey Solomon.

In the late 1820's a paradoxical situation existed in Hobart Town. A man, whom everybody from Governor Arthur down knew to be an escaped convict, was able to live openly there without fear of arrest, and was even able to run a thriving shop. The man was Isaac (Ikey) Solomon, and the story of how he came to be in such a position is intriguing.

Solomon was born in Houndsditch in London's East End about 1787 and married Ann Julian who, over the years, bore him six children.

He was first in trouble in 1810 for picking pockets and was sentenced to transportation for life. After three years in the hulks he escaped and went into business, ostensibly as a jeweler but really as a receiver of stolen goods.

The law did not catch up with him again until April 1827, when he was arrested and charged with theft and receiving. By this time he was such a notorious character that three pamphlets containing highly flavoured accounts of his life were published and found ready sale.

On his way back to Newgate prison by hackney coach, after a preliminary hearing, Solomon staged a well planned escape. Unknown to his guards, the coach was driven by his father-in-law who detoured through Petticoat Lane where friends who had been waiting rushed forward, overpowering the guard and released the prisoner. Solomon fled, first to Denmark, then to the United States, and from there made his way to Rio de Janerio.

Meanwhile his wife had been sentenced for receiving and was sentenced to 14 years transportation. She reached Hobart Town in June 1828, with her four younger children, aged from three to nine. There she was later joined by her

two grown sons, who travelled as free immigrants.

Learning of his wife's fate, Solomon sailed for Van Diemen's Land under an assumed name, but immediately was recognised by old friends from London. The Governor soon learned his true identity, but could do nothing beyond sending to London for warrants for his arrest.

One of Solomon's first acts was to ask to have his wife assigned to him as a servant. Arthur demurred and gave in only when Solomon had entered into a £1,000 bond to guarantee that she would not escape from the colony. Some of his friends also lodged sureties.

The warrants for Solomon's arrest reached Hobart from London in November 1829. They were executed at once, and a relieved Governor Arthur assumed that the affair was settled. But it was not. A smart lawyer had Solomon brought before the court on a writ of habeas corpus, and won his release because of technical faults in the warrants. Bail was fixed at £2,000 with four sureties of £500, but Solomon managed to find the money.

Enraged by the defeat, Arthur took the extreme and highly dubious step of issuing a warrant in his own name. Solomon was sent back to England under arrest, an action for which the Governor was denounced by the newspapers.

When Solomon returned to Van Diemen's Land in 1831, it was under sentence of 14 years transportation. He and his wife were both granted tickets-of-leave in 1835, but by this time they had separated. Solomon lived on another 15 years and died in New Town in 1850.

(Article published in the Heron Flyer of August 2016. Published with permission)

DIARY DATES

September 3 - Annual General Meeting and Election of Officers - 12 noon at museum.

September 3 - Power Point presentation of photographs of City of Canada Bay to support our displays of "Neighbours".

Our District's Heritage: Not one, but two.

At the birth of Australia we had not one, but two giants of literature, Lawson and Paterson. Andrew Barton Paterson was born on 17 February 1864 near Orange NSW. He was educated at Sydney Grammar School, then he studied law at Sydney University and practised in Sydney.

Paterson started writing for The Bulletin in 1889. One of his first works was "*Clancy of the Overflow*" and this was his first use of the name 'Banjo', a country racehorse. Critics described the work in such words as "The best jingle of snare and spur combined with poetic treatment". His second most popular work was "*The Man from Snowy River*", of which 10,000 copies were sold in 1895.

In 1895, at Dagworth Station near Winton Qld, Paterson wrote the words for "*Waltzing Matilda*" to suit an old marching song.

He went to the Boer War and to China as a correspondent for *The Sydney Morning Herald* in 1904 and 1906. In 1903, Paterson married Alice Walker, who bore him a son and a daughter.

He tried his hand at cattle farming at Coodra on the Upper Murrumbidgee, then at the outbreak of WWI he went to Europe in the hope of becoming a war correspondent. In 1916 he joined a remount (horse) service in Egypt.

After the war he continued to write up until 1936, his last work was "*The Shearer's Colt*". Paterson died in Sydney on 5 February 1941.

Critics argue over the different styles and compositions of Paterson and Lawson but, as with all things in life, the ultimate critic is the reader – and the enjoyment, wonder and romance one reads into their work.

Folklore tells us that Banjo Paterson Restaurant, Punt Road, Gladesville, was once owned by one of Paterson's grandmothers and that he stayed in that house on school holidays.

Long Ago a Giant

As we board the 504 or the 438 for the CBD, most of us miss a little street 50 metres on our right hand side, Henry Lawson Avenue.

Henry Lawson, an Australian literary giant of poems and stories, wrote mainly about the average Australian. He died 79 years ago, and should we today read his works, we would have no trouble relating to the 'simple bloke' he so often wrote about.

Henry Lawson was born on 17th June 1867 at Grenfell, NSW. His father was Scandinavian. The family name of Larsen was changed to Lawson. His mother instilled in him a love of reading books and the written word. This love never deserted him throughout his life.

His parents separated when Henry was young and he found himself living at 138 Phillip Street, Sydney with his mother who was an ardent republican. The house was always filled with people wanting reform.

Bertha Marie Louise Brendt accepted Henry's offer of marriage. Bertha Lawson was an independent, self-willed person. 1897 saw the Lawsons in New Zealand, Henry teaching. There was a son born, Joseph, and later a daughter, Bertha. Between 1900 and 1902 saw the Lawsons in London.

Back in Australia, relations between Henry and Bertha deteriorated and a separation was agreed. From that point on, his life entered a descending curve. He kept writing, his last work being '*Song of the Dardanelles*'.

Henry Lawson died on 2nd September, 1922 at Abbotsford. Folklore tells us that he walked out of the house and looked up at the Southern Cross for the last time, collapsed and died in his home.

At least ten books have been written about his life. One writer, Denton Prout, described him as '*the grey dreamer*'.

This would seem to sum up Henry Lawson's life.

Green Lights on Calm Waters

A favourite pastime of residents is to walk along the waterfront to enjoy the peaceful vista. Not many of us know that between the "green lights" opposite the cove is a monument to one of Australia's greatest rowing athletes, Henry Ernest Searle.

Little is known of his childhood except that he came to Sydney when he was 22 years old.

Throughout 1888 Henry Searle broke all previous records in Parramatta River for rowing.

In September of that same year, Searle beat the then current world champion, Peter Kemp, the prize-money being one thousand pounds.

In 1889 Searle accepted a challenge by an American, W.J. O'Connor, to race him on the Thames River in England, over a distance of 7.24km. The prize-money was to be two thousand pounds (a tidy sum in those days). Searle won!

On his return to Australia, Searle became ill with enteric fever. He was rushed to hospital in Melbourne and died on 10th December 1889.

He was only 23 years old. Henry Searle is buried on Esk Island in the Clarence River.

The monument you see across the river each time you walk along the cove marks the finish line of the old Parramatta River Racing Course, the start being at Ryde Bridge, a distance of 4.8km.



Our Annual General Meeting

and

Election of Officers

**is on Saturday, 3rd September
at 12 noon in the museum.**

We need you to come along and bring your ideas - we've used up most of ours. We need new ideas, more suggestions about displays. We don't want our museum to fade away as "we that are left grow old".

Stay to look at our "Neighbours" display and to watch our slide presentation on the history of City of Canada Bay. There's be a lot you didn't know - and there's be a lot to bring back memories. It's up to you, now.

Yaralla Spring Fair

Sunday, 11th September - 10 am to 2 pm.

There's be lots of entertainment, lots of stalls, lots of food.

We will have a stall there and will be taking people on short (10 minutes) tours of the estate to encourage them to come along to our own Open Day on the following month.

(If you've ever thought of being a guide, this would be a good chance for you to see how it's done.)

Olive Remembers

Here are a few recollections of my time at the Thomas Walker Convalescent hospital, from early February to December 1945. Part of the Walker Estate at Concord was taken over by the army and became a hospital for service women and staffed by women. It is now known as Rivendell, I believe, but from 1943-46 it became the 3rd Australian Women's Hospital.

As an 18 year old I enlisted in December 1944, then did 6 weeks training at Ingleburn Army Base. Having qualified, we were then issued with uniforms, etc., and deployed to our various postings. My unit was mainly teenage girls, our posting was 3rd Australian Women's Hospital. Our first sight of the hospital was the most impressive arched gateway and gate house, with a soldier on guard. Then a long tree lined driveway leading to the house itself. From memory, it was two storeys with a tower on top. I remember the beautiful cedar timbers inside, and staircase too, which young privates had to clean and polish. There was a lot of brass as well. Downstairs was Admin.

The fully trained nurses were housed upstairs; they were all lieutenants. The wards for patients were upstairs too. Downstairs in the orderly room the staff were older recruits with skills - clerks, drivers, etc. - and had the rank of Corporal or Sergeant. We young ones were housed in two long huts placed in the grounds, with bunks down each side, separated by a locker for each person.

There was also an ablutions block with toilets and shower cubicles with NO doors, except for our Sergeant. Each hut had Sergeant in charge. Ours was Pert, or Per-tie as she became known to us.

I think there must have been a mess hut as well because we certainly didn't eat in the main house. I don't seem to recall much about the food; except a lot of bread, and the jar of apple jelly which was on the table for every meal. All I know is I gained about 6 kilos over the duration of my short army service. But we were in a beautiful place. In our spare time we could wander the grounds or stroll down to the jetty on the Parramatta River or, when we had leave, could get a bus to Strathfield Station to go to the city or to go home if we were from the suburbs, as I was.

We made lasting friendships, but I guess there can't be many of us left now. We had reunions for many years, which were well attended. Even though my time in the services was short-lived (war ended August 1945) we weren't discharged until December. The memories have stayed with me, and I firmly believe that the army training at that time in my life, rounded off my character. I am now 90 years old and am still in touch with a friend from my unit.

Mrs Olive Smith (Private O.R. Boyd), NF 481420, AAMWS

(Olive travelled all the way from Ettalong to re-visit old memories and kindly offered to write a piece for our newsletter. Thank you Olive.)

Yaralla Open Day

Sunday, 30th October, 2016

Gates open at 9:30 am

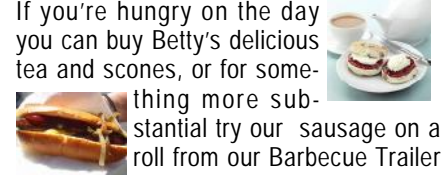


Bookings are essential and they are all done on line on our web site:
www.canadabayheritage.asn.au

Bookings open on 1st September

Come along and tell your friends

If you're hungry on the day you can buy Betty's delicious tea and scones, or for something more substantial try our sausage on a roll from our Barbecue Trailer



Cost:

\$15.00 adults, \$10 concession, children free.



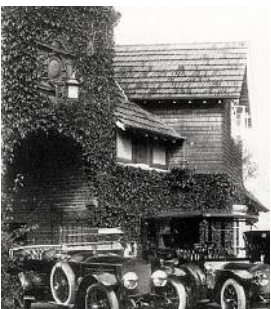
... and don't forget the special attraction - lots and lots of vintage Rolls Royce cars.



Rolls-Royces Return to Yaralla

Dame Eadith Walker had four Rolls-Royce cars with models dating from 1911 to 1925.

The Rolls-Royce Owners' Club will put on a display of cars at our Yaralla Open Day on 30 October 2016. Club President, Bruce Duncan, said that one of the cars on display, a 1967 Rolls-Royce Phantom V limousine, will be of special interest because it was owned by the Commonwealth Government and was used by H.M. Queen Elizabeth II, members of the royal family, VIPs during their visits to Australia and the governor-general.



Two of Dame Eadith Walker's Rolls-Royces outside the stables at Yaralla.



The 1967 Rolls-Royce Phantom V during service for the governor-general with the governor-general's flag and crown above the windscreen and the blue light for recognition by police escorts and the crown emblem on the front bumper bar.



The sumptuous rear compartment. The Queen always sat on the right behind the chauffeur.



Royalty of a different kind, Australian motor racing royalty, Sir Jack Brabham with Lady Brabham, in the rear seat of the Rolls-Royce when they were guest of the Rolls-Royce Owners' Club at their national rally in Queensland in 2007.

The Rolls Royce Car Club will be holding their Diamond Anniversary Concours d'Elegance at our Open Day on 20 October. Don't miss it

When did the First World War End?

Have you ever looked at the date on the War Memorial in Burwood Park? It's worth looking at carefully because it reveals an interesting fact . . . the dates of the First World War are given as 1914-1919.



This is in contrast to most modern sources which give the dates as 1914-1918.

On researching the evidence, I find the question of whether the war finished in 1918 or 1919 is a matter of debate.

The facts are these: On 11 November 1918 an armistice was signed by the Allies with Germany in a railway carriage at Compeigne in France and an immediate ceasefire came into effect "at the eleventh hour of the eleventh day of the eleventh month".

However, the actual official ending of hostilities came with the signing of the Treaty of Versailles on 28 June 1919.

So, what is correct - 1918 or 1919?

Obviously those who erected the War Memorial in 1923 were much closer to that fateful period in history and thus chose the date which signified to them that the "war to end all wars" was finally over.

(This article, by Chris Schofield, is reprinted, in part, from "Bunk", the Hunters Hill Historical Society newsletter of June 2016, with permission.)



Sydney's Grandest Markets Open

On 21 July 1898 Sydney celebrated as Mayor Alderman Mathew Harris officially opened the Queen Victoria Markets Building. The Lady Mayoress, with a commemorative solid gold key, opened the Druiitt Street entrance. That evening the Town Hall was transformed for the 1400 guests at a ball celebrating the opening of these markets.

Designed by George McRae, City Architect, the building was constructed between 1893 and 1898 by brothers Henry and Edwin Phippard and replaced the original markets on the site. In 1810 Governor Lachlan Macquarie had set aside this area for the purpose of a market place for Sydney.

Named in honour of Queen Victoria's Diamond Jubilee, this grand Victorian retail arcade of three storeys, with its sandstone clad walls and copper domes was designed in the Federation Romanesque style. Measuring 98 ft wide by 620 ft in length, it fills the city block bounded by George, Market, York & Druiitt Streets.

The dominant feature is the great central dome of 62 ft in diameter and 196 ft from ground to top of the cupola and is sheeted externally in copper, as are the 20 smaller domes. The building consists of basement, ground and two main upper floors, with additional levels in the end pavilions.

The newly built market building provided a business environment for a variety of tenants including tailors, mercers, hairdressers, florists, fruiterers, tea rooms and coffee shops as well as showrooms, warehouses, offices, Mei Quong Tart's tearoom, a concert hall for 600 people and the Coffee Palace (a residential/dining hotel). Through these early years there was also Lindeman Wines, dancing teachers, clairvoyants to name a few and both the City of Sydney Library and the Electricity Department were long-time occupants.

The QVB has endured remodelling, restoration, alterations and refurbishments throughout its 118 years of operation and is listed on both State Heritage and National Trust Registers.

Donna Newton, RAHS Librarian

(This article "This Week in History" was printed in the July RAHS News and is reprinted with permission.)



Queen Victoria Building 1896

From the Secretary's Desk



MEMBERSHIP RENEWALS: Notices have now been posted out and it would be appreciated if payments could be made as soon as possible. To those members who pay by direct deposit, please make sure you either note your name or the account number **including the two letters following** on the payment so we can credit the payment to you

OUR MUSEUM COMMITTEE needs more help. If you can spare a day or a few hours each month (or more often if you wish) why not think about volunteering at our museum. You will have the opportunity of working with and learning from our experienced volunteers on various areas such as collection cataloguing, digital photography, writing and researching local history and conservation techniques. Computer skills in areas such as databases and graphic design can be gained. We will be happy to train you.

To enquire about volunteering just send us an email or drop in to the museum any Wednesday or Saturday and meet our other volunteers.

GUIDES NEEDED for our stall at the Yaralla Advisory Committee Fair on the 11th September. If you are pondering whether you would like to do this, then this day would be useful. The tours are only short ones of about 10 minutes just to introduce people to the history and try to encourage them to come along to our own Open Day on 30th October.

YARALLA OPEN DAY on 30th October - this is going to be a huge day with an extra large number of visitors expected because of the Rolls Royce Concours d'Elegance. We need extra guides (all information supplied in a kit for you) and more people to help with the Devonshire Teas. If you can help, please do.

