THE ENDEAVOUR

Published quarterly by the

BOTANY BAY FAMILY HISTORY SOCIETY INC.

Discovering Your Heritage

PRICE $6.00

No. 158
March 2024

BOTANY BAY FAMILY HISTORY SOCIETY INC.

Discovering Your Heritage

Internet: *http://www.botanybayfhs.org.au*   **Email:** *botanybayfhs@yahoo.com.au*

Mail Enquiries: The Secretary
Botany Bay Family History Society Inc
184 Gannons Road
Caringbah South NSW 2229

MANAGEMENT COMMITTEE 2023-2024

President	Jennie Fairs	
Vice Presidents	Carole Goodyer	Noele Watkins
General Secretary	Anthony Wright	
Treasurer	Brenda Connors	
Ordinary Members	Leonie Bell	Jackie Butters
	Jean Campbell	Maree Kirkland
	Richard Linklater	

OTHER OFFICE BEARERS 2023-2024

Editor	John Levy, *bbfhs_eds@yahoo.com.au*	
Assistant Editor	Leonie Bell	
Librarians	Janette Daly	Pamela Heather
	Maureen Murray	Kate Anderson
Webmaster	Pat Fearnley	
Education Team	Carol Cronan	Lilian Magill
Public Officer	Doug Parkes	
Research Centre Coordinator	Jean Campbell, *jeanhcampbell47@gmail.com*	

Meetings

Face to face meetings are held on the first Saturday of March, June, September and December at the Research Centre commencing at 1.30pm. Zoom meetings are held on the first and third Wednesdays of the month (except January) starting at 7.30pm.

Library and Research Centre Messages and Bookings Only: **02 9523 8948**

Port Hacking Community Centre 184 Gannons Road (south) Caringbah NSW 2229
Open: 10am-2pm: Mon, Wed, Fri, 1st & 3rd Sat. For bus route 978 & timetable, see:
https://transportnsw.info/routes/details/sydney-buses-network/978/31978

Annual Membership Fees

From 1 Jul 2023: single – $45; family – $60; distance single – $25; distance family – $32. Joining fee for all categories – $15; membership renewals due 1 July each year.

Research

Volunteers from BBFHS will research family history relevant to the Sutherland Shire for non-members: minimum fee of $30 (first hour) and $30 per hour thereafter.

CONTENTS

CALENDAR

Mar	**2**	English Interest Group: 2-4 pm on Zoom
Mar	**5**	Legacy Interest Group: 2-4 pm Research Centre
Mar	**9**	**Meeting – 1.30 pm Research Centre. Gillian Lewis**. *The Japanese midget submarine attack on Sydney Harbour* <mark>Please note new day (Saturday), time and venue.</mark>
Mar 14		**Education Class. Fiona Booker.** *The Leeds method for DNA matching*
Mar 20		**Member's Chat Meeting – 7.30 pm on Zoom.** *Identifying photos*
Date. TBA		**Meeting – 7.30pm Zoom. Alan Cobcroft (NZ).** *Using Wikitree*
Mar 23		DNA Interest Group: 1.30-3.30 pm on Zoom
Mar 26		**Education Class. John Hely.** *Managing your family history research and ideas on how to share it with family and friends*
Mar 28		Writers Interest Group: 1.30-3.30 pm Research Centre
Mar 29 – Apr 1		Easter Public Holidays – Centre Closed
Apr	**3**	**Meeting – 7.30pm Zoom. John Vigar (UK)**. *For Weddings, Baptisms and Funerals*
Apr 13		Scottish Interest Group: 2-4pm Research Centre
Apr 17		**Members Chat Meeting – 7.30pm Zoom.** *Genealogy holidays*
Apr 20		**Heritage Fair: TBA**
Apr 27		Irish Interest Group: 2-4 pm on Zoom
May	**1**	**Meeting – 7.30pm Zoom. Lesley Potter**. *Mindful of the Mayhem – midwives of the Parramatta Female Factory*
May	**7**	Legacy Interest Group: 2-4pm Research Centre
May 11		English Interest Group: 2-4pm Zoom
May 15		**Members Chat Meeting – 7.30pm Zoom.** *On the goldfields*
May 18		Australian Interest Group: 2-4pm Zoom
May 23		Writers Interest Group: 1.30-3.30pm Research Centre
May 25		**DNA Interest Group: 1.30-3.30pm Zoom** **Mel Hulbert.** *Exploring your DNA Results at MyHeritage*
May 28		Family Tree Maker Interest Group – 1.30-3.30pm Zoom
Jun	**1**	**Meeting – 1.30 pm Research Centre. Stephanie Bailey**. *The Battle of Como* <mark>Please note new day (Saturday), time and venue.</mark>
Jun 10		King's Birthday Public Holiday (Centre closed, Monday)
Jun 19		**Member's Chat Meeting – 7.30 pm on Zoom.** *DNA stories*
Jun 22		Irish Interest Group: 2-4 pm on Zoom

PRESIDENT'S PAGE 📖

I have certainly hit 2024 running. Following the Special General Meeting held on February 21 to align our Constitution with the framework of the Australian Charities and Not-for-profit Commission, our updated Constitution has been lodged with Fair Trading and our application to become a registered charity is progressing. I hope to have news of the result shortly.

Your committee met in January and approved a decision to change banks for the Society funds. My thanks go to Brenda Connors for the dedicated number of hours she has spent to achieve this. If you have previously saved BBFHS banking details for direct deposit, please note that you will now need to update them with the new account which can be found on our website under the Payments page.

New, professionally printed, 3-fold brochures about BBFHS are now available for promoting the Society. Copies can be found in the brochure holders at the Research Centre, and I encourage all members to take a few copies and distribute them to potential interested individuals or organisations.

I will be in the UK from April 16 to the end of May and while in the UK, I will be attending the Annual General Meeting of the Federation of Family History Societies in person. This presents an excellent opportunity for me to engage with representatives from other societies and exchange valuable insights and experiences.

The recent survey held regarding changing our trading name to Family History Botany Bay received an impressive total of 106 responses, with an overwhelming 98.1% in favour of changing. This feedback will guide our future decisions regarding the society's branding and identity. A final decision will be made once a motion is put to a vote at our June members meeting.

Two new workshops have been successfully organised for the month of March. The first will be on March 7 with Alan Cobcroft taking us through using the wonderful resource of Wikitree. A week later, March 14, Fiona Brooker will present a 2hr hands-on workshop on using the Leeds Method for sorting and working through your DNA matches. I highly recommend both of these workshops which are being held via Zoom.

Don't forget, the best way to stay informed about all BBFHS events is by regularly visiting our website, reading the eNEWS, following our Facebook Group, and participating in the discussions on the private forum at groups.io.

Jennie **Fairs**

LYNDAL HOLLAND WRITING COMPETITION

by John **Levy** (Editor)

In our December edition of *The Endeavour* we were excited to present the inaugural winners – Ralph Dutneall and Pat Fearnley – of the **BBFHS Lyndal Holland Writing Competition** which was established in 2023 in memory of Lyndal Holland, a Foundation Member and inaugural secretary of our Society. We are following this up by presenting some of the other wonderful entries, which can enlighten us all on the theme of 'My/Our First Ancestor Who Arrived In Australia'. Please enjoy Sue and Kay's articles on the following pages.

Lyndal Holland
(photo: Holland family album)

This year's theme is "My most inspirational ancestor." with entries closing on 31 July – plenty of time to get **your entry** researched and written! The word count is 1000 words, about 1⅔ A4 pages.

It may seem a big ask but writing 1000 words in 5 months is only seven (7!!!!) words a day – so make a start now (some of the words will be "the" and "and" – so how easy is that?)! And your entry will be ready by the deadline. Fantastic! The winning entries in the December Endeavour and Sue and Kay's articles now are great examples. I am sure **YOU** can rise to the occasion. Of course there is the added incentive of a $400 prize for the winner and a $200 prize for the runner up.

EDITOR'S NOTE: For the December and March editions of the Endeavour, I have been very pleased to see an increase in the number of excellent articles from our members, some of whom have not contributed before. Thank you so much! The point in writing up your family history is to leave a record for those who come after – your children and grandchildren. You are the person that knows the most about your own life and although I hear some say "My life is uninteresting.", when you think about it, the things in your life are not what today's generation knows much about – things like radio serials, the first television shows (on 17 inch screens), the music of your time, the clothes, how school was, no mobile phones, milk delivery – the list goes on. Make a start now! If you need help, the Writer's Interest Group is the place to go.

THOMAS JENNINGS – SAFE OR SORRY?
My First Ancestor to Arrive in Australia
by Sue **Hewitt** (Member)

In a dimly lit Birmingham jeweller's workshop, Thomas Jennings adjusted a lady's pocket watch. But he wasn't concentrating on his work. His thoughts centred on a long and sometimes treacherous journey under sail to Sydney Town. Was it worth the risk to his life and those of his family? He decided it was.

Birmingham in the 1840s was bursting with activity. The old market town boasted a diverse range of manufactured goods. Small workshops churned out cutlery, guns, jewellery, toys and buttons. Badly built, poorly drained workers' houses had piped water if you could pay. The outhouse was best left out. In this bustling, burgeoning Birmingham 40-year-old Thomas Jennings lived with Hannah, his wife of almost 20 years and their four surviving children, John, Thomas, Caroline and Amelia aged 16, 10, 4 and 2 years respectively.[1] Three of their seven children had died young.

The governing powers of 1840s convict-built Sydney decided immigrants of good character with specific labouring skills would be an advantage to the town's economic growth. Singletons and families with young children were encouraged to apply.[2] The family packed their worldly possessions as prescribed by the immigration agent and travelled by stage coach to London's docks.[3]

REDUCED FARES TO LONDON by the UNION.
Inside 20s.—Outside 10s.
THE Public is respectfully informed that the above excellent Conveyance to London, at reduced Fares, leaves the HEN and CHICKENS Coach Office, New-street, every Afternoon at half past three o'clock.
N.B. The earliest delivery of Parcels in London.
CORNELIUS STOVIN and Co. Proprietors.

Aris's Birmingham Gazette 18 Aug 1834 p1

Masquerading as a gardener to fulfil the Immigration Board's criteria for selection, Thomas steered his family up the gangplank of the *Alfred* which sailed down the Thames on 7 September 1840.[4] They expected to reach Sydney by Christmas but taking on fresh provisions at the Cape of Good Hope extended the voyage.[5] At sea, the ship rolled and bucked making Hannah extremely seasick. Too weak to stay on deck, she was forced back to her cot below. Hannah spent the last weeks of the voyage in the ship's hospital tended to by her son John.

On the warm summer evening of 19 January 1841, the *Alfred* sailed into

Sydney Harbour as it quietened down for the night.[6] Small row boats and skiffs scooted about, cargo loading slowed as the light faded and only a few people onshore watched the *Alfred* drop anchor.

In the morning the foreshore swelled with activity and people. During the next few days, the immigrants appeared before the Immigration Board which approved their age, occupation and health as stated at embarkation. Hannah assured the Board that she was 'perfectly sound in constitution and free from illness when she embarked'. The Board considered 'notwithstanding her great apparent weakness that she would soon recover'.[7]

However, on 22 January, the ship's surgeon, Dr Cartwright recommended that Hannah, still exhausted from her illness should be admitted to the Macquarie Street general hospital. The hospital required fees for public admissions, which Thomas apparently could not pay. Hannah died on 1 February 1841.[8] Given that Thomas' girls were still very young it would seem expedient for Thomas to marry again. He was in no hurry to do so.

By mid-1842 Thomas had set up his watchmaker and jeweller's shop, catering to the middle and upper echelons of Sydney's society. The shop was first located in a rented three-roomed wooden dwelling in 135 Castlereagh Street.[9] After his marriage to the widowed Mrs Mary Webb in May 1851, Thomas moved his business to 104 Goulburn Street.[10] By then his girls were teenagers and his eldest son John was married. However the following year, Thomas was again a widower. Early in 1854, he added 'silversmith' to his shingle and moved the shop and residence to Park Street, 'two doors from Pitt Street' where he offered 'strict attention and promptitude' to his friends and the public.[11]

In 1854, Thomas married the widowed Mrs Jane Bryan according to the rites of the Presbyterian Church.[12] Technically Mrs Bryan was Mrs Lee because she had never married Mr Bryan. The Reverend James Fullerton who performed the ceremony, was known to turn a blind eye.[13]

Thomas continued working in his chosen occupation and moved yet again before his daughter Caroline's marriage in December 1855. Caroline married George Lee who was her step-mother's son.[14] Thomas and Jane lived with his youngest daughter Amelia in Parramatta Street opposite the Kent Brewery where his son John worked as a drayman. Amelia married in 1857 and lived with her husband in Botany Road, Redfern. At the end of that year, Thomas sold all of his household furniture and a 'variety of watchmaker's materials'.[15] He later lived in Botany Road, Redfern for about ten years,[16] possibly with Amelia who was trapped in an unstable marriage with three young children.

Thomas died of 'senile decay' on 23 February 1878 after two days in Sydney Hospital.[17] He was buried in a pauper's grave in Rookwood cemetery.

During Thomas's 37 years in Sydney, the town had become a city with a parliament of elected representatives. Its area had expanded physically and housed over five times as many inhabitants as in 1841.[18] Former convicts had melded into Sydney's society and the military barracks in George Street had been demolished. Gas lights illuminated some homes and most of the main streets. Sydney's harbour was alive with coastal and river vessels as well as steam and sailing ships from foreign ports. A Synagogue and two cathedrals supplemented churches of various denominations catering to all faiths.

Should Thomas have reflected on his decision to emigrate, would he have been sorry that he did so? Within days of landing in Sydney, the family unit had been fractured when Hannah died. However, Thomas managed to set up his watchmaker and jewellery business successfully and retired in his early seventies.

Yet he did not see his offspring thrive as he hoped. The four children grew into adults and forged their own paths although each experienced difficulties, two went bankrupt and several grandchildren did not survive infancy. Two of Thomas's children pre-deceased him as did his third wife Jane. Perhaps he felt safe, but was he sorry?

REFERENCES
1   Thomas and Hannah Jennings nee Tonkesson are my 3x great grandparents. Marriage: "England Marriages, 1538-1973", database, *FamilySearch* (https://familysearch.org/ark:/61903/1:1:NKZX-QYZ : 13 March 2020), Thomas Jennings, 1822.
2   Madgwick RB, *Immigration into Eastern Australia* 1788-1951 p154-55
3   The London to Birmingham railway opened in 1838. It provided a more comfortable journey to the metropolis of London. Stage coach operators cut their prices to compete – the stage coach was a less expensive option for family travel.
4   NSW State Archives, NRS5316/4_4787/Alfred_19 Jan 1841/ The immigration agent received a bounty for each healthy immigrant who arrived in Sydney. The expected bounty for the Jennings family was £73.
5   *Sydney Herald* 20 Jan 1841, Ship News p2
6   University of New England Archives, McDougall Family Papers, Extracts from the shipboard diary of Rawdon McDougall [age 17] from England to Australia, 1840-1841 on the ship *Alfred*.
7   NSW State Archives, Colonial Secretary's correspondence 4/2551, Reel 2249, Letter 41/1906.
8   Ibid, Letter 41/37; NSW Registry of Births Deaths and Marriages, Burial transcript Vol 132 No.956
9   *The New South Wales Examiner* 13 Jul 1842 p3; Francis Low's City of Sydney Directory 1844-45; City of Sydney Assessment Books 1845 *https://archives.cityofsydney.nsw.gov.au/nodes/view/495007*
10 *Sydney Morning Herald* 26 May 1851 p4
11 *Sydney Morning Herald* 11 January 1854 p4 and 6 October 1854 p2

12 NSW Registry Births Deaths and Marriages, Scots Church, Sydney 1854 Vol. 81 Entry 939

13 Fullerton's trial in 1851 in the Supreme Court of NSW for the 'illegal solemnisation of marriage' had been dismissed on a technicality. *Australian Dictionary of Biography* Vol 4, 1851-1890 D-J p224.

14 NSW Registry Births Deaths and Marriages St Lawrence's Sydney, 1855 Vol. 43B Entry 740. George Lee, born in London was Jane's son from her first relationship with George Lee snr.

15 *Sydney Morning Herald* 30 Dec 1857 p6

16 Sands Sydney Directory 1861-1871.

17 NSW Registry Births Deaths and Marriages, Certificate 1878/410

18 By 1871 the County of Cumberland of 1586 square miles, including the City of Sydney, had a population of 167,153. Sydney's population in 1841 was 29,973. *New South Wales Government Gazette*, Issue No.47 Supplement 28 Mar 1857

ᘓᗉᔕ

BBFHS EDUCATION PROGRAM
by Carol **Cronan** and Lilian **Magill** (Educators)

The following workshops have been confirmed for this year, Details of cost and delivery method are on the Society's website.

- **Thursday7 March:** **Using Wikitree,** taught by Alan Cobcroft on Zoom
- **Thursday14 March:** **The Leeds method for DNA matching,** taught by Fiona Booker on Zoom
- **Tuesday 26 March:** **Managing your family history research and ideas on how to share it with family and friends,** taught by John Hely in a two hour workshop at the Research Centre.
- **Tuesday 22 October:** **Better use of the Microsoft suite for family history,** lead by our President, Jennie Fairs

All of these workshops require a booking to be made on the BBBFHS website no later than 5pm on the Friday prior to the workshop. Book at *https://www.botanybayfhs.org.au/payments.html.*

The huge, free family history virtual conference known as RootsTech is open for registrations throughout February and will be held on 29 February to 3 March 2024. There are literally hundreds of workshops available for online viewing and the great gift of RootsTech is that if you are registered you can watch even after the advertised dates above. To those of you new to family history we strongly urge you to register and go through the offerings as there are so many valuable presentations by experts from all around the world. Register at: *https://www.familysearch.org/en/blog/rootstech-2024-registration*

Education is not just about formal classes. We encourage all members to stay alert for the many webinars offered online by Museums of History NSW, The State Library of NSW and the National Library of Australia at *https://www.nla.gov.au/using-the-library/learning.* Other wonderful learning opportunities are regularly highlighted in the eNEWS, and the Interest Groups are a fantastic place to seek advice and ask questions on your area of interest.

As the year progresses, please think about the fields you would like covered in workshops by BBFHS and pass these on to either of the Education Officers via one of the committee members. We would love to hear your views and we look forward to a wonderful year of learning.

Follow Botany Bay FHS on Facebook at *http://tinyurl.com/39uzkb2b*

GEORGE IBBOTSON OF GIGGLESWICK, ENGLAND (1821-1896)

by Kay **Cook** (Member)

My 2 x great grandfather, George **Ibbotson**, was my first ancestor to arrive in Australia. The Ibbotson surname has been spelled variously as Ibbotson, Ibberson or Ibbettson in the Sheffield records, but I have settled on Ibbotson, the name recorded in Australia when they first arrived in 1852.

George was christened on 16 December 1821, the eldest of ten children born to Henry Ibbotson and Alice, nee **Foster**, in Giggleswick. Giggleswick is a small village with picturesque scenery in north-west Yorkshire, England. The 15th century Church is dedicated to St Alkelda, an Anglo-Saxon princess and martyr, who was strangled for her faith by the Danes in 12th century.

George's parents had been married in Giggleswick on 3 February 1821. Alice died on 25 March 1839 in Settle, England. Henry remarried Ellen **Newhouse** 31 December 1839. Henry died January 1854 in Lancashire, England, where he is buried.

St Alkelda Church, Giggleswick (photo: British Listed Buildings) and the Cathedral of St Peter and St Paul, Sheffield (photo: James@hopwood, English Wikipedia)

On 24 May 1852, at age 30, George, occupation wheelwright, married Sarah Ann **Walker** in the Cathedral of St Peter and St Paul, Sheffield. It was an important day for the family because George's younger brother Henry Foster Ibbotson (1827-1886), occupation blacksmith, married Elizabeth **Bower**. Witnesses to both weddings were John **Kirk** and Henry Thomas Kirk.

It wasn't long until the two brothers and their wives boarded the ship *Hibernia*, bound for Australia. It sailed from Liverpool, England, on 17 June 1852 under the command of N. **McMahon** and arrived in Port Phillip Bay on 29 September 1852.

George and Sarah Ann spent five and a half years in Victoria. During this time, twins George William (1837-1923) and John James Joseph (1837-1837) were born at Long Gully, 3 km north west of Bendigo. Unfortunately, John died just 12 hours after his birth. The following newspaper notice gives an indication of what George was doing during his time in Victoria:

Wheelwright/storekeeper, 1856 Eaglehawk Rates Householder Long Gully, accompanying advertisement; £2 REWARD. Strayed, on Sunday afternoon, 10th June, from Maiden Gully, head of California Gully, a white Goat, with three black and white kids. Whoever will restore the same to George Ibbotson, Maiden Gully, shall receive the above reward.

Seeking his fortune in gold, George sailed to New Zealand with his wife Sarah and son George aboard the ship *Active*, captained by Thomas **Smith**, in December 1857. It was in Nelson, New Zealand that my great grandfather Charles Henry (1859-1936) was born.

George and his family returned to Sydney, New South Wales, circa 1863/64 where he settled for the remaining thirty-three years of his life. His youngest son, Robert Albert (1866-1926) was born in Forest Lodge. Sands Directory shows that George resided at the following places: in 1877 – Union Street, Newtown; 1887 – 342 Victoria Road, Marrickville and in 1890 – Shepherd Street. Marrickville.

George established the Central Coach Factory business at 447 King Street, Newtown. Some years later, the street was renumbered and it became 493-503 King

One of Many Designs built by Ibbotson

IBBOTSONS
Coach and
Motor Body Works
493-503 KING STREET SOUTH
NEWTOWN
"Builders of Better Bodies."
Builders and Designers of Motor 'Buses and Lorries
ALSO
**Car Painting and Renovations**
Tele. L 1275

Street. In 1881, his sons Charles Henry and Robert joined the business. Many of the vehicles built by the company won prizes at shows. From 1910-1930, the company was known as Ibbotson's Motor Body Works, still run by Charles Ibbotson, at the same King Street address. Family history has it that they built the first truck in the shape of a Lifesaver lolly. My mother Phyllis Wilson (nee Ibbotson 1913-1998) remembered this truck. Years after the Motor Body Works business closed down, a service station existed on the site and the original gates from the Coachworks were still in use. After the Service Station closed and was demolished a block of units with a convenience store was built on the site,

On 1 September 1896 at his home in Marrickville, NSW, George Ibbotson died. The cause of death was given as Senile Decay, length of illness 5 months. The death certificate lists George's father as Henry Ibbotson, Master Mason and his mother as Charlotte **Tingle**. As sometimes happens on a death certificate, the informant, George's son, was mistaken, because Charlotte was not George's mother.

Further research has shown that a Charlotte Tingle married John Gray on 10 February 1806 in the Sheffield Parish Church. Their daughter Eliza Gray was born 19 December 1808 and baptized 20 January 1809. On Sarah Ann Ibbotson's death certificate, her mother is correctly listed as Eliza, formerly Gray, late Walker, now Glover. So Charlotte Tingle was Sarah's grandmother.

George is buried in Rookwood Necropolis, Anglican Section CCC 991 and 992, with his wife Sarah. The date of birth on the headstone is George's christening date. Also in the grave are his grandson Clarence (1893-1895) and his granddaughter Eva (1900-1906).

His funeral notice was in the *Sydney Morning Herald*,
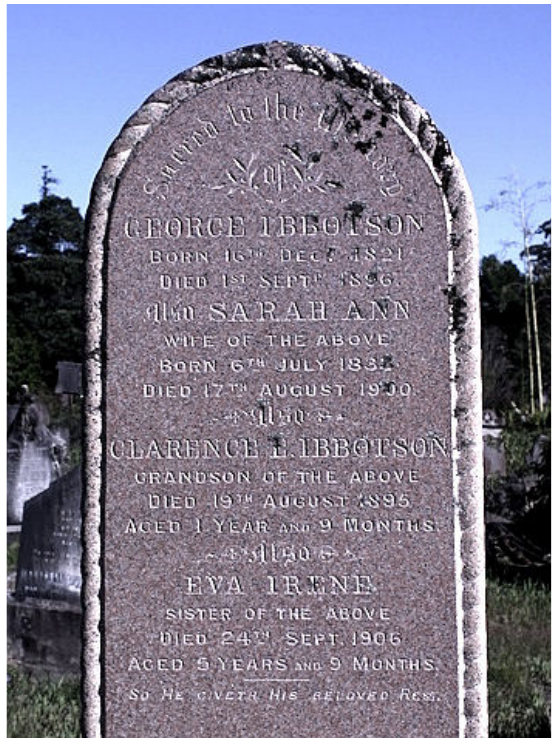
George Ibbotson's Gravestone
(photo: Grave Finder on *Find a Grave*
http://tinyurl.com/5dkb9xct)

Wednesday 2 September 1896: 'Ibbotson: The friends of Messrs. George, Charles and Robert Ibbotson are kindly invited to attend the funeral of their late beloved Father, George Ibbotson, to move from his late residence, Shepherd-street, Marrickville – tomorrow (Thursday) Morning at ¼ to 9 o'clock for Necropolis. FW Hartley, Undertaker, 301 King Street, Newtown.'

George's wife, Sarah Ann Ibbotson died on 17 August 1900, at her residence Shepherd Street, Marrickville. The cause of death was acute bronchitis and the informant was Robert Ibbotson, son.

SOURCES
Ancestry, *https://www.ancestry.com.au*
New South Wales Births, Deaths and Marriages, *https://www.bdm.nsw.gov.au*
General Register Office, England, *https://www.gro.gov.uk/gro/content/*
Immigration records: Victoria and New South Wales.
Eaglehawk Pioneers, Vol 2., O'Donoghue & Hanson
Sheffield Local History, Mr Hugh Waterhouse
Sands Directory, Sydney, *https://archives.cityofsydney.nsw.gov.au/nodes/view/495003*

NEW MEMBERS

We offer a warm welcome to the following new members. Please use your membership to attend meetings, interest groups, classes and the Research Centre (and please ask for help if you need it).

1938	Kerrie Slavin	Cronulla
1939	John Day	Engadine
1940	Margaret Day	Engadine
1941	Greg Cantor	Sans Souci
1942	Terry Georgeson	Gymea
1943	Dianne Switzer	Warrawee
1944	Virginia Casimatis	Gymea
1945	Joan Lean	Burraneer

RESEARCH CENTRE OPENING TIMES
**Monday, Wednesday and Friday – 10 am to 2 pm
Saturdays by appointment, by the prior Wednesday night.**
Please phone 9523 8948 if going in after midday.

When researching, please ask for help if you need it – it is why the Centre assistants are there and they love to help.

THOMAS MCVEIGH AND THE EAST COAST SHIPPING TRADE

by Glen **O'Connor** (Member)

The story of Thomas **McVeigh**, an ancestor of my wife, gives a mariner's perspective of life in the colonies during the 1840s and 1850s and the perils faced by those engaged in the flourishing coastal shipping trade.

Arrival

Thomas McVeigh was 29 years old when he stepped ashore in Sydney Cove in early March 1842. He and the family group he led had sailed from Liverpool as assisted immigrants to find a better life in the far away colony than the one they left behind in the town of Newry on Ireland's east coast, north of Dublin.

Thomas was described as a farm servant on his immigration papers, which was probably a lie to gain eligibility under the immigration scheme. Within a year of his arrival in Sydney he was given command of a small sailing vessel operating the coastal trade routes between Sydney, Hobart and Port Phillip (Melbourne). How could a farm servant become a ship's commander in such a short time?

The Resolution

In any event, Thomas was given command of the *Resolution*, a sailing smack (but more commonly known as a cutter) weighing 49 tons. The ship had been built at the Manning River in northern NSW in 1836. Thomas is first reported as taking the *Resolution* from Sydney to Twofold Bay on the far south coast of New South Wales with 150 tierces of salt and sundry goods in April 1843.[1] A tierce was a standard sized barrel (usually holding 42 gallons of liquid) used in the maritime trade as a general container for many types of goods.

Through the rest of 1843, the *Resolution* picked up a variety of cargo from ports on the east coast for transport to Sydney. After his run to Twofold Bay in April, Thomas took the *Resolution* further south to Alberton (Port Albert), a newly established trading post on the Gippsland coast in Victoria not far from Wilson's Promontory, the most southern point of mainland Australia.

The *Resolution's* cargoes were organised either directly by the ship's owner or by the owner's shipping agent. Thomas had little say in the ship's manifest or itinerary. He was more concerned with carefully loading the cargo and making sure his ship stayed sea worthy by supervising regular repair and maintenance work. He seems to have spent little time in Sydney between assignments.

Hundreds of ships plied the coastal routes, competing for berths in Sydney

with the larger ships engaged in international trade. Messages passed back and forth as ships crossed paths or shared ports. The Sydney shipping agents would know when to expect one of their ships from the messages received from other shipping, allowing them to organise the next cargo even before the ship returned.

After a short stopover in Sydney at the end of May, the *Resolution* was again on its way, this time up the north coast to pick up a huge load of 17,000 feet of red cedar logs from the Macleay River. This was followed by further trips up the coast to the Richmond River for more cedar, including a load of 20,000 feet in December. Even before 1800, the colony's Governors realised that the native red cedar was being over exploited and faced extinction, much like other trees around the world in the mahogany family. The import and export of cedar via Sydney was by now strictly controlled. Prior written approval was required from the Government and ships' cargoes were regularly searched to enforce the law.

In February 1844, Thomas loaded 99 cedar logs bound for Launceston in Van Diemen's Land (Tasmania).[2] The logs had been ordered by the Launceston shipping agent George **Fisher**. Passengers were also welcomed on board.

Swamped in Swan Bay

The *Resolution* left Launceston for Sydney on 9 March 1844 with a cargo of wool, 800 bushels of wheat and 40 bags of potatoes. As the ship was beating down the 40 miles of estuary of the Tamar River, a squall of wind blew down and caught the *Resolution* as it was changing tack in Swan Bay. The ship was thrown on its beam ends (turned over with the spars touching the water) causing the wheat in the hull to shift. The ship quickly filled with water and sank.

One of the nine people on board the ship was a steerage passenger named James **Cotton**. He found himself trapped in the forecastle at the time and drowned before he could be rescued. The others took to the boats and were saved.[3] The vessel was found to be lying in three metres of water at low tide. Within three weeks the *Resolution* had been refloated and restored. Thomas finally left Launceston on 23 March and arrived in Sydney on 6 April via Port Albert.

Thomas' misadventure on the Tamar River had no impact on his employment. Two days after arriving in Sydney he was off again this time taking the *Resolution* back to the Richmond River for another load of cedar.[4] Thomas then spent the rest of 1844 and most of 1845 taking various goods up to the cedar settlements along the northern rivers of New South Wales and bringing back shipments of cedar. Thomas was responsible for transporting most of the red cedar from the Richmond River to Sydney until the cedar cutters moved further north. By May 1845, the owners of the *Resolution* had put the ship up for sail.

Thomas' last journey on the *Resolution* was in March 1846 when he took the

ship to Hobart to hand it over to its new owner Thomas **Lewis** of Great Swan Port, a settlement on the east coast of Tasmania near Swansea. The *Resolution* soon began its new life operating between Tasmania and the mainland under the command of Captain John **Moodie**.

Thomas returned to Sydney as a passenger on board the brig *Louisa*, arriving on 1 April. After so many voyages during all kinds of weather and conditions at sea, he knew everything about sailing the *Resolution* with all of its particular strengths and weaknesses. For Thomas, the handover was a boon as he was being given command of a larger ship. For the *Resolution*, the handover sealed its fate as it would be destroyed four years later.

Loss of the Resolution

In November 1850, a brewer from Swansea, the appropriately named Thomas **Large**, chartered the *Resolution* to take the Large family on a holiday to Hobart. Returning to Swansea, the ship met foul weather. Captain **Quested** sought shelter in Oyster Bay near the entrance to the Meredith River. During the night the wind picked up to a gale and the ship dragged its anchor. A serious leak sprang up through the rudder with the in-rushing water nearly drowning the family before they could get on deck. With the ship foundering they had to get to shore. Some crewmen swam to the shore. In a half dead state they set off to find rescuers. Knowing the ship would soon be swamped, the captain edged the ship through the heaving waves to some nearby rocks to allow people to leave. As some of the adults carried the children to the rocks, a huge wave crashed over them, ripping six of the children from their arms and carrying them off to be drowned. Mr Large and his wife gained the rocks with much difficulty carrying one surviving child between them. The captain and the rest of the crew soon followed.

A rescue boat was launched from the beach and fought its way to the rocks where the survivors were eventually loaded. The return to the beach was harrowing as the boat fought to stay afloat in the thunderous surf.[5] The *Resolution* was totally wrecked on the rocks with debris spread around the bay.

The Rebecca

Thomas McVeigh's next command was the small 75 ton schooner *Rebecca* owned by a Sydney merchant and shipping agent with the famed and well-respected name of James **Cook**. England born, James Cook was a long established general merchant who bought and sold goods in his own right as well as acting as agent for a large number of retailers and well to do people who could afford to buy goods in bulk. He also became a major dealer in the timber trade, particularly with red cedar. He had a warehouse near the Commercial Wharf in Darling Harbour as well as other storage facilities which he hired from time to time.

The *Rebecca* had been plying the coastal waters for many years. The *Resolution* had shared many a berth with the *Rebecca* on their travels and Thomas had a good knowledge of the ship. His first trip on the *Rebecca* was back to the Richmond River in May 1846. The *Rebecca* was a third larger in weight than the *Resolution* and the extra capacity allowed Thomas to bring back a massive 42,000 feet of red cedar plus 20 pine spars on the return trip.

A major redevelopment of Sydney Cove had begun in 1837. The general layout of the cove had not changed much since the First Fleet arrived in 1788. There were low rocky shores to the east, sandy shores to the west and filthy mudflats in between, particularly where the Tank Stream debouched its foul waste between Bridge Street and the bottom of the cove. Little wonder that much of the maritime trade had forsaken the cove for the shoreline around to Darling Harbour.

The redevelopment involved constructing a huge stone wall around the cove and then backfilling the area behind the wall to create an attractive and viable area for maritime trade and commerce. The cove was renamed Semi Circular Quay which was an accurate description of the project. The work was largely finished by 1844. James Cook took advantage of the new precinct by acquiring a newly built large building to add to his warehousing capacity.

After another return trip to the Richmond, Thomas was sent to Hobart in June 1846 with a general cargo (but mostly cedar logs) and some passengers. The trip was repeated between August and October when Thomas returned to Sydney with a cargo of potatoes, bran, sheepskins, barrel staves and timber boards. In November he returned to Sydney from Hobart with a load of potatoes, timber, kangaroo skins, bran, flour and pork.

The last trip for the year to Hobart had a cargo of cedar logs, chests of tea, bags of maize and rice and some other goods. Sadly, he arrived back in Sydney two days after Christmas with a cargo mostly of timber, barrels of pitch and casks of nails. To make up for missing Christmas, Thomas took his wife Hannah with him on his next trip to Hobart in January 1847. They returned on 1 February with a cargo of apples, other fruit, timber, onions, peas and jams. Thomas made monthly return trips on the *Rebecca* to Hobart and Launceston for the first half of 1847 taking a very wide variety of cargo each way including animal hides, cedar logs, cheeses, rope, cigars, oatmeal, matches, toys, woollens and stationery.

Another ship recently bought by James Cook was the nine metres long, 105 ton schooner *John Pirie*. He sent it to New Caledonia in January 1847 to compete with other parties for as much of the island's highly prized sandalwood as the ship could carry. After six months of largely fruitless effort, the *John Pirie* returned with only a small load of sandalwood. It ran into a violent storm on its way to Sydney and was much knocked about. James Cook was not impressed with the

financial loss he suffered and dismissed the captain and crew. The ship was then docked in Sydney for a major refit including a new heavy copper bottom.

The failed sandalwood venture was all good news, however, for Thomas McVeigh as he was promoted up from the *Rebecca* to the larger *John Pirie*. After the refit and with his new crew, Thomas took the ship on yet another return trip to Hobart in July 1847 with a cargo of cedar logs, coal tar, pig iron and sponges.

The *Rebecca* went on to become a coal carrier, transporting heavy cargoes from the coal mines of Newcastle to Sydney. In September 1869, the ship had come through Sydney Heads fully laden with coal but before it could berth, it struck the rocks off Kirribilli Point. As it was being towed off the rocks by the steamer *Breadalbane*, it promptly filled with water and sank in seven metres of water with its bow and figurehead perpendicularly embedded in the mud. Two punts were used to raise the ship which was refloated using imported pumps. This was the third time the ship had sunk and been refloated, the first two occurring before Thomas became master. After repairs, the ship was again used as a coal carrier but possibly under a different name as I have not found any further history.

The John Pirie

The *John Pirie* already had an interesting history. It was built in Aberdeen, Scotland in 1827 and named after a London merchant and Lord Mayor of London who was a part owner. In 1836, the *John Pirie* joined a small fleet bringing the first official colonists and the first sheep to the newly created colony of South Australia. Port Pirie in South Australia is named after John Pirie. The ship stayed in Australian waters engaged in the coastal trade from South Australia around to Sydney. Again, Thomas McVeigh was well aware of the *John Pirie* from his many encounters with the ship on his travels.

Thomas' time on the *John Pirie* was rather short, a little over one year. He made numerous return trips between Sydney, Hobart, Launceston and Port Phillip, carrying goods as diverse as flour, hats, rhubarb, soap, timber, dolls, oats, skins, brooms, currants, clothes pegs, furniture, sugar, oil, potatoes, gooseberries, hay, sheep, white lead (pigment), snuff, boots, rum from the West Indies, preserved salmon, maize, cheese, butter, tea and even barley ordered by the Tooth brewery. Cedar continued to be a major cargo.

Thomas was able to spend a bit more time with his family in Sydney when the John Pirie underwent another refit at the Commercial Wharf in Darling Harbour during February 1848.

On one return voyage from Port Phillip in April 1848, Thomas managed to sail the *John Pirie* to Sydney in just over three days, only four hours off the then record. Perhaps Thomas worked the ship too hard because it was soon undergoing

another refit, this time at the Albion Wharf at the foot of Market Street. Or James Cook was trying to make the ship faster because on his next trip Thomas made the same voyage between Melbourne and Sydney in an incredibly fast 30 hours.

Thomas' last trip on the *John Pirie* was to Hobart in May 1848. The ship was then put up for sale by public auction held next to the ship on the convict built New Wharf (now the Salamanca precinct). The ship was purchased by the Hobart firm of Boyes & Poynter who paid £775. On 10 June, the brig *Emma* left Hobart for Sydney with a number of passengers including Thomas McVeigh.

The *John Pirie*, commanded by its new captain Edmund **Lacey**, set sail for Port Albert on 25 June. On its return journey to Hobart with a cargo of cattle, the ship was caught in one of the many violent storms frequently found in Bass Strait. It never arrived in Hobart and was reported as missing. It was another two years before a portion of wreckage from the *John Pirie* was found by a sealer on Prime Seal Island, one of the smaller islands off Flinders Island in Bass Strait. It was assumed that all of the crew had been lost.[6]

The Velocity

James Cook was always on the lookout for expanding his shipping business and one of the best ways to do this was to buy a bigger ship to carry more cargo. Taking advantage of the improved economic and financial conditions, he embarked on a buying spree during 1848, adding more ships to his own fleet. In March he paid £2,200 for the 140 ton schooner *Wanderer* and the 60 ton schooner *Jane*. In August he bought the 138 ton schooner *Velocity* for £860.

The *Wanderer* was one of the finest colonial built vessels trading out of Sydney Harbour. It must have been particularly galling when the *Wanderer* was wrecked in July 1848 only four months after he bought it. Having survived a fierce gale off Wollongong which split some of the sails, the ship made it through Sydney Heads with a full cargo and passengers from Launceston. However, as the 26 year old captain Peter **Crosten** attempted to anchor the ship just past the heads, the gale forced the ship onto rocks which ripped the hull causing the ship to sink in about nine metres of water. All on board, except for one seaman, were drowned. Fortunately for James Cook the ship (and probably the cargo) was insured.[7]

It is an understatement to say that coastal shipping was a dangerous business. Thomas did well to survive when so many mariners did not. There are about 1,100 shipwrecks along the coast of New South Wales and 638 known shipwrecks along Victoria's coast. Thomas was lucky he was given command of the *Velocity* rather than the *Wanderer* (or perhaps he was just a superior mariner). The *Velocity* had been owned and brought to Australia by Benjamin **Boyd**. It was another step up for 35 year old Thomas to a larger ship and showed the faith James Cook had in Thomas as a worthy master.

By now, James Cook was mostly operating out of his warehouse at Circular Quay (as it was now known) and using the newly constructed Bon Accord Wharf near the end of Pitt Street. Thomas' first trip on the *Velocity* was to Port Phillip, now Melbourne, in September 1848 after the ship was refitted.[8] His cargo was a veritable mix of many goods much of it on orders from various Melbourne merchants. The ship was also fitted with well-appointed passenger cabins which were always in demand. The *Velocity* made three more return trips to Melbourne that year with Thomas spending Christmas in Melbourne.

For most of 1849, Thomas sailed the sea routes between Sydney, Melbourne, Launceston and Hobart delivering both goods and passengers. In July he was sailing home from Hobart when he met a violent storm and heavy seas off Cape Howe which threatened to sink the ship. By the time he had weathered the storm, the ship had lost half of its bulwarks and some of its sails with most of the deck swept clear of fittings. The year finished with a round trip to Adelaide stopping at various ports on the return leg before arriving back in Sydney in January.

San Francisco

The wealthy Sydney merchant Robert **Campbell** chartered the *Velocity* from James Cook to take a large cargo of mostly food stores to San Francisco via Honolulu. The discovery of gold in California in 1849 had caused a rush of people from all over the world, including Australia, to the new goldfields. Governor George **Gipps** was concerned that people were heading off to California with debts owing. So, all ships leaving for California, including the *Velocity*, were searched and the passenger lists carefully examined before departure was authorised.

Scotland born Robert Campbell had a shrewd head for making money. He had been a confidant of almost every Governor (and an enemy of his unpleasant business rival, John MacArthur) having set up his warehouses at Campbell's Cove in the early 1800s on the western shore of Sydney Cove. Among his many landholdings was a grant of land that would one day become the Australian capital, Canberra.

Thomas was given the opportunity to take the *Velocity* on his first international voyage venturing to ports across the Pacific Ocean he had only ever heard of or read about. He would be gone for half a year. It took 67 days to reach Honolulu before arriving in San Francisco in June 1850. After spending time experiencing the rowdy, clamorous and exuberant city, he set sail on 16 July for Tahiti, arriving back in Sydney on 24 September, a total return voyage of 70 days.

Otherwise, 1850 and much of 1851 were taken up with round trips to Geelong, Melbourne, Adelaide, Port Fairy, Hobart and Port Albert.

1851 was the year gold was found in many locations around New South

Wales and Victoria. International gold seekers turned their focus from California to Australia and prospectors flocked to the burgeoning goldfields. Coastal shipping passenger numbers soared, particularly to Melbourne in the second half of the year due to the popularity of the diggings at Bendigo and Ballarat. Gold fever also caused a huge decline in the number of servants and workers in the colonies.

In March 1851, Thomas was returning from one of his trips to Adelaide when out of nowhere near Wilson's Promontory a hard wind roared over the ship dropping a great quantity of sand and leaves on the deck. The wind soon dropped and the ship becalmed. The sky then took on a livid red colour and quantities of burnt bark and leaves as well as birds began falling on the deck. It became totally dark by 4.30pm and the heat was excessive. This was followed by lightning and heavy thunder. Thomas said he had never experienced anything like it.[9]

On another trip, Thomas brought back a cargo for Robert Campbell but he managed to include a cargo of his own comprising 5,000 kg of potatoes. He had managed a similar cargo once before and no doubt made a good profit for himself.

In October 1851, Thomas pulled into Twofold Bay to seek shelter from a storm. He noted the bay was full of whales with scarcely any room for them to swim. Large groups were also seen along the coast. The damage from the storm that caused him to seek shelter was enough to warrant another refit in Sydney during early November. Although Thomas returned from Melbourne in time for Christmas, he was off again on New Years' Day.

James Cook advertised to sell the *Velocity* in early February 1852 but no sale eventuated before Thomas sailed to Adelaide via Melbourne and Geelong. As Thomas was unloading part of the large cargo at Geelong in March, the *Velocity* was advertised locally for a quick sale.[10] The ship was soon sold in Melbourne. At the same time, James Cook purchased the larger 198 ton clipper brig *Golden Spring* for £900 and promptly put Thomas in command.[11]

The *Velocity*, now commanded by William **Sinclair**, left Melbourne for Adelaide on 15 March on its first trip for its new owners. It continued in the coastal trade until it was seized by the Victorian Government in October 1854 and sold to pay off debts. The ship was reported as having broken up in Melbourne in 1862.

The Golden Spring

The *Golden Spring* was one of the new breed of clipper ships built in Maine, USA in 1848 and the largest ship Thomas would ever command. His first voyage on the *Golden Spring* left Sydney for Melbourne and Launceston in April 1852 carrying a massive cargo of mixed goods. It took three weeks to load the cargo.

On his return voyage, the ship had a minor collision off Swan Point, near Launceston with the 265 ton barque *Helen* on its way to Hobart. The *Golden*

Spring was not damaged which was lucky as it was carrying 400 ounces of gold dust (today worth $730,000). After arrival in Sydney, James Cook fitted the ship with a large iron safe intended to protect the transport of gold and money. The safe could store up to 425 kg of gold. As at August 1852, Victoria had exported gold worth at the time over £50 million.

By June 1852, passenger trade to and from the Victorian and New South Wales goldfields was brisk with prospectors pouring in from overseas, including late arrivals from the Californian goldfields.. James Cook was now also accepting fares in US dollars, preferably in gold coins. On a return trip from Melbourne, the *Golden Spring* carried 500 ounces of gold (worth over $900,000 today).

In May 1852, a well-known coastal schooner, the 96 ton *Favorite*, went missing after leaving Melbourne for Sydney. It was seen by some passing ships apparently damaged from recent storms. It never arrived in Sydney. Thomas reported that he and other captains sailed close to land when they could on later trips, hoping to find some trace of the *Favorite*. The ship has never been found or if it has, no one has said. It was after all carrying 2,000 ounces of gold dust.

Thomas continued his monthly runs between Sydney and Melbourne into 1853 and 1854. After entering Sydney Heads in April 1853 with a full cargo and 52 passengers, Thomas ran over part of the Sow & Pigs reef, tucked just inside the harbor lying in wait for unsuspecting ships. I assume the weather was against him as he well-knew the presence of the reef which was guarded by a light boat. The base of the bow was damaged but not enough to stop it reaching port. After unloading, the ship was hauled up the Patent Slip off Sussex Street (near where the Slip Inn is today) to have the damage repaired. Within a few days, in May 1853, it was back at the wharf loading another cargo for Melbourne. It sailed without Thomas McVeigh, commanded instead by James **Moffatt**. Perhaps Thomas had been injured in the reef accident or he may have been unwell. In any event, Captain Moffatt looked after the *Golden Spring* on some further voyages until Thomas returned to duty in August.

Thomas was one of the most popular people in Sydney in October 1853. The then largest passenger ship in the world, the 3,443 ton steam and wind powered *SS Great Britain* built in England by Isambard Brunel, arrived in Melbourne after a fast 61 day voyage from London bringing with it the most recent and much awaited English newspapers and journals. As the *Golden Spring* was leaving for Sydney the next morning, Thomas was given all of the papers destined for Sydney. The news was eagerly devoured by the usual hordes who descended on the ship as soon as it became known Thomas had the papers (the telegraph line between Sydney and Melbourne was still four years away).[12]

The following month Thomas came to the aid of a distressed ship in Port

Phillip Bay. The 170 ton barque *Victoria Packet* had struck the Point Lonsdale Reef just outside the entrance to Port Phillip Bay. With its rudder damaged it could not be steered and soon ran into another vessel, the *Mercury*, but Captain **Peacock** managed to use the sails to run the vessel onto a beach at nearby Swan Bay (another one). The ship was loaded with timber and was by now full of water. Thomas saw the stranded vessel as he came through the heads and immediately engaged the heavier *Golden Spring* to tow the *Victoria Packet* to dock. Thomas was probably motivated to assist because the *Victoria Packet* was also in the fleet of James Cook. Captain Peacock had already suffered the loss of his wife to consumption (TB) only a few weeks earlier in Sydney.[13]

In February 1854, Thomas was sailing the *Golden Spring* out of Melbourne when he "ran foul" of another vessel. As the *Golden Spring* was one of the largest coastal ships, the other vessel was probably at fault in not giving way. The *Golden Spring* was undamaged but left Melbourne carrying off the other ship's starboard main rigging. Bad weather yet again forced Thomas to seek shelter in Twofold Bay where the unwanted extra rigging was disengaged.

In May 1854, the insurance underwriters of the *Victoria Packet* gave Thomas a testimonial. They were most pleased with his "prompt and gallant conduct in saving the barque Victoria Packet from total loss". Thomas was also pleased with these kind words but he was even more pleased with the valuable gold watch and chain and the purse of gold that went with them.[14] The testimonial was widely reported in colonial newspapers. The *Victoria Packet* would eventually be wrecked in Bellambi Harbour near Wollongong by a storm in 1859.

Harbour Master

Thomas' last voyage on the *Golden Spring* was his return to Sydney in September 1854. Although James Cook had put Thomas down to take the ship back to Melbourne in October, Thomas had other ideas. He had applied for a position as Assistant Harbour Master for the Port of Sydney. His appointment on an annual salary of £280 (soon rising to £300) was approved by the Governor in early October.[15] The *Golden Spring*, somewhat delayed, sailed for Melbourne in early November with a new captain. The ship continued coastal trading until it was eventually wrecked by a storm in Lady Bay near Warnambool in July 1863.

The Sydney Harbour Master at the time was Merion **Moriarty**. He was responsible for the management of the port of Sydney as well as the lighthouses and pilot services. His four assistants, including Thomas, kept up a busy schedule of controlling traffic in and around the harbour. At least Thomas now had more time to spend with the family at their home in Darlinghurst, safe from the worst dangers of a life at sea.

The night of Thursday 20 August 1857 saw Sydney enveloped by foul

weather. The night was bitterly cold with fierce south westerly winds whipping up the seas. A hazy mist rose out of the waters around the harbour. Heavy rain pelted down making conditions even more treacherous to coastal shipping. The worst tragedy in Sydney's maritime history was about to unfold and expose Thomas McVeigh to memories that would haunt him for the rest of his days.

The people of Sydney hunkered down in their homes and shelters as the night wore on. The following morning, with the weather little changed, the coastal steamer *Grafton* commenced its entry into the heads when the crew noticed items of wreckage in the waters. More wreckage was noticed inside the harbour and messages were quickly sent alerting the Harbour Master to a likely shipwreck. At the same time, bodies were found washed up on the shores of Middle Harbour to the north or floating nearby.

As the extent of the disaster grew in Sydney, Thomas McVeigh and another assistant harbour master, John **Crook**, boarded a steamer that sailed to Watsons Bay to look for survivors but all they found were more bodies and no sign of the shipwreck. The two men then climbed the hill to the top of The Gap overlooking the Pacific Ocean where the scene of the tragedy unfolded on the ocean rocks below them. The heavy spray from the crashing waves was higher than the nearby lighthouse at the top of the cliffs. At great risk, men began carefully climbing down ropes to the rocks looking for survivors and any means of identifying the vessel. All they could see was wreckage and badly damaged bodies of men, women and children being continuously dashed against the rocks by the mountainous seas.

The ship was suspected of being the 1,321 ton clipper *Dunbar* carrying 180 passengers and crew but it wasn't until the evening that pieces of equipment were found confirming its identity. The following day a solitary survivor, a young crewman, was discovered clinging to a ledge on the cliff near The Gap. After his rescue, he was able to give full details of the events before and after the disaster.

The *Dunbar* was one of the finest ships of its day. It was bringing returning citizens and new immigrants to Sydney after an 81 day voyage from England. It passed Botany Bay about 8.30 pm but the storm had created a fierce swell that forced Captain **Green** to beat out to sea. However, the ship could not outrun the powerful swell that gradually brought the ship back towards land. The Captain attempted to make an entry through the heads but failed to find the entrance before the ship hit the rocks around midnight.

Thomas was kept busy over the next few days organising the cleanup of wreckage and the recovery of bodies. As well, thousands of people, eager to get on boats to see the scene for themselves, caused chaos on the harbour. Thomas needed to take the Police Commissioner, the Coroner and other officials to Watsons Bay to obtain first-hand knowledge of the disaster.[16] The few bodies that could be

identified were buried in graves at a church in Newtown. The rest were interred in a communal grave.

Thomas was given little respite as only nine weeks later another ship, the *Catherine Adamson* from England, was also wrecked on rocks at the harbour entrance. This time most of the passengers and crew were saved due to the presence of a nearby steamer but 21 people drowned. They were also buried at the Newtown cemetery.

Thomas' close friend and former employer, James Cook, over-extended his financial capacity in the first half of 1858. By March, he was in real difficulty with creditors threatening to declare him insolvent. James pleaded with his creditors to give him more time to pay and he would reimburse them 20 shillings in the pound (which is what a pound is actually worth). Unfortunately, his pleas were not heeded and he was declared insolvent with liabilities of £43,949/12/6. His assets were real property worth £36,000 and personal property worth £4,852/8/2. Creditors owed him £812/18/7. All up he had a deficit of £2,284/6/2. This was the end of his career as a ship owner and timber merchant. He would find no way back. He may still have been insolvent and living on assistance from friends and colleagues when he died on 30 December 1858 aged only 45 years, much the same age as Thomas McVeigh. He left behind his wife and eleven children.

The Sydney Morning Herald reported on 6 July 1859 that 46 years old Captain Thomas McVeigh a native of Newry, Amargh, Ireland, had passed away two days earlier at his residence in Stanley Street after a painful illness. His attending physician, Doctor Beck, failed to provide a cause of death for Thomas' death certificate leaving us with only conjecture as to the cause. Perhaps a reluctance to reveal the cause was itself telling.[17]

The determined young man who led his family and friends to find a better life in the far distant colony had passed on. His death was deeply mourned by all who had known him. Thomas' funeral service took place at St Mary's Cathedral at 3pm on the day after his death. Members of the Loyal Rose of Australia order of the MUIOOF assembled at the Odd Fellows Hall in Sussex Street for the walk to the Cathedral. The funeral procession left the Cathedral for the Devonshire Street Cemetery where Thomas was buried in the Roman Catholic section.

And so ended the abbreviated life of one of Sydney's better known mariners and a survivor of the east coast shipping trade of the mid-1800s.

REFERENCES
1 *Australasian Chronicle* 22 April 1843, page 3
2 *Sydney Morning Herald* 5 February 1844, page 2
3 *Examiner* 10 March 1834, page 9
4 *The Australian* 15 April 1844, page 2

5   *The Cornwall Chronicle* 23 November 1850, page 832
6   *Colonial Times* 29 October 1850, page 2
7   *Sydney Chronicle* 15 July 1848, page 1
8   *Sydney Morning Herald* 16 Sep 1848, page 1
9   *Port Phillip Gazette* 6 March 1851, page 2
10 *Geelong Advertiser and Intelligencer* 6 March 1852, page 2
11 *Empire* 25 March 1852, page 2
12 *Sydney Morning Herald* 24 October 1853, page 5
13 *Geelong Advertiser and Intelligencer* 26 November 1853, page 6
14 *Sydney Morning Herald* 4 May 1854, page 4
15 *Sydney Morning Herald* 25 October 1854, page 4
16 *Empire* 10 September 1857, page 6
17 NSW BDM Death Certificate 726/1859

COPY DEADLINE

Please submit copy for the June 2024 journal as soon as you have it available but the deadline is **Wednesday 1 May** – preferably by email to the Editor at *bbfhs_eds@yahoo.com.au*. Copy may also be left in the Editor's folder at the Centre, handed to the Editor or a committee member at a quarterly meeting or posted to 184 Gannons Road Caringbah South NSW 2227. Please include your name and state if you want any materials returned.

DEBBIE – A PEDIGREE WALKING DOLL – A 1950S CULTURAL ICON

by Anne **Cutler** (Member)

Debbie is a doll of a particular time and historical context. She evokes memories of specific social norms enabled by new manufacturing processes post World War 2. She was my Christmas present in 1958. I was seven years old and desperately wanted a walking/talking bride doll. Debbie fulfilled all my expectations. She lived at my childhood home and travelled to England in the 1980s staying there for a couple of years. Since 2002, Debbie has taken part in the family Christmas Grotto display which has which has given much joy to the neighbourhood.

Debbie is a Brighton Belle 71 cm (28") Pedigree Doll.[1] Originally, she had long blonde hair and was dressed as a bride doll. My aunt made a golden, bejewelled crown out of cardboard and a purple ermine lined train to add to her wardrobe.[2] No doubt, the Coronation in England of Queen Elizabeth II in 1953 had influenced Debbie's

Debbie and Ann, Christmas Day 1958
(photo: Ann Cutler)

wardrobe. As very tiny baby clothes became available cheaply, I have been able to kit Debbie out in trendy, modern clothes.

Debbie is currently in good condition and not in need of any major restoration. I did cut her hair short sometime in the 1960s, so in the 1980s she was given a new wig. Debbie's eyes still open and shut depending on whether she is standing or prone. She can sit but is unable to walk. Her voice box no longer works. She shows no sign of a disease first described as Pedigree Doll Disease, so named because they were the first dolls to be identified with this.[3] The symptoms are a strong smell of vinegar and disfiguring of the plastic. These days it is called Hard Plastic Disease as it can affect other plastic dolls as well.[4]

Plastic dolls were first manufactured in East Germany after World War 2. New processes enabled ease of manufacture, durability, mass production and a lower price.[5] Debbie was manufactured under the banner of International Model Aircraft Ltd based in Merton, London, England, a subsidiary of Lines Bros Ltd which expanded into Melbourne, Australia in 1955.[6]

Debbie's face: blue eyes, which open and shut, brown eyelashes, painted brown eyebrows, painted red lips and tongue and four teeth
(photo: Ann Cutler, 2019)

The company produced Pedigree dolls by injection moulding – where molten plastic was forced into metal moulds and allowed to set.[2] After cooling, the two doll halves were trimmed, glued, then clipped together. Before assembling the parts, eyes were inserted into the head. The cheeks, lips and lashes were spray painted and the hair sewn into the head if it hadn't already been moulded in. The head and the limbs were then attached to the body, the doll dressed and packed into shipping cartons.[5] In the 1950s, these dolls cost from £5 to £7 pounds which is roughly equivalent to $180 to $250 in today's currency.[7]

Dolls have thousands of years of history and have been made of a variety of materials including wood, material, porcelain, clay and cloth. They have served different roles as religious symbols, have been buried in tombs with their owners, have taught children traditions and been used in fertility rights.[5] Today in hospitals, dolls are used to prepare children for hospital procedures because it has been shown to reduce anxiety.[8] In modern times, dolls are used to encourage children to role play models of behaviour they see around them as they grow and develop. Children can act out real life scenarios in a safe environment in a way that helps their social and emotional development.[9]

The reactions and feelings that a pedigree doll elicits depend on the historical context of the time. The socialisation process is influenced by the current social construct, often defining gender roles, as with other toys.[10] Pedigree dolls were manufactured post World War 2 when restoring order and norms after years of war was a priority. Debbie provided a model of play that contributed to the development of a caring role for a female as perceived in the 1950s.

Debbie in modern clothes, 2019
(photo: Ann Cutler)

As already noted, the reactions and feelings that a pedigree walking doll elicits depend on the historical context. In the 1980s, Debbie was given to my daughter. Although she quite liked Debbie for some time, both she and Debbie were destined to be victims of their times. Firstly, Pedigree style walking dolls had been replaced by Barbie type dolls; and secondly, the movie *Child's Play* (where the doll 'Chuckie' orchestrates a series of murders) portrayed these kinds of dolls as evil.[11] The movie has distorted the innocence placed on a particular type of doll which previous generations played with very happily. This next generation has come to see Debbie as creepy and evil.

This poses a dilemma for me. What will happen to Debbie in the future? Debbie has her special place standing by the front door of my house. She is tolerated when the children and grandchildren visit. However, they let me know in no uncertain terms that they would prefer to cover her head with material. They continue to make disparaging remarks about her eyes which still remind them of 'Chuckie'. It would appear to me that Debbie may eventually have to go to a vintage doll collector who can appreciate her as a once-treasured object. Whilst for me, Debbie is a pleasant reminder of my childhood with memories of the people, places, things and the social mores of days gone by.

REFERENCES

1 Dollysisters, 'Pedigree Hard Plastic Dolls Circa 1950', *http://tinyurl.com/4zrcazkz*
2 Brewer, Susan, British Dolls of the 1950s, Great Britain, Pen & Sword Books Ltd, 2009. Kindle eBook.
3 Vintage Doll Repair, 'Hard Plastic Disease (HPD)', *https://vintagedollrepair.weebly.com/hard-plastic-disease-hpd.html*
4 New Scientist, 'Technology: Sad Doll Disease Ends in Tears', *http://tinyurl.com/yjjsv4t2*
5 How Products Are Made, 'Plastic Doll', *http://tinyurl.com/vs6am7y5*
6 V & A Museum of Childhood, 'Lines Bros Ltd', *http://tinyurl.com/mrx7tw6n*
7 'Advertising' *News Adelaide*, 3 Dec 1952 p4.
8 Ghabeli, Fatima, Moheb, Naeime, Nasab, Seyed Davoud Hosseini, 'Effect of Toys and Preoperative Visit on Reducing Children's Anxiety and their Parents before Surgery and Satisfaction with the Treatment Process', Journal of Caring Sciences, Vol. 3, Issue 1, 2014, pp, 21-28.
9 Playgroup WA Inc, 'Doll Play – Child', *http://tinyurl.com/3x6kb22x*
10 Şalgam, Didem, 'The Roles of Toys in Gender and Sexual Identity Construction in Early Childhood', International Play and Toy Congress Proceedings, Erzurum, Turkey, Ataturk University, 2015, pp.1-12.
11 Internet Archive Wayback Machine, 'Secrets of The Cabbage Patch: Pediophobia and The Fear of The Inanimate' *http://tinyurl.com/4d26ye8w*

ℭℛℰ𝔰𝔬

BBFHS INTEREST GROUPS

by Barbara **Barnes** (Interest Groups Coordinator)

Interest groups are led by co-ordinators who have a strong interest in the subject but are not necessarily 'an expert'. They lead the groups whose members share their knowledge to help each other. The group members get to know one another and this social interaction is often a wonderful by-product of their involvement.

Sessions are conducted at the Research Centre or by Zoom. Session dates are organised months in advance. Members are advised to check the latest details on our Events Calendar at *www.botanybayfhs.org.au* or see your BBFHS eNEWS. You can book and pay the $5 fee to attend an interest group meeting on the BBFHS website at *http://www.botanybayfhs.org.au/payments.html*, preferably 24 hours prior to the meeting.

Once again we reach out to all members, especially new and distance members, who are not already participating in an Interest Group, to join one or more of the Groups offered. You'll be welcome.

The group coordinators are:
Australian Interest – Lilian **Magill** (*lily@researchbylily.com.au*)
English Interest – Jennie **Fairs** (*fairsj@gmail.com*)
Irish Interest – Elizabeth **Steinlein** (care of *botanybayfhs@yahoo.com.au*)
Scottish Interest – Jean **Campbell** (*jeanhcampbell47@gmail.com*)
Writers Interest – Leonie **Bell** (*LeonieNB65@gmail.com*)
Family Tree Maker for Windows and Macs –
Pam **Heather** (*pamheather@gmail.com*)
Legacy – Sue **Jones** (*scjones@optusnet.com.au*)
DNA for Family History – John **Levy** (*j.levy@bigpond.net.au*)

UPCOMING PROGRAM

AUSTRALIAN INTEREST:	Saturday 18 May 2 – 4pm
By ZOOM	
ENGLISH INTEREST:	Saturday 2 March 2 – 4pm
By ZOOM	Saturday 11 May 2 – 4pm
IRISH INTEREST:	Saturday 27 April 2 – 4pm
By ZOOM	Saturday 22 June 2 – 4pm
SCOTTISH INTEREST:	Saturday 13 April 2 – 4pm

NOTES AND NEWS 📖 🖋

John Robert Bennett. It is with sadness that we report the death of John Bennett (30 December 1936-19 November 2023). John was an early member of BBFHS (No. 163). John had been suffering from dementia and died at Garrawarra Centre. Up to then his wife, Doreen looked after him at home. We extend our condolences to Doreen, his family and friends.

Finding when your ancestors arrived in NSW can be challenging. This webinar at *https://mhnsw.au/webinars/finding-resources-about-immigration/* highlights some resources that can help you with this research. Discover the key resources available to you in the collections of the State Library of NSW and the State Archives Collection.

Lost in Genealogy: Seven Steps to Battling Bias, by Dr. Sophie Kay. This short article looks at our possible bias in making decisions about our family history. The section on confirmation bias is of particular importance for those looking at information on public trees – just because there is a quoted source doesn't mean it is the correct one. (*https://parchmentrustler.com/family-history/cognitive-bias/*)

Central Registers of Male and Female Prisoners in Victoria from 1855 are now online at Public Records Victoria. Search by name at: *http://tinyurl.com/ym3e3jdx*. The final few volumes (1943-48 for males and 1934-1948 for females) are not yet name indexed so scroll through each volume to find the person you're looking for:
Males: *https://prov.vic.gov.au/archive/VPRS515/records*
Females: *https://prov.vic.gov.au/archive/VPRS516/records*

SARAH DENNISS NEE GILLETT – A TOUGH INTRODUCTION TO A NEW COUNTRY

by Frances **Cairns** (Member)

S arah, my great, great grandmother, was born at Dymchurch, Kent on 3 April 1812, daughter of Thomas **Gillett** and Susannah **Mackett**.

Sarah married Richard **Denniss** on 5 January 1831 at the Baptist Chapel at Dymchurch when she was 18. Life in England in the 1830s was fraught with difficulties as a protracted depression brought poverty and hardship to many. Kent was described at the time as one of the most depressed counties in England. Farm labouring work was hard to find and supporting the families was a burden on parish resources. Vestries openly encouraged single men and young families to emigrate overseas by giving them the required passage money or some other form of financial assistance. At the same time a campaign had

Sarah Denniss, c. 1876
(photo: Cairns family album)

been mounted in New South Wales to attract farm labourers and tradesmen to the Colony through the newly created bounty scheme of 1835 whereby sales of Crown land in the colony financed the selection and passage of suitable bounty immigrants. Between March and May 1838, emigrant agents based in London arranged eight shiploads of passengers from Great Britain which ultimately delivered 2000 new immigrants to the colony.

Sarah and Richard arrived in Sydney, June 1838 ready to embark on their pioneering days in the wilds of the Illawarra region, south of Wollongong, New South Wales. During the voyage on board *Westminster* from England, their three children were ill with bronchitis and catarrh, as well as ailments shared by other emigrants onboard. Prospective employers waited for the arrival of ships from England to engage the men on board as they were people skilled in agriculture and in heavy demand. Henry **Osborne** was amongst those waiting at the dockside and he hired Richard and others to work for him on piece work. This suited Richard as he could put money in his pocket while carving out his farm in the bush.

In the next stage of their journey they travelled by the steamer *William the Fourth* to Wollongong Harbour. The Denniss family waded ashore through the shallow water and loaded their possessions onto the bullock dray provided by Osborne and walked to their new home through the thick Illawarra bush. Bullock drays were the only means of transport available at that time – no railways were then extant.

The family settled at Marshall Mount, close to the coastal waters of Lake Illawarra and built their timber home *Gate Farm*, named as the only farm in the district that had an entrance gate. Richard won prizes for vegetables and cereals at the Illawarra Agricultural and Horticultural Shows held at Wollongong. Over the next ten years, Richard established a good farm and

Richard Denniss
(photo: Cairns family album)

fathered ten more children. Although married in the Baptist church, Richard put aside the Baptists and embraced horses, rum and Anglicanism. He built five stables and outside buildings but his pride had a sad fall when the lawful owner of the land turned up before Richard's possessory title had matured and evicted the family. Richard and Sarah moved into Wollongong with all but four of the children – the others had already married and moved on to their own homes. Sadly, the house at *Gate Farm* stood for many years unoccupied. Now, a fig tree planted by Richard is all that remains to mark the spot of the homestead. The original family from Marshall Mount occupied the property for 113 years. After Wollongong, Sarah and Richard moved to Paddington in 1869.

Sarah had 14 children between 1832 and 1857, all bar one surviving. She and Richard became grandparents while having further children of their own.

Richard died in 1880 at the Parramatta Asylum, being a home for poor and needy old men. He is buried in an unmarked grave in St Johns Church grounds at Parramatta. Sarah continued to live with her daughter Rachel and her husband Andrew **Moore** at 59 Macquarie Street, Sydney.

Sarah died on 11 August 1883 at the age of 70 in her daughter's home. She was buried on 12 August at the Church of England section of Rookwood Necropolis Cemetery. Starting her life with difficulties, it seems her life ended the same way.

ॐ

LIBRARY ACQUISITIONS

LIBRARY

This article lists the new Library accessions. We remind members that there is a wealth of family history information accumulated over some 40 years in our Library. **Not everything is online!** Check out our library catalogue at *http://www.botanybayfhs.org.au/library--research-centre.html*. You may be very surprised at what you find! **Come to the Research Centre and have a loo**k. Thank you for the donations from those members who are 'downsizing'.

AUSTRALIA
- Writing Your Life – A Journey of Discovery. [A.GUI.3.17LC]
- Family History for Beginners & Beyond. (16th Edition)(Heraldry & Genealogy Society of Canberra) [A.GUI.1.28LC]
- Australia As Once We Were (Good illustrations). [A.HIS.1.58LC]
- Not Just Ned – A True History of the Irish in Australia. [A.HIS.11.30LC]

NEW SOUTH WALES
- Moments in Time. (The State Records Authority of New South Wales) [AN.HIS.1.37LC]
- A History of Shopkeepers and Their Families of the Milton-Ulladulla Area. [AN.LH.2538.6LC]

VICTORIA
- Victorian Squatters. [AV.HIS.6.2LC]

OVERSEAS
- The Highland Clearances - People, Landlords and Rural Turmoil. [S.HIS.1.16LC]
- The Tribes of Britain (Who Are We and Where Do We Come From). [BRIT.HIS.1.10LC]
- Kent. [E.KEN.HIS.2LC]
- German Residential Records for Genealogists - Tracking Your Ancestors from Place to Place in Germany. [GER.GUI.1.8LC]
- Trace Your Roots with DNA – Using Genetic Tests to Explore your Family Tree. [INT.GUI.1.20LC]
- The Lonely Lands – A Guidebook to Argyll. [S .HIS.41.4LC]
- House Histories – The Secrets Behind the Doors. [E.HIS.22.2LC]

GENERAL
- Been There – Done That (Life in the WRANS). [G.MIL.A.HIS.49LC]
- My Ancestor Was An Agricultural Labourer. [G.OCC.E.HIS.7LC]

- Unhappy Exiles – Convicts of the Pitt & Kitty 1792. [G.CONV.BIOG.24LC]
- Our Irish Forebears – A Story of the Moore, Egan and Boyle Families. [G.FH.MOO.1LC]

NOTE: 'LC' indicates a loan copy, which can be borrowed; 'CD' a compact disc.

<div align="right">Compiled by Janette Daly (Librarian)</div>

<div align="center">ॐ୫</div>

BBFHS RESEARCH CENTRE AND LIBRARY
by Jean **Campbell** (Research Centre Coordinator)

The Research Centre reopened on Monday 15 January. During the week before, volunteers went to the Centre to get it ready for a new year. Thank you to Margaret, Brian, John L., Jennie, Roger and Kate. We are also open on Wednesdays and Fridays, from 10am to 2pm. Please ring if you decide to come in after midday (9523 8948).

There is an updated Library Catalogue for 2024 available on the computers at the Research Centre and it will also be available on the website.

It looks like a number of members have been working on their family history over the break because there have been pleasing numbers in the Centre this year. Monday remains the most popular day. Remember, we have eight paid subscription sites for members to use, plus we are a Family Search Affiliate Library.

January and February Centre rosters were all filled with willing Volunteers. We welcome these people back, to look after our researchers and the resources in the Centre. I can see ten Centre Volunteers have been on duty since we began, in 2006. That's 18 years! That is so much appreciated! There are still members who are now offering to be on duty each month, which is great! THANK YOU.

I'm still asking if any other members would like to be a Centre Volunteer. Just one day a month, for four hours, would be so helpful. We still have new members joining our Society. It's a pleasure to help others with their family history... especially if you have a brick wall with your own! Please email *botanybayfhs@yahoo.com.au* if you would like to be on the duty roster.

WHEELCHAIR ACCESS
is available at the Research Centre.
Please phone 9523 8948 to make arrangements.

BRIDGET DAGWORTHY, NEE QUIGLEY –
IRISH ORPHAN GIRL (C.1834-1886)

by Aileen J **Trinder** (Member)

Many Irish families were devastated by the failure in the early 1840s of the potato crops caused by late blight. A third of the population in Ireland was entirely dependent on the potato for food and the resulting famine caused the deaths of parents and their children and many surviving children were orphaned and were in the workhouses. Earl Grey, the British Secretary of State for the Colonies received much support from Irish landlords for his Orphan Emigration Scheme under which young girls from the Irish workhouses were to be sent to Australia. This Scheme commenced in October 1848 and was wound up in August 1850 after over 4,000 girls had been sent from Irish workhouses to Australia.

Bridget **Quigley** arrived in Sydney on the *Tippoo Saib* on 29 July 1850 having departed from Plymouth on 8 April, this ship being the last one to carry Irish orphan girls to New South Wales. The *Plymouth and Cornish Advertiser* of 11 April, reported on the arrival of the *Tippoo Saib* at Plymouth from Liverpool. This 'splendid' ship of 1,000 tons (and 51 m length) was under charter to Her Majesty's Colonial Land and Emigration Commissioners. The master was Captain **Mayhew** and the ship was to 'convey 300 female Irish orphans, and about 30 married couples to Sydney'. The ship's construction was described and that it was built at St Johns and that it was 'not often that such a vessel is seen in the West of England ports'. It went on to state that the orphans assembled at the Depot, prior to the ship sailing and that the surgeon superintendent was Dr **Church**, 'a gentleman of great experience in the service of emigration – a most able officer, and one who has given the Government the most entire satisfaction; there is every reason to anticipate a successful voyage'.[1] When the ship's arrival was reported in the Sydney newspaper, it was stated that the master was Captain **Morphen** and that it left Plymouth with 220 Irish orphans, 17 men, 3 boys and 7 girls.[2]

A letter to the Colonial Secretary from the Agent for Immigration, Mr **Merewether**, notes the Master's name as Mr **Morphew**.[3] This letter also noted that this ship was 'well suited for the conveyance of emigrants to this Colony if the stern ports were enlarged and she was so fitted as to afford a free current of air between decks fore and aft'. It also suggested other improvements and made favourable comments on many other fittings, some of which were recommended being provided on all ships carrying unmarried females.

Mr Merewether also stated that the Surgeon Superintendent, W. Francis H. Church, performed his duties with great efficiency but he was dissatisfied that the Surgeon Superintendent had commended the conduct of the Master as he had heard

that Dr Church had found it necessary to watch the Captain closely to prevent him seducing one of the female orphans; a seduction that subsequently occurred after the ship's arrival while the young woman was a hired servant of Mr **McCulloch** of Sydney. Mr Merewether went to the Magistrates in Petty Sessions and had a Summons issued against Mr Morphew under the Master and Servants Act but the Captain went to sea immediately after the Summons was served on him so no further action could be taken. This ship didn't depart from Australian waters immediately though as, before returning to England, the *Tippoo Saib* sailed around to Shark's Bay in Western Australia arriving there on 24 October 1850 to load a cargo of guano from Egg Island. This cargo was reported to be of superior quality abounding in ammonia and was highly prized despite the governor of the colony of Western Australia charging them '2*l*. [£2] per ton for a license to ship the guano'.[4]

Mr Merewether also advised the Colonial Secretary that the Surgeon Superintendent had reported that the 'single females were very filthy in their habits and that during the early part of the passage he experienced the greatest difficulty in getting them to keep themselves or their apartment clean'. This report appears to endorse the attitude of the colonists who were opposed to the provision of assisted passages for any young women from the workhouses as they did not consider that they made suitable servants. These girls had travelled by the most rudimentary transport from mainly workhouses in different localities around Ireland, many of them country districts, to Plymouth and then been housed at the Immigration Depot until they boarded the ship. One may wonder how these young women coped with the conditions on board the ship and whether they, like so many others, suffered from seasickness when the voyage commenced. The Surgeon Superintendent also reported that the principal disease was hysteria!

According to the shipping arrival records, Bridget's native place was Claire Meath. Her parents were Patrick & Ann with her mother noted as still living there; although this native place appears to be inaccurate judging by later records.[5] Bridget could neither read nor write, her occupation was a house servant, her religion was Roman Catholic (RC) and she had no relations in the Colony.[6] Mr Merewether, in his letter to the Colonial Secretary mentions that, from the Schoolmaster's report, 170 of the girls 'scarcely knew her alphabet and, of the remaining 130, only 22 could read well'.[7]

Another of the Irish orphan girls on board the ship was Winifred **Tiernan**, also aged 16, from Ardcarney [Ardcarn] Roscommon whose parents were James Tiernan and Margaret (nee **Conlon**) who were both deceased by 1850.[8] According to some of Winifred's descendants, the family legend was that Bridget and Winifred were cousins and Winifred was only permitted to emigrate if Bridget accompanied her. Winifred married David **Masters** on 7 June 1853 at Bolwarra NSW.[9] They have many descendants.

On 17 May 1854, just four years after her arrival, Bridget made a deposit under the NSW Remittance Regulations to sponsor the passage of her sister Honor [Anne] Quigley, aged 18.[10] Honor arrived on the *Bermondsey* on 29 April 1855. The report on the vessel's arrival by the Agent for Immigration stated that the *Bermondsey* was 'a small ship and perhaps rather too much so for the conveyance of Emigrants though from her superior ventilation and the absence of any serious amount of sickness amongst the passengers during the voyage, she cannot be considered an ineligible vessel for the service.' The report also noted that 'The vessel was in a most filthy state on arrival and the Immigrants who arrived by her appeared to be in a similarly dirty condition.' Furthermore, the Immigrants were of an inferior class with several of them receiving passages via deposits made under the Immigration Remittance Regulations. The Agent stated that nearly all of the females were unsuited to domestic employment; that there was a high demand for domestic servants and that 'it is positively a hardship to the unfortunate creatures so introduced, who, in consequence ... are only retained in respectable service for a short time.' In the Immigration Deposit Journals under the Remittance Regulations[11], Honor's occupation was noted as a farm servant; her Native Place was Ballinakill [Ballynakill], Sligo; her religion was RC and that she could neither read nor write. The Immigration Board's list noted her parents as Patrick & Anne, father dead, mother living at Ballinakill [Ballynakill]; sister Bridget at Mr **Rattray's**, Bathurst Street [George Rattray, merchant and agent, 102 Bathurst St West; (details clarified from a 1851 Directory of Sydney entry)].

Eight years after Bridget's arrival in the Colony when she was aged 24, she married George **Dagworthy**, 27, labourer, on 15 November 1858 at St Marys Roman Catholic Cathedral in Sydney.[12] Bridget was a housekeeper at the time and living in George Street and George was living in King Street. Her parents were Patrick Quigley and Anne Tierney. Bridget's native place was noted as Sligo. The witnesses to the marriage were James **Brophy** and Ellen Quigley although no relationship between this Ellen and Bridget has yet been found.[13] Bridget and the two witnesses signed with their


St Mary's Cathedral in the 1860s

mark. George Dagworthy aged **25**, farm labourer, arrived in Sydney as an assisted immigrant on the *Lady Ann* on 29 September 1854, just over four years before.[14] A report by the Agent for Immigration to the Colonial Secretary states that the immigrants by this ship 'were all an <u>excessively</u> fine body of people more particularly the married portion of them, and as a whole they may perhaps be taken as the finest body of Emigrants who have ever yet arrived in one vessel'.[15]

George was baptised on 13 September 1829 at Bridford, Devon and his religion was Church of England (C of E).[16] He was the third child of James Dagworthy, labourer, and Ann, nee **Bailey**. His mother, Ann, died and she was buried on 28 October 1834 not long after the birth and death of George's sibling and their youngest son, John, who was baptised on 23 September and buried on 28 September 1834. George's father, James, remarried on 25 August 1846 to Elizabeth **Bowden** and another son, Joseph, was born on 15 September 1849.

Shortly after George and Bridget married, they moved to *Jinglemoney*, near Braidwood, the property then owned by Duncan **Mackellar** and where George must have obtained employment. It was there that Mary Ann, their first child was born on 2 October 1859.[17] Her name was registered just as 'Ann' but she was baptised at St Bede's Catholic

Map showing Jinglemoney and Jaicumbene near Braidwood
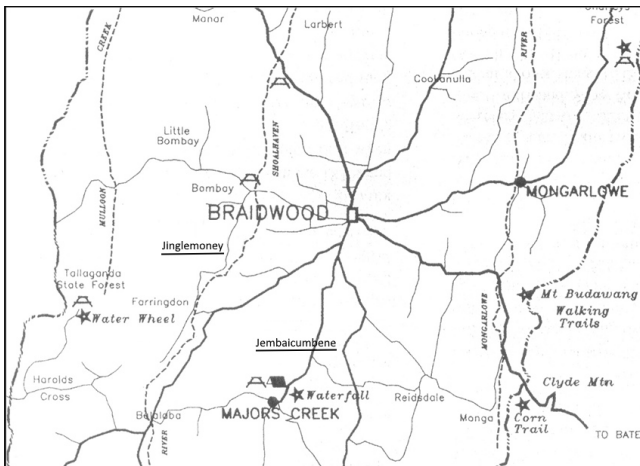
Church at Braidwood on 20 November 1859 as Mary Ann and her godparents were James and Hannah **Bralin** of Jembaicumbene.[18]

The Macarthur family had interests in the Braidwood district which may explain why the young family then moved to *Camden Park*, the Macarthur property, where George apparently obtained employment. The rest of their children were born there – Jane on 28 January 1861, twins Kate and Ellen on 8 December 1862, James on 28 September 1867 and John on 20 November 1874.[19] Sadly, the eldest twin Kate died on 5 January 1863 of 'debility' and was buried by her father on 6 January 1863 in the Roman Catholic burying ground near Camden. Witnesses[20] John **Scully** and Thomas **Reedy** were from *Camden Park* – John Scully, a leaseholder and Thomas Reedy became the gardens and orchards

manager. Thomas had migrated from Ireland in 1852 and his wife was Ann (nee Quigley).[21] Three of these Dagworthy children were baptised at St Paul's Catholic Church at Camden; Jane on 12 February 1861 (godparents: John Quigley and Mary **Luck)**, Ellen on 8 February 1863 (godparents: Simon **Carey** and Bridget **Dwyer)**, and James on 3 November 1867 (godparents: Hugh Quigley and Kate **Flaherty)**.[22] No relationship between John and Hugh Quigley and Bridget Dagworthy (nee Quigley) has as yet, been found. George's occupation was "labourer" on these birth registrations but, by 1884, he was listed as a dairyman at *Camden Park* in Sands Commercial Postal Directory[23] and, in July 1885, as a farmer at Menangle when he and Bridget purchased property at Camperdown Sydney.[24]
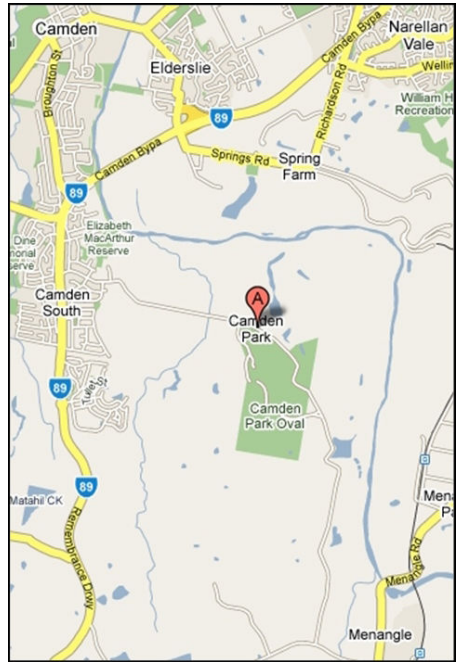
Modern map of Camden, Camden Park and Menangle

Bridget's mother, Anne, had remarried to a Thomas **Reynolds** and had another daughter, Ellen, born about 1846, four years before Bridget emigrated. A few years after the death of the eldest twin and prior to the birth of their first son while still resident in the Camden Park area, Bridget sponsored the passage of Ellen Reynolds, 20, Servant, then living at Coolony, Sligo, Ireland, paying the deposit of £4 to the CPS Camden on 31 August 1865. Ellen's referee was Joseph **Robinson**, Esq of Bloomfield.[25] Ellen arrived on the *Peerless* on 6 June 1866 having sailed from Liverpool on 27 February. On arrival, Ellen was still aged 20, her native place was noted as Bloomfield, Sligo, Ireland and her parents as Thomas and Anne Reynolds of Ballintoule, Sligo, she was RC and could neither read nor write. Bridget Dagworthy is noted as her sister living at Camden Park.[26] Ten years later, on 2 August 1876, Ellen Reynolds, then stated as aged 25, married Thomas **Russell**, 27, who was born in England, at the RC Church of St Joseph, Woollahra. Thomas' occupation was noted as a contractor and his parents were George Russell, printer, and Annie **Patford**. Ellen's parents were stated to be Thomas Reynolds and Anne **Tierney**.[27]
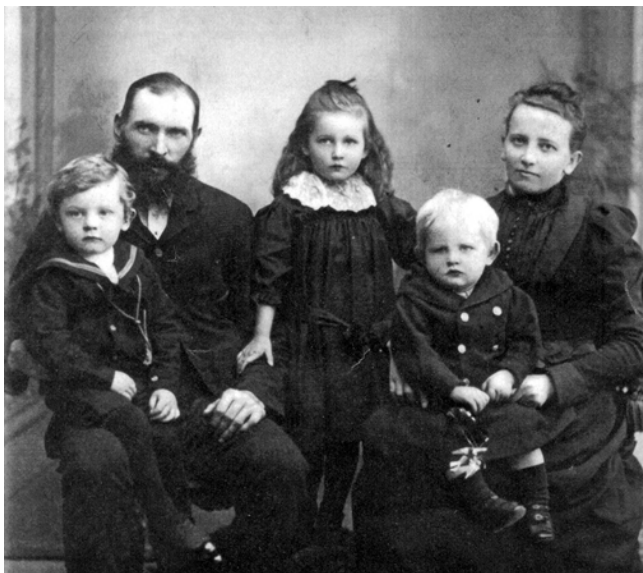
On 1 July 1885, Bridget and George purchased adjoining properties at Nos. 50 and 52 College [renamed English in 1913] Street, Camperdown and the family moved into No. 52.[28] No. 50 was tenanted for some years until after their daughter,

Ellen, married. (The property is now part of the Royal Prince Alfred Hospital property. The houses were renumbered at least once when the street was renamed and a comparison between an 1889 map and a 1970 map would place Nos. 50 and 52 [Lots 27 and 28] College Street approximately at Nos. 44 and 45 English Street.[29]) At the time the family moved to Camperdown from the Menangle/Camden area, the surviving children were aged 25, 24, 23, 17 and 10.

Less than a year later, Bridget, aged 53, died at 52 College Street on 17 May 1886 of a cerebral effusion and was buried on 19 May in the Catholic section at the Necropolis.[30] At the time of her death, Bridget had £106 in the Savings Bank of NSW and £50 in the Commercial Bank Camden. She died intestate and George was able to claim the monies stating in an Affidavit that the sums '…in reality belong to me as the said deceased was in the habit of transacting my business and managing our affairs and I allowed her to open accounts in her own name'. By this time, George is described as a 'gentleman of independent means'.[31]

The following few years saw some of the children marry but there were also many deaths in the family.

When she was 29, Jane, the second eldest daughter, married John **Griffin**, 34, Labourer of Granville (b. Ireland and son of Thomas Griffin, Labourer, and Norah **O'Brien**) on 1 May 1889 at St Mary's RC Cathedral Sydney.[32] The witnesses were Jane's brother and sister, James and Ellen. Not long after their marriage, they moved to Gisborne New Zealand where their four children, Mary (b. 13 Mar 1890 at Whataupoko, Poverty Bay), Thomas (b. c.Sep

John and Jane Griffen and family
(photo: Trinder family album)

1891 d. 20 Mar 1892 at Gisborne), James (b. 21 Sep 1892 at Whataupoko, Poverty Bay) and George Dagworthy (b. 27 Sep 1893 at Whataupoko), were born.[33]

About late 1897, they moved to North Fremantle, Western Australia where they remained until Jane's death on 2 Jan 1901 of phthisis (pulmonary

tuberculosis) at Thompson Road North Fremantle. She was buried at the RC Cemetery Fremantle on 3 January and one of the witnesses to the burial was a William Griffin. John then took their three children back to Whataupoko Gisborne New Zealand. Subsequently, early in 1910, John had Jane's remains disinterred and reburied at the Makaraka Cemetery Gisborne in New Zealand.[34] Jane's husband, John Thomas Griffin, died on 14 September 1937 aged 86 and is buried in the same cemetery with Jane.[35]

Bridget and George Dagworthy's eldest daughter, Mary Ann, didn't marry and worked as a domestic servant. She died at Callan Park, Leichhardt aged 30 on 22 May 1890 of phthisis and was buried in the RC portion of the Necropolis on 24 May 1890.[36] Mary's death notice in the *Sydney Morning Herald* included, as well as that of being George's beloved eldest daughter, an additional notice of his late wife's death on May 17 1886, just over four years earlier.

The younger son, John, became a messenger at the Department of Lands in Sydney when he left school. He died aged 22 of phthisis on 13 July 1897 at their home, 52 College Street, Camperdown. He was buried on 15 July 1897 at the Roman Catholic Cemetery Rookwood.[37]

Prior to the deaths of his daughters Jane and Ellen, George Dagworthy died on 13 May 1900 of phthisis and is buried in the RC Cemetery at Rookwood.[38] By his Will dated 24 July 1899, he bequeathed £200 to his daughter, Jane Griffin, wife of John Griffin, for her 'sole and separate use free from the debts control or interference of her present or any future husband and her receipt alone shall be a sufficient discharge for the same'; £100 sterling to his son, James Dagworthy; and £100 sterling to

Dagworthy Gravestone, Rookwood Cemetery – Bridget and George, Mary Ann and John
(photo: Trinder family album)

his daughter, Ellen, again for her 'sole and separate use…' etc. No. 52 [part of Lot 27] College Street Camperdown was left to his son, James Dagworthy and No. 50 [Lot 28 and part of Lot 27] College Street Camperdown was left to his daughter,

Ellen **Cannane**, wife of James Cannane. The value of his real and personal estate chargeable with duty was sworn at £839/8/0.[39]

James Cannane
(photo: Trinder family album)

Ellen Dagworthy
(photo: Trinder family album)

On 7 June 1899, when she was actually 36 but gave her age as 31, Ellen married James Cannane, 28, born Rainbow Reach, NSW (the son of Irish parents, Patrick Cannane and Mary formerly O'Halloran, nee O'Shaughnessy) at St Patrick's RC Church Sydney.[40] Their children were: Mary Bridget (19/03/1900-17/05/1901); John Joseph (28/03/1901-02/03/1986) m. 1. Sadie Florence **Rogers** 2. Josephine Dulcie **Rowsell**; Kathleen Agnes (12/05/1902-14/10/1967) m. William Albert **Williamson**; Dorothy Josephine (23/04/1904-30/08/1995) m. Michael **Dunne**. All of the children were born at 50 College Street Camperdown and were baptized at St Joseph's Parish Church at 2 Missenden Road Camperdown and are recorded in the Parish Register as Maria Birgitta Cannane, John Joseph Cannane, Catharina Agnes Kinane and Dorothy Josephine Cannane. Mary Bridget was baptized on 25 March 1900 only six days after her birth and John Dagworthy was recorded as one of the godparents for Mary but Ellen's brother John was already deceased by 25 March 1900 and this godparent was probably Ellen's brother, James. John Joseph was baptized on 13 April 1901 and his godparents were Patrick Cannane (James' father) and Mary Griffin (possibly a relation of Ellen's brother-in-law, John Griffin) although the parents and godparents names have been reversed in the parish register which shows the parents as the godparents. Kathleen Agnes was baptized on 1 June 1902 and one of her godparents was Guilielmus Kinane (William Cannane), James' eldest brother. Dorothy Josephine was baptized on 8 May 1904 and her godparents were James Dagworthy and Mary Ann Saul.

The property at 50 College Street had been transferred into Ellen's name under the terms of her father's Will on 3 November 1900.[41] Ellen died of phthisis

on 14 April 1905 at 50 College Street when she was actually 42 years old although her husband James thought she was 37. She was buried in the Catholic Cemetery at Rookwood on 17 April 1905 in the same grave as their infant daughter, Mary Bridget.[42] Just over a month before she died, Ellen made a Will and left to her husband James £50 and all of the household furniture, chattels and effects including her wedding presents. A life interest in her cottage and land at 50 College Street Camperdown was left to James, to use and occupy or to receive the net rent and profits. After his death, it was to go in equal shares to any of her children then living or the issue of those children who may have predeceased James. In the event that there was no child living at the date of James' death, her property was to go to her brother James Dagworthy or his issue and, in the event that he had predeceased her husband again without issue, her property was to go to the child or children of her sister, Jane Griffin.[43]

The property at 50 College Street Camperdown was valued at £350 and the cottage was 'built of brick on stone foundation containing 4 rooms, kitchen and outhouses'. Ellen's household furniture and effects were valued at £10.10.3 and she had £200 in the Savings Bank of New South Wales (Newtown Branch) plus interest of £3. Her furniture and effects were valued by Thomas **Lyons**, Civil Servant, of Bream Street Coogee.[44] Thomas Lyons was the husband of James Cannane's sister, Barbara.[45]

After Ellen's death, James and the children lived for a short time with his widowed mother, Mary Cannane, at Bream Street Coogee.[46] On 16 January 1906, his late wife's property was transferred into the names of Thomas Edward Murphy of Sydney, Solicitor, and James Cannane of Coogee, Tramway Employee, and a Caveat was placed on the property on the same day. James, aged 36, married his late wife's best friend (who had been a witness at their marriage), Bridget **Meany**, 41 (born in Co Clare Ireland and daughter of Michael Meaney and Bridget **Nihill**), on 7

Cannane Gravestone, Rookwood Cemetery – Ellen and James and their two daughters: Mary Cannane and Dorothy Dunne
(photo: Trinder family album)

November 1906 at St Mary's Cathedral Sydney.[47]

Bridget, aged 21, and Thomas Meany, aged 20, arrived in Sydney on 7 October 1883 on the *Gladstone* from Plymouth.[48] Their passages were sponsored by Patrick Meany [sic] on 19 February 1883.[49] James purchased property at 57 Silver Street Marrickville where the family lived. James' second wife, Bridget, died aged 61 on 12 January 1927 of cellulitis pyaemia in Lewisham Hospital and was buried in the RC Cemetery at Waverley.[50] James Cannane died aged 63 on 3 September 1932 at Venetia Private Hospital Marrickville of asthma and chronic tuberculosis and was buried on 5 September in the Roman Catholic Cemetery at Rookwood.[51] His normal residence was still at 57 Silver Street Marrickville and he was a State Pensioner and former Clerk with the Government Tramways Department. After their father's death, the Camperdown property was sold by John Joseph Cannane and Dorothy Josephine **Dunne** on 20 June 1934 to Alexander **Wolfe** of Marrickville, freeholder, and it was subsequently sold by him to Prince Alfred Hospital on 1 June 1943.

The second youngest child of Bridget and George Dagworthy who was their first son, James, also became a messenger at the Department of Lands in Sydney. He married Mary Ann **Saul** on 11 January 1908 at the Roman Catholic Church at Randwick.[52] James and Mary had three children, James John (c1909-1962), George Vincent (b.c1910-1974) and Ellen [Nell] C (b.c1915-1985). James died on 2 February 1925 when he was 57 at Kurrawa Avenue, Coogee of angina pectoris and he is buried in the Roman Catholic cemetery at Randwick.[53] Part of Lot 27 (No. 52) College Street Camperdown had been transferred into James Dagworthy's name on 3 November 1900.[54] After James' death, this property was transferred to his widow, Mary Dagworthy of Coogee, on 16 November 1925. The property was mortgaged on 16 October 1930 and the Mortgage was discharged

James and Mary Dagworthy and family
(photo: Trinder family album)

on 24 March 1932. On 9 February 1937, Mary Dagworthy sold the property to Carl **Mason** of Bondi, secretary, and it was subsequently sold by him to Prince Alfred Hospital on 22 September 1948.

On the whole, Bridget fared better in New South Wales than she would have done had she remained in Ireland. However, we are left to wonder about the other Quigleys. Were any of those other Quigleys, such as the Ellen Quigley who was a witness at Bridget and George's marriage and the two Quigley males, Hugh and John who were godparents to two of the children, actually related to Bridget? Also, did the move to Sydney expose the family to tuberculosis which caused the deaths of her husband, George, three of their children and much later the death of their daughter, Ellen's husband, James, of phthisis? Despite everything, Bridget and George were obviously hard-working, industrious and they always strived to overcome the hardships and tragedies that occurred in their lives. They proved that they were very family orientated with their lives being enriched by having that beloved family and, although Bridget did not live to see their three surviving children marry, her husband George did. Those three children all have descendants so Bridget's and George's lives will not be forgotten.

REFERENCES

1   *Trewman's Exeter Flying Post or Plymouth and Cornish Advertiser* (Exeter, England), Thursday, April 11, 1850; Issue 4401
2   *Sydney Morning Herald*, Wednesday, , 31 July, 1850: Shipping Intelligence
3   New South Wales State Archives (NSWSA): Colonial Secretary's correspondence 4/2914.1 50/8950
4   *Hampshire Telegraph and Sussex Chronicle* etc (Portsmouth, England), Saturday, May 31, 1851, Issue 2695
5   NSWSA: Immigration: Series 5316 Agent's Immigrant Lists; 1838-96 4/4786 p.619 Reel 2136 and Series 5317 Board's Immigrant Lists; 1848-91 4/4919 Reel 2461: Tippoo Saib.
6   Ibid.
7   NSWSA: Colonial Secretary's correspondence op.cit
8   NSWSA Immigrant lists: Tippoo Saib op.cit
9   NSW BDM Marriage V1853809 39C/1853
10 NSWSA: Immigration Deposit Journals; Remittance Regulations; Loc: 4/4576; Reel 2668A
11 Ibid.
12 NSW BDM 1858 Marriage as 1 above and St Mary's Cathedral PR Marriage entry
13 To date, no Ellen Quigley has been found in passenger arrival lists pre-Oct 1858 and the only marriage found has been for an Edmond Quigley to Ellen Shannassy in 1841 (V18411018 91/1841) at St Francis' Roman Catholic Church in Melbourne Victoria
14 NSWSA Shipping lists: Lady Ann 4/4791 Reel 2137 and 4/4941 Reel 2466
15 NSWSA Colonial Secretary In-Letters: "Lady Ann" 4/3260 55/153
16 Bridford Devon Parish Registers
17 NSW BDM 1859 Birth 1859/5660

18 Dr Christine Wright, Braidwood – St Bede's Roman Catholic Parish Register Baptisms

19 NSW BDMs: Births – Jane 1861/6272; Kate 1863/6493; Ellen 1863/6494; James 1867/7992; John 1874/9109

20 NSW BDM: Death 1863/3218

21 Brian Burnett, Richard Nixon and John Wrigley, They Worked at Camden Park: A listing of the employees, leaseholders and tenant farmers known to have worked on the Camden Park Estate; 2005 Ed. pp.74,69

22 St Paul's Catholic Church Camden – Certificates of Baptism

23 Sands Country Directory and Gazetteer of NSW 1884-1885 [ML: Roll MAV FM4/2375 (ML981/S)] District: Camden, Narellan and Picton p55. b. Brian Burnett, Richard Nixon and John Wrigley, They Worked at Camden Park: A listing of the employees, leaseholders and tenant farmers known to have worked on the Camden Park Estate; 2005 Ed. p.26

24 NSW Department of Lands: Certificate of Title Vol. 748 Folio 128

25 NSWSA: Immigration Deposit Journals Dep. No. 3992 31 August 1865 Reel 2672

26 NSWSA Shipping lists Peerless 4/4789 Reel 2140 Other papers 9/6286 and 4/4991 Reel 2484

27 NSW BDMs: Marriage 1876/01535

28 NSW Department of Lands: Certificate of Title Vol. 748 Folio 128

29 Letter from the Town Clerk, The Council of the City of Sydney dated 5 December 1985

30 NSW BDM: Death 1886/4302; buried Rookwood, Old Catholic Mortuary I, Section E, Row 8, Grave 294,295

31 NSWSA Probate Packet: Bridget Dagworthy Series 3 Container 17/2151 Item 13335

32 NSW BDMs: Marriage 1889/631

33 Information supplied by Nora Griffin, descendant and NZ Birth Regn Nos. Mary 1890/5997, James 1892/11939, George Dagworthy 1893/16774 and Death Regn No. Thomas 1892/574

34 WA BDMs Fremantle Death 1901/796 (disinterment authorised by Council 5 January 1910 Lands No. 1167/1909); b. NZSG Cemetery Transcriptions: Gisborne Cemeteries – Makaraka Cemetery Map H, Plot 290

35 NZSG Cemetery Transcription for Makaraka as above

36 NSW BDMs Death 1890/6851; buried Rookwood, Old Catholic Mortuary I, Section E, Row 8, Grave 294,295

37 Ibid. Death 1897/9056; buried Rookwood, Old Catholic Mortuary I, Section E, Row 8, Grave 294,295

38 Ibid. Death 1900/6390; buried Rookwood, Old Catholic Mortuary I, Section E, Row 8, Grave 294,295

39 NSWSA Probate Packet: George Dagworthy Series 4 Container SC000839 Item 20433

40 NSW BDMs Marriage 1899/2651

41 NSW Department of Lands: Certificate of Title Vol. 1336 Folio 29

42 NSW BDMs Death 1905/6007; buried Rookwood Old Catholic Mortuary I, Section H, Row 1, Grave 13,14

43 NSWSA: Probate Packet Ellen Cannane 4/34195

44 NSWSA: Deceased Estate File – Ellen Cannane; Duty paid 21/7/1905 (Container 20/265)

45 NSW BDMs Birth Barbara E Canane 11872/1872 Macleay River; Marriage Barbara E

Cannane and Thomas Lyons at Sydney 601/1893
46 Sands Directories
47 NSW BDMs Marriage 1906/8996
48 NSWSA Shipping lists: Gladstone 4/4807 p.175 Reel 2142 & 4/5022 Reel 2494
49 NSWSA: Immigration Deposit Journals – 4/4595 Reel 2675
50 NSW BDMs Death 1927/590; buried Rookwood Old Catholic Mortuary I, Section H, Row 1, Grave 13,14
51 Ibid. Death 1932/13209
52 Ibid. Marriage 1908/2604
53 Ibid. Death 1925/1331
54 NSW Department of Lands: Certificate of Title Vol. 1336 Folio 28

[With thanks to their descendants for the photographs of Jane Griffin (nee Dagworthy) and James Dagworthy and families.]

Aileen J Trinder, Email: *aileenjt193@gmail.com*

Journal Contributions

All journal contributions – large or small – are welcome. Email your input to *bbfhs_eds@yahoo.com.au*, leave it in the Editor's folder at the Research Centre or hand it to the Editor or any Committee member at our quarterly meetings. Please add your name and contact details.

FAMILY HISTORY AIDS – SALES TABLE ON MEETING NIGHTS OR AT THE RESEARCH CENTRE & LIBRARY
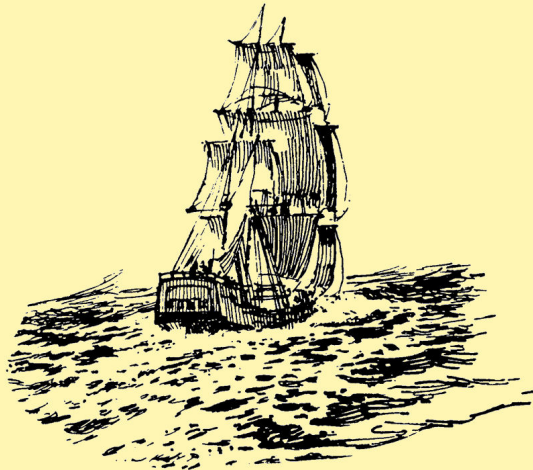
(Prices current at Jan 2024, subject to change without notice)

Split catalogue – A – P one quarter, Q – Z next quarter	Price
Archival Tabs sheets	
Archival Chinagraph Pencil – black	
Archival Paper A4 80 gsm Watermarked Pack 5 sheets	
Archival Paper A4 Pack 10 sheets	
Archival Protector Page for 35mm negatives	
Archival storage box C	
BBFHS Badges – BBFHS	**$10**
Buried Treasure what's in the English Parish chest	$15
Citing Historical Sources – Noeline Kyle	$15
Death Certificates & Archaic Medical Terms	$15
Discover Scottish Land Records – Chris Paton	$15
Exploring Family Search – Allan Murrin	$ 10
Family History on the Cheap – Shauna Hicks	$10
Family History research in South Australia – Graham Jaunay	$25
Finding Florence, Maude, Matilda Rose – Noeline Kyle	$10
Harnessing the Facebook Generation – Janet Few	$10
How did they get here? Arrivals after 1924 – Cora Num	$10
Insights into NSW BDM Index - Murrin	$10
It's Not All Online – Shauna Hicks	$15
Lanyard & Plastic Holder	$2.50
My Ancestor was in an Asylum – Shauna Hicks	$10
Norfolk Island 1788-1844 – Cathy Dunn	$10
Papers Past – Coral Shearer	$10
Pedigree Chart 7 Generation Tree	$5
Pedigree Chart 9 Generation Chart	$4
Pitfalls in Family History – Graham Jaunay	$10

ADVERTISING RATES

Size	Annually (4 issues)	Single issue
Full page	$160	$49
Half page	$80	$29
Quarter page	$40	$19