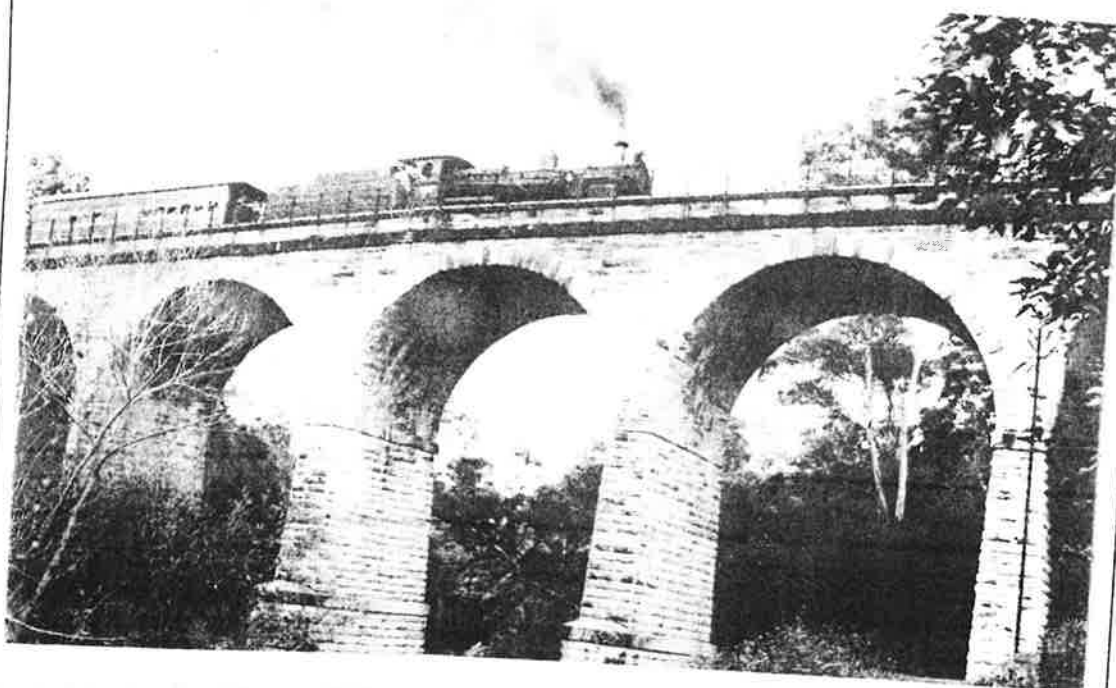


STONEQUARRY JOURNAL

DATE: JUNE 1999

VOLUME: 13
NUMBER: 2



PICTON & DISTRICT HISTORICAL & FAMILY HISTORY
SOCIETY INC.

ISSN 1321 - 1439

Picton and District Historical & Family History Society Inc
Committee 1998-9

President:	Mrs Judy Armstrong	02 46771586
Vice President:	Miss Gail Hanger	02 46842179
Secretary:	Mrs Jan Ross	02 46771430 bh
		02 46819928 ah
Treasurer:	Mrs Betty Villy	02 46771970
Research:	Mrs Dianne Irwin	02 46771396
Librarian:	Mr Ken Farrell	02 46771276
Archivist:	Mrs Helen Hanger	
Public Officer:	Mr Peter Meyer	02 46831248
Publicity:	Mrs Angelika Burke	02 46832347
Journal:	Mrs Robin Slattery	

Research: Written enquires: \$10.00, plus copying charges.

All Correspondence: The Secretary
 PO BOX 64
 PICTON. 2571

Library (Resource Centre) The Coach House
 Argyle Street
 PICTON. 2571

Enter by the Menangle Street Car Park at the rear of the National Bank.

Hours:	Thursday	10.00am to 2.00pm.
	Saturday	10.00am to 3.00pm.
	3rd Sunday of month	10.00am to 3.00pm.

Meetings: Second Monday of the Month, 7.30pm, at the Coach House, rear of National Aust. Bank.

Membership Fees: Pensioners - \$10.00. Single - \$15.00 Family - \$20.00
 School Student Membership is invited - \$10.00 per annum.

- Contents:**
- 1. Presidents Report**
 - 2. Our Heritage Picton N.S.W.**
 - 3. 4. 5. Story of Hope and Reality Written as Recorded**
 - 6. Wilton History - The Early Days**
 - 7. Research Inquiries and "New Marriage Laws"**
 - 8. 9. Family Register of the Mid West Region of Western Australia**
 - 10. 'The First Hanging' 1788**
 - 11. 'Huge Rock Discovered' and General Information**

Changed meetings. Meetings of the Picton and District Historical and Family History Society Inc. will be held on the second Monday of each month (except January, or when the Monday is a public holiday) at 7.30pm at the Coach House at the rear of the National Australia Bank in Menangle street, Picton.

Letter from the President:

Dear Members,

A milestone has been reached in the history of our Society. For over eight years, we have enjoyed the facility of "The Coach House" belonging to the National Australia Bank, Picton. Unfortunately, the whole block and bank buildings have been sold this year.

Our Society has to vacate the premises by September 1999. As we paid a "peppercorn" rent to N.A.B. we were indeed fortunate to have had access to such a central position, at virtually no cost. (It is believed that a building like "The Coach House" would realise hundreds of dollars rent per week for a commercial undertaking.) Our society has to quit the building as per the lease date.

Now we have to consider the options available for the future of the Society.

Questions to be considered:

Is there a building or set of rooms

- a) suitable to house the society's collection
- b) close to town and to public transport
- c) within the district
- d) at a minimal cost (to match our minimal budget)?

Should our Society continue operating

- a) as a resource centre for members and public?
- b) To undertake research for distant enquiries?
- c) Depending on the time of a small handful of hard-working members?

When the Society began its collection of historical and family history related resources: there was no public library in Picton or Wollondilly. Most Council libraries have Local History sections with archival support materials and equipment, overseen by a Local History Librarian and this is where ALL members of the public can gain access to such important materials. (Open many more hours than our members can provide.)

Would it be more realistic of our Society to donate the collection to the local library and continue to meet as a forum for discussion / learning / sharing / lecturing / visiting group without the heavy responsibility of undertaking research and maintaining the research and archival materials?

Should the Society

- a) pass the collection / holdings on then continue to have meetings?
- b) pass the collection / holdings on and then disband?

The Picton and District Historical and Family History Society has been run on the goodwill and love of history of a very small group of active workers who have DONE IT ALL for years.

Now it is a time to consider future directions.

We would be pleased to hear from members who have suggestions or ideas or encouragement.

Yours Sincerely, Judy Armstrong.

OUR HERITAGE PICTON N.S.W.

By Eric Turner

It was about 1925 following World War I that Picton began to kick along again, and get into Community Sport. I have decided to speak about some of Picton's Heritage, and that being 'The Picton Amateur Bicycle Club'. This Bicycle Club, back in the 1920's and 1930's, brings up some very early names of Picton families living in the district.

Some relatives are still living in the Wollondilly area. I am sure they would like to hear about, and see Fathers and Grandfathers name quoted historically. With their personal accomplishment in sport, or what ever else they pursued in that time. Knowing they are remembered.

There was little other traffic on the road on Saturday afternoons. The bicycle race was a popular event in the town. The start of the race each week was conducted in a tri-weekly way between the George IV Inn Argyle Street the now Picton Hotel Argyle Street together with the now Imperial Hotel in Menangle Street. Except for the Old Hume Highway being tar sealed, it was over dirt streets and roads.

I have gathered 16 names from the 1920's. Namely Ted Dredge, Fred Larkin, Jack O'prey, Gordon and Les Hanger, Bill Early, Owen and Pat New, Billy Cameron, George Henderson, Alf Cracknell, Billy McInnis, Bert Gillard, Mick Simmons, Wally Chalker and 3 Davis. The Handicapper was Roy Pearce. The Scratchman was Owen New. (the last man to leave when the race has started).

A Mr George Pratten of the Commercial (now Picton Hotel) left a large cup mounted on a stand that stood on the Bar shelf. For the Picton to Enfield race, open to all comers, the Picton riders who completed the course had their name engraved on the Cup each year. When Mr. Pratten left the Hotel it is presumed he took the Cup away with him. Jack O'prey competed in the Goulburn to Enfield race in years 1926, 1927, 1928 and received 3 Medals with name and time taken to finish the course. Billy Cameron, Bert Gillard and Wally Chalker received a medal when competing.

A nourishing drink was made for this long race. When passing through Picton, the Bicycle Association Sydney arranged for a 10-gallon can of fresh milk, with 4 dozen eggs added. (making an egg flip). It was driven further up the street to the Chinese vegetable gardens, near the Doctors Surgery area. It was ladled out into drinking cans. Together with some other boys I helped pass it to the riders. You had to run with the can alongside the rider, when passing it; and the milk would splash, or drop on the ground through the sudden change of hands. We also had buckets of clean water at hand to wash the cans. This was done every year for the Goulburn to Enfield race.

* * *

In the 1930's some of the older members were leaving the local Picton Bike Club and new ones were coming in, although in lesser numbers. The members were now, Jack O'Prey, Charlie and Reg Smith, Kerin King, Gordon Hanger, Stan Woods, Ken McInnis, George Storey, Reg Halls, Pat New, Gilly Cameron and Eric Turner, together with a couple of the earlier members of the Club.

The racing courses were still the same as previous. Example: out and around Bargo, Camden, also around Menangle and Razorback.

The handicapper was still Roy Pearce and the Scratchman was Jack O'Prey, now the strongest rider. A point score competition was the incentive to go a bit faster to make 1st, 2nd or 3rd, to win a prize. I won the first small Cup, and Stan Woods won the Cup one other time. Stan Woods and I trained over the next selected course each Thursday night. Our riding outfit was a light blue T-shirt with a half-red Moon Crescent on the chest, and light black shorts.

Again in the 1930's, Gordon Hanger competed in the Picton to Enfield race 3 times, and Jack O'Prey competed twice, and Eric Turner competed once.

So Picton was to the fore, locally and competitively in Cycling in the 1920's and 1930's.

PS: Dr Marshall Andrews of Picton Surgery gave Jack O'Prey a push start each time that Jack competed in the Picton to Enfield race.

ERIC TURNER

STORY OF HOPE AND REALITY...WRITTEN AS RECORDED

FROM JOHN WILLIAM COLEMAN'S DIARY 1852 - 53

Ancestor of Society Member - John Kitchen

I left Portrush Co Antrim Ireland on Tuesday the 3rd of August 1852 on the Steamer 'Victory' with Captain Johnson for Liverpool en route for Melbourne Port Phillip Australia. Arrived in Liverpool on Wednesday the 4th inst. went on board the ship 'John Bunyan' with Captain Coyle - lying in the Salt House Docks on Saturday the 7th inst. hauled out into the river on Monday the 9th inst. and anchored in the river to wait for the Government Inspector where we lay for five days and on Saturday the 14th of August at half past nine O'clock we lifted our anchor and was towed out to sea by the Steam Tug 'Powerful' the number of passengers was 400, Crew 31.

We passed the Welsh coast at half past seven O'clock p.m. when we hoisted sail, an ordinary Seaman was ordered up the Mizzen Mast, and when on the Top Sail Yard in casting loose the sail he lost his balance and fell head foremost on the Poop Deck, his forehead was fearfully gashed, his brains was in a lump lying on the deck about twenty inches from his head, the blood was pouring out of the top of his head, ears, eyes and mouth, his legs and arms were broken it was a dreadful sight, his chest and bedding was put on board the Tug but the Captain would not let his body go but threw it overboard the next morning, the passengers and crew were much displeased poor fellow he was a native of Liverpool and only five minutes before his death he gave a letter to the Pilot to give to his father from whom he parted in the morning. The Tug left us at half past eight p.m. and we pursued our course with the wind right aft.

In getting our mess, I am Captain of our Mess, consisting of eight adults, Edwin has taken unwell.

16th. Had to call the Doctor in to see him, this evening, a regular gale hit the ship off Dundrum Bay.

17th. This morning a child was born in the first Cabin, a girl, Edwin getting better.

18th. A child died in the 3rd Cabin and was thrown overboard about ten O' Clock night. Narrowly escaped running down a small brig, passed Cape Clear.

19th. A Schooner fruit laden homeward passed close by our stern. Some letters tied between two boards were thrown, but fell short, her name was the 'Adeon'.

24th. A fine Barque the 'Ellen Dobson' of Dundee deeply laden homeward bound passed us.

25th. A Barque called the 'Estella' from Alexandria for Liverpool passed us. 26th this night the Captain had a Woman a third Cabin passenger in his Bedroom, her husband after looking all over the ship for her found her there and dragging her out gave her a dreadful beating, waking us all out of our sleep, they were a new married couple, there are several on board, the Captain I am told had to give him some money to hush it up.

27th. We sighted the Island of Madeira at six O' Clock a.m. was abreast of it at one O' Clock p.m. on the west side ran along the shore which was two miles distant until half past five O' Clock when we saw a great number of houses scattered here and there some of them three stories high and some close to the shores the rocks run in strata's of different colours, the land rises high above the level of the sea like our sand hills but on a more Majestic scale the weather very warm, so much so that I threw off my flannel shirt and drawers, and did not put them on again. Saw the vines on the sides of the hills plain, saw the first flying fish also some bottle nosed Whales.

28th. Early this morning the Captain drunk as usual was threatened to throw a third Cabin passenger overboard and the first Mate was going to lash him fast, the weather getting warmer.

1st of September. heat downright oppressive.

5th. Sunday. Becalmed several jumped overboard and had a swim, a dangerous pastime for not long afterwards, Sharks ---- the Captain has taken a young woman from the third Cabin and keeps her, he is an habitual drunkard there is nothing like order or regular kept on board, we do not get our scale of Provisions always something kept from us.

6th. The ship 'Pioneer' of Baltimore from Peru for Cowes passed close, a land swallow lit on the Vessel.

Monday the 20th. Passed the line at 3 O' Clock shaving commenced. thin Tar for soap, a mop for shaving brushes and a piece of wood shaped like a hatchet for a razor. They commenced with one of the Sailors then one of the two black cooks, and then the passengers, after about twenty had undergone the operation an accident happened which put an end to it, in hunting the passengers. one of them fell from the top of the open deck down through the grating half of stairs on the floor of the third Cabin, the hard rope in the centre of the stairs leading to the main deck broke his fall or he would have been killed he was lifted senseless, and remained so for three hours, he has since recovered, the third Cabin is eight feet two inches high from the floor to ceiling.

23rd. Since we sighted Madeiras I have not had a coat on and have slept naked on the top of my rug some nights the port hole open at my side and yet the perspiration running off me, we all look as Mother says like the Red Lion of Branford. I have not in the least been sea sick in fact I never had better health. We have made an agreement with a party of four on board, to go to the diggings on our arrival at Melbourne Mistery - Smyth, Scholey & Drake. The Smyths have a tent, the old man says he was an agent over Coal & Copper mines, the son says, he is a 'Civil Engineer'. Scholey is a 'Grocer'. Drake is a 'Draper'. A number of the passengers are at present not possessed of a shilling having spent all they possessed at cards and drink. Some are selling their very clothes to enable them to carry on their debauch. A second Cabin passenger sold his leather Trunk for 5/- and tied up what was left of his things in a bundle. Rows are taking place continually.

30th. A child died in the Steerage, and was then thrown overboard in five hours afterwards, there is a young man of the name of John Lockhart in the third Cabin he was a Traveller for a large grocery establishment in Belfast. He has been often in Portrush and did business with Samuel Patton, & Dan Hall, there have been several robberies committed on board lately, one man had his silver watch & chain stolen out of his berth, which he never got.

October 6th. This evening two men & their two sons were suspected, made prisoners, their boxes searched & several of the missing articles found among which were thirty jars of Pickles stolen out of the first Cabin and for which the sailors were blamed, the Captain has put them on half diet for the remainder of the voyage.

7th. Violent storm came on, the sea very rough and the waves very high. It lasted twenty four hours.

11th. A fine boy died in the steerage after a few days illness, brother to the one that died on the 30th of last month he was thrown over shortly after this evening a tremendous gale come on the worst I ever saw the sea ran mountains high the wind as bad as could be, several was hurt with falls from the rolling and pitching of the ship some of the berths came down nearly smothering those below, the screaming of females, the smashing of self & bottles, the tumbling about of boxes, water casks, & tin were coming with all their force out of the berths on the one side across the open space slap into the berths on the other side and vice versa it was the most laughable thing I ever saw. The gale lasted forty eight hours.

13th. A female in the second Cabin had a child a boy her life is disarmed of.

Campbell the First Mate is very ill with fever & a (ague).

17th. The female recovering and the Mate also but still unfit for duty and as the Second Mate was sent forward among the men shortly after we left the river. The duty is very severe on the Boatswain who by the by is a countryman of Mothers, his name is Uriah Whitycombe he is a steady sober clever and powerful man for the Captain is drunk as usual, the mate has sent down several times at night for Edwin the assist the crew.

18th. The Mate at his duty. The child born lately in Second Cabin died. Three of the sailors laid up one not expected to live.

26th. This night we had a severe gale with rain and a heavy sea, Captain & Mate both drunk the care of the ship resting with the Boatswain, who was up the whole night it's fortunate for us that we have one sober officer on board.

31st Sunday. We are 3600 miles from Melbourne, a severe gale and very rough sea rising up all round us like immense land hills breaking over the decks sweeping every thing before it, heavy snow & hail, and dreadful cold.

November the 5th. A memorial has been drawn up addressed to the home Government with the principal part of the passengers signatures attached to it complaining of the treatment we have received stopping our provisions. bad regulation Etc. on board and the Captain allowing the sale of spirituous liquors to excess risking the safety of the ship, the sailors being often drunk Etc. Etc. it will be sent home on our arrival. 8th this day a paper has been drawn up in favour of the Boatswain for his uniform kindness to the passengers. steadiness knowledge of and attention to his duties as a seaman. which he has displayed particularly on three occasions, when the safety of the ship solely rested on him in severe weather the Captain & Mate being drunk and unfit for duty.

Edwin & I gave 2/6 each the paper & the money in a silk purse amounting to 6 pounds 2 shillings was presented to him at seven O' Clock this evening.

19th. I never saw so beautiful a sunset, when the stars appeared saw the Southern Cross which is opposite the North Star we see at home.

21st. This morning saw a vessel in the distance pursuing the same course as ourselves the first we have seen for a long time we are gaining on her fast.

22nd. Passed her at One O' Clock a.m. & spoke to us She was the 'Selma' of Adelaide bound for Adelaide, she was crowded with passengers there was great cheering on both sides and shouts of hurrah for the diggings.

23rd. Saw land this morning at half past eight O'clock, the first since we left Madeira, being part of Australia called Portland it lies to the West of the Cape Ottway at three O' Clock p.m. came up with one of two vessels. a ship from Canada of London crowded with passengers from Adelaide for Melbourne the Captain said he left London some time ago with Emigrants, but his crew ran away & he cannot get another to supply their place, he has only four sailors on board engaged for the run. She lay along side for about twenty minutes before she dropped astern they held up a sheep skin & some of the mutton asking us if we would not wish we had some. 6 O' Clock p.m. we neared the coast which seemed densely covered with trees. 9 O'clock becalmed a lovely night & warm about six miles distant from the shore and eighty from the end of our journey the light house on Cape Ottway looks well it is a bright revolving light one minute and a half in revolving this evening my line was wet for the first time. Edwin caught for us at stern with a bit of red cloth seven fine Barracuda, three feet & a half long they look about the head and tail like a Mackerel and taste like one they were a treat. The articles kept off us during the passage are as follows, Biscuits 1,655 pounds, Suet 1,221 pounds, Oatmeal 2,707 pounds, Molasses 2,051 Quarts, Raisins 772 pounds, Flour 835 pounds, Peas 183 Quarts, Rice 238 pounds, Butter 135 pounds, Coffee 17 pounds, Preserved milk 305 pints, Cheese 127 pounds, this is the amount of the different articles in our weekly scale of which the second, third, & steerage have been defrauded during the voyage.

24th. Early this morning ran along the land opened the Port Phillip Heads and entered at half past six O' Clock the light house on the Starboard side the width of the entrance between the heads about two miles a fine ship the 'Arundel' from London, with Emigrants, entered the passage before us we passed at anchor the ship 'Ticonderage'? four miles inside the heads, she is an American with Emigrants from Liverpool, She has been riding quarantine for four weeks, 109 having died on the passage & 61 since she has anchored with Typhus Fever, The 'Rip Van Winkle' allowed, to be the finest ship that has left Liverpool has arrived after a passage of 109 days.

We received the Pilot on board inside the Heads and came to anchor at half past eleven O' Clock and swung head to sea, there were above 400 vessels lying off William's Town & St. Kilda we make the seventh vessel that has arrived to-day with passengers. The Pilot told us that the 'Great Britain' only arrived on the 15th, Edwin and young Smyth has gone ashore in the Captain's Boat, they went to get information for us & some place to put our boxes in and stop at and meet us when we arrive at the quay.

26th November. I got our boxes into a lighter and in a Steam Tug, I left the 'John Bunyan' at half past two O'clock & arrived at the wharf at half past five O' Clock p.m. after lying five days in the River Mersey 102 days on the passage and two days in Port Phillip Bay making altogether 109 days since we left the salt house dock in Liverpool.....

WILTON HISTORY - THE EARLY DAYS.

Taken from booklet compiled by the Wilton History Group

The first white man known to have visited the Wilton district was John Wilson, convicted in 1785 of stealing cloth to the value of ten pence, and sentenced to seven years transportation on the ship Alexander with the First Fleet.

After his term expired Wilson took to the bush and lived with the aborigines. In 1798, Governor Hunter placed him in charge of two expeditions to the south-west of Sydney, the first of which passed through Wilton and penetrated as far as the Wollondilly River. In a journal of the trip (written by a man called Price) we see the first known written reference to the lyrebird, koala and wombat.

In the years to come the settlers moved in to displace the aborigines. There were a number of conflicts, including a retaliatory massacre in 1816 near Broughton Pass, which resulted in the death of fourteen natives. Some were shot while others died after falling over a precipice while fleeing from their attackers. One of the natives killed that was Cannabyagal, one of the few aborigines from the early days of Australian history to have had his name recorded in writing.

Among the early settlers in the area was the famous explorer and surveyor-general, Sir Thomas Mitchell, who was first granted land on the 13th December, 1834 and the 14th February, 1835, who completed the building of his dwelling Park Hall (later historic St. Mary's Tower) in 1845.

However the earliest of settlers at Wilton (then known as East Bargo) are believed to have been William Tyson, his wife and children, who took up a grant of fifty acres in 1821. It was called "Quince Grove".

One of their sons, James Tyson, was the well-known and famous millionaire pastoralist of the nineteenth century.

Other landowners included Cornelius O'Brien "Clarkstone", Ousley Condell "Condell Park", and J.A. Broughton "Hanging Rock". Among other names appearing on the Parish Map of Wilton are Eggleton, Badham, Sheil, Tompson, Arkell, Davis, Donnelly, Smith, Hewitt, Wonson, Kelly and Phillips.

One of the more famous Australians who purchased land here in the Wilton District was Samuel Hordern (responsible for huge financial success of the Hordern Emporium), once "one of the largest commercial enterprises in the world". In 1891 he purchased the Wilton Park Estate and established a horse stud farm. Today, the magnificently-restored stables and roundhouse (still in use) are classified with the National Trust and listed with the National Estate.

The township of Wilton was first set aside in 1840. The original town map dates from 1842, and the first town lots were sold in 1844 "at the rate of eight pounds per acre". On the 21st June 1866, two acres were put aside for a church, school and parsonage. The school was opened in 1871 and had an enrolment of 55 children.

The town began to grow and hit a boom period in the 1880's when there is reported to have been three pubs in the village.

This boom period was helped along by the recommendation in 1869 to build the Upper Nepean Scheme to supply more reliable and plentiful water to the city of Sydney.

It was the 10th December 1880; that work commenced on the Nepean Tunnel which connected the Pheasants Nest weir to the Cataract River at Broughton Pass.

Although there would have been another small boom period with the construction of the Cordeaux Dam site between 1918-1926, the growth was never as great as it may have been if the Great South Road, that Sir Thomas Mitchell proposed, had been allowed to be built.

Continued.....

7.

This road would have gone from Appin, then through Wilton and on to Lupton's Inn. However, there was never enough public support for the construction of the necessary bridges over the Pheasants Nest and Cataract gorges.

There was also a proposal for the main southern railway line to go through Wilton, following almost the same line as the F5 Freeway does today. However due to political influence elsewhere the railway line was built through Picton.

RESEARCH INQUIRIES

Marsden Family
John **Carter** – death
William **White**
John & Sarah A. **Brennan**
Stanton family – Appin
Henry **Austin**
Prosser family
Ada **Butler & Bell** family
Frederick George **Greenland &**
Lucy Linda Margaret **Wood**

NEW MARRIAGE LAWS

Taken from 'Australia Through Time'

Friday, 3rd February 1871: The South Australian Parliament has voted to legalise the right for a man to marry his dead Wife's sister, making it the first British colony to do so. The new law, which goes against the teachings of the Anglican prayer book, attracted criticism from church leaders and citizens around the country. It allows a number of inconsistencies in marriage between colonies and particularly between sexes.

The legislation is still guided by the same principles, which govern blood relationships, that is, if you are related to someone by marriage, you cannot marry them at a later date in the case of your spouse's death. The logic behind this new piece of legislation, which allows the husband / sister-in-law relationship as the exception, appears to be that in practice, an unmarried sister often moves into the house to look after her sister's children. Such a marriage is allowed in the US and in Europe and legislators believed the law should come into line with the practice in this colony.

However there are many inconsistencies. One observer has noted that the legislation does not cover many other relationships by marriage, which do not involve blood relations. 'A man may ... marry his deceased wife's sister's daughter, although the relationship (if the first instance. Moreover, if a man is allowed to marry his deceased wife's sister, why should not a woman be allowed to marry her deceased husband's brother?-and yet it is not permitted. Again, a man may marry his first cousin (who is actually a near blood relation of his), but may not marry his wife's sister's daughter, who is really not related at all ... The only way to remedy this absurdity and injustice is to abolish all the prohibitions as regards affinity entirely, and allow people to marry whom they choose.



GERALDTON FAMILY HISTORY SOCIETY Inc.
PO Box 2502
GERALDTON
WA 6531
AUSTRALIA

Dear *M. J. ...*

The members of The Geraldton Family History Society (Inc.) have undertaken a Project to record the names and details of those people who came to the Mid West region of Western Australia prior to January 1901. The Family Register will become a valuable source for genealogists and historians alike and will be available for all to use.

The enclosed package of Information and submission forms explain our Project in more detail and we ask you to advertise this Project within your Shire/Library/Association/School and make available the enclosed forms to those who wish to participate. Photocopy of the submission form for their own use is permitted.

We thank you for your interest and help in this worthwhile community project.

Yours sincerely

Jenny MacKay
Jenny MacKay
President

Julia Smith
Project Manager

Family Register of the Mid West Region of Western Australia

IF YOU HAVE FAMILY LINKS with the Mid West area dating back to before 1901, the Geraldton Family History Society would like to hear from you.

The Geraldton Family History Society (Inc.) has embarked upon a major project leading into the new Millennium to create a register of Mid West Pioneer Families who resided in the region up to the year of Federation, January 1901.

This is part of an ongoing commitment by the Society to preserve as many of the family related records of the Mid West region for reference by all future generations. Already the society has compiled lists of cemetery records for Geraldton and some outer areas. These and other information are invaluable sources of information for genealogists and history students from around the world. Members of the Society have volunteered their time to allow this project to be carried out.

The Society is requesting information from Society members and from members of the public who wish to have their families listed as pioneers of the Mid West region of Western Australia.

Many Aboriginal families have lived in the area, with the first record of European settlers to the area commencing 1849 including the inhabitants of the convict station at Port Gregory in 1853.

The proposed family register will record the names and family details of all those who came to settle in this nominated region or just stayed for a short time, and the first section of this index will be compiled to include the years up to January 1901. The Index will alphabetically list family units and present a publication that will form a permanent record of early Pioneers. Much information is already available to the public in print or microform records. This project will attempt to collate these details into an attractive and presentable format.

We invite involvement by members of the public who may never have considered their ancestral details to be of much importance. All data presented will remain the property of the person submitting the details. The Geraldton Family History Society will be responsible for the collation of all information submitted.

The Mid West region is defined as including the shires of Carnamah, Chapman Valley, Coorow, Cue, Greenough, Irwin, Meekatharra, Mingenew, Morowa, Mt. Magnet, Mullewa, Murchison, Northampton, Perenjori, Sandstone, Three Springs, Wiluna, Yalgoo and the City of Geraldton.

An example form has been published to help people complete the details. If you are not sure of actual dates or places please indicate by preceding your answer with a bracketed letter c:- "(c)".

There is no charge for participation in this collection of information and it is a non-profit making project for the benefit of the greater community. Copies of this register will be available after completion; an indication of your interest would be appreciated.

Forms have been circulated to all Mid West Shire offices, Historical Societies, and Libraries in the Region. They can be photocopied by contributors, or requested from the Society Web Site at <http://www.wn.com.au/GFHS>.

Postal applications should be addressed to the Project Manager, Geraldton Family History Society (Inc.), PO Box 2502, Geraldton, W.A. 6531. (a stamped and self-addressed envelope is always appreciated) or by phoning 08 9964 9209 during working hours.



The First Hanging 1788

On 27 February 1788 a military court sentenced to death three convicts, Thomas Barrett, Henry Lovell and Joseph Hall and ordered a fourth, John Ryan, to receive 300 lashes for stealing "butter, pease and pork". At 5 p.m. the Marines were ordered under arms and marched to the place of execution, a tree midway between the male and female convict camps.

"At a quarter after five, the unhappy men were brought to the place where they were to suffer," recorded Surgeon Bowes. "A large party of Marines were drawn up opposite the gallows and all the convicts were summoned to see the deserved end of their companions. When they arrived near the tree, Major Ross received a respite for 24 hours for Lovell (sic) and Hall, but Barrett, who was a most vile character, was turned off after 6 o'clock p.m. He expressed not the least sign of fear till he mounted the ladder, and then he turned very pale and seemed very much shocked. It was sometime before the hangman (a convict) could be prevailed upon to execute his office, nor would he at last have comply'd, if he had not been severely threatened by the Provost Marshall, Mr. Brewer, and Major Ross threatened to give orders to the marines to shoot him."

Bowes wrote: "Just before Barrett was turned off, he confessed the justice of his sentence, and that he had led a very wicked life . . . He then exhorted all of them to take warning of his unhappy fate and so launched into Eternity."

On the next day, after the Marines had assembled again near the gallows, the remaining three convicts were reprieved.



HUGE ROCK DISCOVERED**Monday, 21 July 1873:**

Reports have filtered back that the explorer William Gosse, who is presently leading an expedition through Central

Australia, has discovered a great mass of rock 1000 feet high and 2 miles long near the Alice Springs telegraph station. Gosse said he headed towards what he thought was a hill but to his astonishment, found one immense rock rising out of the plain. He has called it Ayers Rock, after the SA Premier, Sir Henry Ayers.

'I rode around the foot of rock in search of a place to ascend ... Seeing a spur less abrupt than the rest of the rock, I left the camels here, and after walking and scrambling 2 miles bare-footed, over sharp rocks, succeeded in reaching the summit, and had a view that repaid me for my trouble. The top is covered with small holes in the rock, varying in size from 2 to 12 feet diameter, all partly filled with water ... This rock is certainly the most wonderful natural feature I have ever seen. What a grand sight this must present in the wet season: waterfalls in every direction.'

From 'Australia Through'

NEXT MEETING Monday 12th July 1999

Held in The Coach House at 7.30 pm

MEMBERSHIP DUE IN JULY

Per annum: Pensioners and school students: \$10

Single: \$15

Family: \$20

RESOURCE CENTRE

The societies repository is housed in The Coach House which is located at the rear of the National Australia Bank, Picton. Access in via the Picton Town Square or the Menangle Street Car Park which is adjacent to the Catholic Church.

HOURS

Thursday: 10.00am to 2.00pm

Saturday: 10.00am to 3.00pm

Sunday: 10.00am to 3.00pm

Visitors are welcome and are invited to use our vast collection of primary and secondary records. There is, however, a research charge of \$5 per day. All members are entitled to use the society's facilities free of charge.

Sender:

STONEQUARRY JOURNAL
June 1999
PICTON & DISTRICT HISTORICAL
& FAMILY HISTORY SOCIETY Inc.
PO Box 64
PICTON 2571

PICTON & DISTRICT HISTORICAL & FAMILY HISTORY SOCIETY INC.
YOU ARE INVITED TO MAKE YOUR MEMBERSHIP RENEWAL FOR 1999-2000
RENEWAL IS DUE IN JULY 1999.
PO BOX 64 PICTON 2571
PENSIONER \$10.00. SINGLE \$15.00 FAMILY \$20.00

NAME..... AMOUNT PAID.....

ADDRESS.....

.....