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*Society*

# The Stonequarry Journal



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## OBITUARIES

### Mr Peter Charles Hewitt

From the Picton Post,  
30 September 1925

*Mr*

Mr Peter Hewitt,



one of Picton's most respected residents, passed away at his residence, "Tarella," Upper Picton, on Monday, 21st September. Mr Hewitt was the eldest son of the late Peter Charles Hewitt of Winbourne, Mulgoa and Mrs M A Hewitt of Picton, and was 52 years of age, being born at Mittagong on 1st February, 1874.

A man of robust nature, to his friends he would appear to enjoy the best of health, nevertheless he was for years a great sufferer, and complications arising from that dread complaint of Bright's disease and diabetes, eventually caused his death. Always of a genial, quiet and peaceful disposition, he hated that anyone should know of his sufferings, and the suddenness of his death was wholly unexpected. Dr Icceton was unremitting in his attention. Mr Hewitt's marriage with Mary Elizabeth Bolland, eldest daughter of the late James Bolland and Mrs M Bolland of Wattle Park, Upper Picton, was the first marriage solemnised in the present Catholic Church at Picton, the celebrant being Rev Father Ball.

Mr Hewitt was one of a family of nine children, Messrs E J (Waitara), William (Randwick), J M and Frank (The Oaks), Mrs Scott (Enfield), and Mrs Kearney (Hornby). A resident for the past eight years at Upper Picton, he previously lived at the Sugarloaf Farm, Bargo. He leaves a widow to mourn her sad loss. The esteem in which he was held was shown by the lengthy cortege which followed his remains to the Catholic Cemetery, Upper Picton, last Wednesday, where Rev Father O'Reilly (who ministered prior to his death) also read the prayers at the graveside. The funeral arrangements were in the hands of Mr S J Warters, the pall-bearers being Messrs T F Gilmore, L Nicolson, Jun., E E Nagle, A Wonson, E M Ashcroft and A Knauer.



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## Alexander Leslie Burgess And a Picton Newspaper

Researched and written by Jan Ross



Alexander Leslie Burgess was born in Picton on 27 July 1882 and his parents were Henry and Martha (Nee Bateup). Henry was an engine (railway) driver and both the Bateup and Burgess families had lived in Picton from the 1850's. Alexander's cousin, Sarah, was married to Edward Frederick Webb who founded a local newspaper, the "Picton Argus" in 1885. <sup>(1)</sup>

Alexander grew up in an environment where railway policies totally dominated Picton's development. Seven of the nine aldermen elected to Picton's first Borough Council in 1895 were nominated by the same two railway employees. <sup>(2)</sup>

It was an era where the ultimate survival of a newspaper relied upon the revenue from advertising especially that of the local government authority which in Picton was established in 1895. From 1896 to January 1898 there had been two Picton newspapers but when the Borough Council decided not to advertise in both newspapers and withdraw its support from one in favour of the other, the two publications merged to become the "Picton Post and Advocate".

A L Burgess acquired this Picton newspaper in November 1907 after its owner F J Skurray was forced to dispose of his business in Picton due to the ill-health of his wife. Burgess had been working as a compositor on the Picton newspaper when Skurray became the proprietor but he left to take a job with the Wingham "Chronicle" one month after the newspaper changed hands.

Skurray was only at the helm of the newspaper for three months having purchased it from J J Dickinson who had owned the printing business since March 1904. In 1906 Dickinson advertised his services as a house, sign and coach painter in Picton. By January 1900 he had been appointed Town Clerk. He retained this latter position throughout the time he owned the newspaper. As a result of his wife's health problems, Skurray may have been merely a figurehead because Dickinson continued to write for the paper after he had sold it.

During this brief period of ownership however, Skurray altered the publication's name from the "Picton Post and Advocate" to the "Picton

Surname	Christian Name	Location
McLeay	George	Brownlow Hill
Marden	John	Mulgoa
Martin	Alexander	Camperdown
Martin	John	Jarvisfield
Molloy	Patrick	Abbotsford
Moses	Peter	Woodburn
Neill	Bryan	Oatland
North	William	Myrtle Creek
O'Neill	Hugh	Oaks
Pearse	George	Victoria Park
Pearson	James	Cawdor
Post	James	Redbank
Post	John	Redbank
Rapley	William	Camperdown
Reed	James	Burratorang
Reed	John	Oatland
Richardson	James	Craigend
Richardson	John	Monkey Flat
Riley	Michael	Brownlow Hill
Rockwell	Robert	Jarvisfield
Saint	Abel	Abbotsford
Sawyer	William	Clifton
Shepherd	Henry	Spring Creek
Skinner	George	Craigend
Thomson	W.A	Jarvisfield
Thompson	James	Bargo
Thorpe	James	Victoria Flat
Tickner	Edward	Cawdor
Twonet	William	Bargo
Villa	Sandoun	Burratorang
Walker	Arthur	Jarvisfield
Welsh	Richard	Theresa Park
Wheatley	Thomas	Hardwick
Wheeler	Jonathan	Bargo
Wighten	Oliver	Jarvisfield
Wild	John	Vanderville
Wilkinson	Frederick	Hermitage
Wright	George	Jarvisfield.

Source: NSW Census 1841 – AO of NSW Reel 2222 X949

Surname	Christian Name	Location
Cusack	Timothy	Mulgoa
Cutts	William	Redbank
Dun	Henry	Oaks
Dunsdon	Thomas	Stonequarry
Dyde	Edward	Mulgoa
Dyson	John	Redbank
Eagan	John	Jarvisfield
Edgehill	Coll	Montpelier
Fallen	Thomas	Camperdown
Fennell	Patrick	Redbank
Flinn	James	Burraborang
Gaynor	Patrick	Jarvisfield
Geiland	James	Hoare Town
Getty	George	Stonequarry
Gilbert	John	Oatland
Goodluck	Joseph	Camden Village
Goring	Edward	Craigend
Haiselton	John	Menangle
Harpur	George	Abbotsford
Henry	George	Redbank
Holt	James	Jarvisfield
Horne	George	West Bargo
Howard	Joseph	Myrtle Creek
Ingliss	Thomas	Craigend
Jackson	Robert	Camden Village
Jones	Richard	Oatland
Keeles	Jeremiah	Jarvisfield
Keighran	James	Redbank
Keighran	Patrick	Redbank
Keirnan	James	Redbank
Keogh	John	Hoare Town
Kerr	Henry	Montpelier
Leighton	Joseph	Bargo
Littlewood	William	Hardwick
Macalister	Lachlan	Clifton
Macarthur	Jono & Wm	Camden
Mcalister	John	Jarvisfield
McBean	Alexander	Theresa Park
McCarty	John	Burraborang
McDonald	Donald	Stonequarry
McDonald	Thomas	Jarvisfield

Post". The editorial policy undoubtedly antagonised Council by expressing the views that Council was retarding the progress of Picton and that the Borough/Municipality (Picton) should merge with the Shire (Wollondilly). The newspaper was publicly supportive of Dickinson who had resigned from the position of Town Clerk.

J J Dickinson and some of the aldermen clashed. Years later a dairy farmer, Lachlan Nicolson, who had been an alderman at the time, was reported as saying that Dickinson had purchased his certificate for one guinea and his successor had known nothing about local government.<sup>(3)</sup>

An interesting aspect of Burgess' ownership was that he had only one financial backer, that of John Charles Edwards.<sup>(4)</sup> Edward's son, Arthur Henry was the local stationer (today's newsagent). Normally the finances of the newspaper were guaranteed by two sureties. Generally they were members of the local community. It was Lach Nicolson who had withdrawn his financial support with the sale to Burgess.<sup>(5)</sup>

At the municipal elections in 1911 only eight people nominated for the nine positions of aldermen. Four of these candidates were disqualified on account of outstanding debts to Council. Picton was initially declared a defaulting area but the locals rallied at a second election.

It was during Burgess' reign that John Joseph Cleary accepted the position of Town Clerk of Picton Municipal Council in December 1914. Cleary went on to become the President of the Wollondilly Labour Council and the Secretary of the Picton Branch of the Australian Labor Party. Cleary also held the seat of Wollondilly in the NSW State Government between March 1920 and February 1922. Cleary was the second Town Clerk to own Picton's press when he purchased "The Picton Post" in October 1922.

Burgess, however, had acquired the Picton newspaper at a time when it was quite evident that editorial policy would influence peoples' decisions especially in relation to issues beyond the confines of the township. Apart from word of mouth, the printed medium was the only form of communication. Those with political aspirations frequently visited rural New South Wales and their speeches were invariably printed in the local press. As a result of the Federal Electoral Act, Burgess adopted the following editorial policy.

"As the Federal Election campaign is now fairly started, and as the disabilities and fines (ranging from £50 to £500) to which the proprietors of newspapers are liable under the said Act will be enforceable almost immediately if any breach of the drastic and absurd provisions of the Act be made, we have resolved not to take risks by publishing reports of political meetings except as advertisements, which must be paid for at the rate of 1/- per inch".<sup>(6)</sup>

Considering the circumstances it is not surprising that Burgess

maintained a non-confrontationalist attitude to most things "political". He rarely commented upon Council's activities. Burgess presided over the newspaper during the turbulent years of the Great War and a period of enormous unrest in the local (Picton) municipal council along with the construction of the railway deviation. There were innumerable resignations both of aldermen and town clerks. Burgess' tenure only came to an end when he suddenly died in 1920.

The day before Burgess died at the age of 37 he had attended a meeting of the Picton Municipal Council. Although it was known that he had a heart condition his death was nonetheless unexpected. Alexander Leslie Burgess left a wife and three children. He was a prominent member of the Picton Rifle Club and on the committee of both the School of Arts and the Picton Race Club. His newspaper, however, survived in one form or another, until March 1998.

#### References:

- 1 Ross Jan. De-pressed-ed. Picton News. Oct 1996-March 1997
- 2 Ross Jan. A Centenary of Local Democracy Souvenir Booklet. Picton & District Historical an Family History Society - 1995.
- 3 Picton Post. Mistakes Will Occur. P. 2. 28 January 1925. Printed and published by J J Clearly, Menangle Street, Picton.
- 4 Country Newspaper Registration (51/1908) State Archives of NSW
- 5 Country Newspaper Registration (47/1907) State Archives of NSW
- 6 Picton Post. 23 April 1913. Printed and published by A L Burgess, Menangle Street, Picton.

Other Sources: Various issues of Picton newspapers.

#### *The Picton Post*

Circulating in Picton, Thirlmere, The Oaks, Burratorang, Yerranderie, Bargo, Menangle, Maldon, Wilton, Douglas Park, Cordeaux, Camden, Buxton, Balmoral, Picton Lakes, Lakesland, Glen Hill and throughout the Wollondilly Shire and Wollondilly Electorate.

Printed and published by the Proprietor  
A L Burgess, at Picton NSW

Advertise in  
The Picton Post  
The Picton Post is the Best  
Paper circulating throughout  
The Wollondilly Electorate and Shire and Camden  
Electorate

## New South Wales - Census of the Year 1841 Abstract of the Returns of the Population In the County of Camden District of Picton

Compiled by Ken Williams

Surname	Christian Name	Location
Abbott	Sylvanus	Morton Park
A'Hearn	William	Jarvisfield
Allen	Samuel	Will Wood
Antill	H C	Jarvisfield
Arnold	Samuel	Camden Village
Badgery	William	West Bargo
Basden	Richard	Camden Village
Bate	William	Burratorang
Bellet	George	Camden Village
Bent	Jonah	Myrtle Creek
Blackwell	Richard	Woodburn
Blake	John	Jarvisfield
Bollard	John	Redbank
Bollard	John	Redbank
Brown	Thomas	Bargo
Burke	John	Bargo
Butt	George	Camden Village
Butt	Stephen	Camden Village
Byrnes	James	Jarvisfield
Carlan	Bryan	Burratorang
Carlan	Patrick	Burratorang
Carmody	Purtell	Oaks
Carr	Richard	Crocodile Creek
Cavenagh	Michael	Jarvisfield
Coleman	Patrick	Burratorang
Connor	James	Myrtle Creek
Coulter	Abraham	Crocodile Creek
Cranfield	William	Will Wood
Crispe	James	Myrtle Creek
Cullen	Cornelius	Redbank
Cullen	James	Redbank
Curry	Patrick	Camden Village



## From the Camden Times - 1 June 1882

### Picton Police Court May 26th 1882

(Before Messrs W R Ancill, and E W Dobson, J's P.)

Police v. John Ashcraft, on summons, charged with using obscene language on the public highway between Upper and Lower Picton, on 6th May. William Whitfield deposed that he lived near the road from Picton to Redbank, and that on the day named he heard a noise on the road and looked out of his door to see the cause; the defendant was passing sitting on a dray, and looking across at him called out "You b..... old b.....". Defendant never went past when he was in liquor without calling him bad names. He had no quarrel with him, and would rather do him a good turn, but he could not stand being abused. The words were plainly directed to him and were used on the highway. Defendant denied using the words to Whitfield, and said Whitfield always provoked him by stopping his work and muttering something to vex him, but being deaf he could not catch the words to take the law on him. The Bench found defendant guilty, and fined him 10s with 5s 8d costs.

### Fire at Upper Picton

We regret to have to report that a destructive fire took place at Windmill Hill of the morning of the 26th instant. Mrs Thomas Larkin has for some years used her premises as a boarding house. The cottage being on the top of a high hill commanding a very pretty scenery, has been a very favourite place of resort for Sydney folks.

At the time of the fire a cottage of 4 rooms was occupied by Mr J H Goodlet, who had taken it for a long term. About midnight a fierce wind sprang up, and Mr Goodlet's family were awakened by the glare of a fire in one of the outbuildings. He at once got up and endeavoured to save another outbuilding but in the meantime the cottage itself caught fire, and Mr Goodlet had to rescue his family. It was found impossible to save anything, and the whole of the premises were destroyed with their contents. Our informant states that it was a sad sight to behold the wreck of fine furniture amidst the ashes of the building.

We do not know whether the building was insured. Great sympathy is felt for Mrs Larkin who is the widow of the late Mr Thomas Larkin, the miller, formerly of Picton, and is much respected for her kind and amiable qualities.

## FLYING A CHARIOT THROUGH THE DUST Early motoring experiences in Picton

Researched and written by Elizabeth Villy

What is this life if, so full of care,  
We have no time to stand and stare.

And stare they did when Mr. R.H. Fenton, an English gentleman, bought the first motor car in Picton for £450\*. The editor of the local paper commented on August 10<sup>th</sup>, 1904, 'On dit (it is said) that Mr. Fenton's car raised the dust in Menangle Street yesterday. It takes a fair bit of "dust" to raise a motor-car alright'. Mr. Fenton, had raised many a stare before buying the car. He had driven an elegant carriage drawn by two creamy ponies and he was one of the local sights when he drove along at weekends with one or other of the charming ladies who visited him. He was also accompanied by two dalmations.



Five weeks later Mr. Fenton and his car featured in what can only be described as a Keystone Cops lark. The police suspected a tramp of robbing Dengé's camp at Maldon and Mr. Fenton offered his car and himself as the chauffeur. "At 9.10 am. Constables Walsh and Flood embarked, and 'now for a madcap galloping chase. I'll make a commotion in every place' said the lyrical Mr. Fenton, and with that he pulled the string, or whatever it is, and the car and its contents vanished in a cloud of dust. Ten miles from Mittagong they heard that the tramp had gone elsewhere, so they gave up the chase and returned to Picton, arriving around 11 am. after a spin of some thirty-six miles."

Mr. Fenton sold his home in Picton in November of 1904, but not before taking part in the Great Motor Contest which passed through the

town. It was organized by the Dunlop Rubber Company and was from Sydney to Melbourne over five days. Some cars surveyed the route before the race and it was reported that the Camden-Picton section was in a deplorable condition, which was not surprising to the locals. There had been many accidents and earlier in the year two police constables were escorting some prisoners in a sociable over the Razorback when they had an accident with a brake that failed.

Many cars arrived in Melbourne without loss of points so the Reliability Trial had to be re-run back to Sydney and it was on this run that the first accident occurred in the district. (It was also one of the first in the State.) The car belonging to Mr. Arnott came to grief. A wheel had given way earlier in the race and was repaired, but when Mr. Arnott and his companion Mr. Cox came to the Bargo River bridge, the wheel flew to pieces, spokes scattering in all directions. Mr. Cox was thrown out, suffering a cut on the head and a broken ankle. Mr. Arnott was unhurt but the car was taken to Picton on a trolley to the local coachbuilders, Corbett and Wheeler.

\* To give an idea of the relative values of this time, a brick house of four rooms was for sale in the town in 1905 for £160.

In May of 1907, the second car accident happened in Picton near the Methodist Church at Redbank. A Mr. Martin and his wife were travelling from Sydney to Goulburn when their car ran off the road and smashed a wheel. Mrs. Martin was badly bruised. The editor, who seems to be at all the wrong places at the wrong time, claimed that he and his wife were nearly run down by this car. He talks of 'mad scorching of motorists over crooked country roads' and that 'cars are unsightly ponderous machines.' He advises every man to carry a gun and 'on the slightest provocation from these greasy stinkpots and frowzy overcoats, caps and goggles, put a charge of shotgun in their tyres.' A correspondent to the newspaper saw motor cars as 'churning, smelly abominations, with a nerve-racked dyspeptic on top are bar nothing the most grievous nuisance of any city.'

There were several minor accidents in the district but in June, 1908, the first traffic offence was heard in Picton court. Mr. Warman of Sydney was charged with driving at 14 mph around the bank corner (the defendant claimed it was only six mph) as well as driving on the wrong side of the road. He was fined £10 and costs of 18/0d.

An unpleasant mix of modern technology, i.e. Sergeant Tate on his bike, and brute force in the form of a bullock happened when they collided in Menangle Street in 1912. Police travelled the district on bikes or on horseback until 1930 when Sergeant Perry took possession of a Ford. His horse was returned to police barracks.

# The following is an example of the layout of the book "Burial Records of St Mark's Anglican Churchyard".

Given	Date of Death	Age	Source/Location	Remarks
Lachlan	April 15, 1975	Not given		
Meron	21 October 1888	75		
Meron	29 September 1870	24		
Ruth Irene	7 January 1894	17m		
Fred	January 26, 1901	7m		
Mary Ann	31 August 1863	36		
Elaine Mabel	August 21, 1931	1		
William Nathaniel	September 07, 1931			
Mary Jane	February 06, 1909	37		
Henry	3 October 1880	71		
Alfred Edward	24 November 1890	28		
Mary Ann	1 February 1864	15m		
Peter	August 04, 1901	50		
FREDERICKSON				
PARKINSON				
PARKES				
Mary Ann				
1 February 1864		15m		
August 04, 1901		50		
Not given				
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Following is one of the 40 entries from the book

### **'A Stroll through St Mark's Churchyard'**

#### **CAMPBELL William Berkeley**

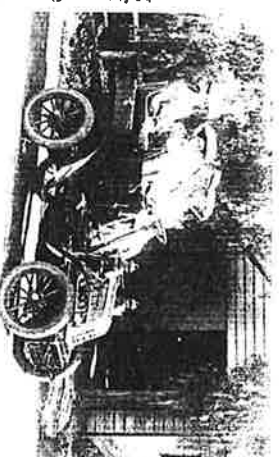
Born Mount Joy Square, Dublin c 1817  
Died 26 August 1904

William Berkeley Campbell married Mary Semple c. 1840. He was the school master at Jarvisfield for the Antill children and children of the estate. He was also responsible for many years for collecting electoral rolls and census returns. After leaving teaching, and prior to the advent of the railway, he had the contract for conveying mail from Campbelltown to Pictou. There is a plaque inside St. Marks which commemorates his position as superintendent of the Sunday School for thirty years.

This is a family site in which several of the children of William and Mary are buried. Their son, Alexander Berkeley, married Alice Hanger at St. Matthews, The Oaks in 1871. He farmed at 'Inverary, now known as Peppier Tree Ridge at the base of the Razorback. Alexander Campbell suffered from ill health for a number of years and died at the age of fifty-four in 1899.

His wife Alice died several years later at the age of fifty-two in 1903.

The three unmarried daughters of Mary and William, Rose Mary, Alice Jane, and Isobel are also buried here as is sons, Harold, who died in 1969 aged eighty; William Antill, who was forty-seven when he died in 1887 and John Innes who was sixty-four when he died in 1916



Motoring at Tahmoor circa 1912

Colin Brooks was fined 10/- for being drunk whilst driving at a furious pace in his cart down Argyle Street to the danger of pedestrians. In the year of Mr. Fenton's glorious peregrinations, Elizabeth Turner was fined 25/6 for being drunk whilst being in charge of a horse and cart. And whilst the Reliability Trials raised the dust, Henry Dennis and T. Tydesley raced up the street on horseback and into the hotel yard at the Oaks. As they dashed through the gate, they nearly ran down Constable Coleman, for which they were fined 5/- each as well as costs.

Thomas Hill was charged with negligent driving as he careered out of the George Hotel. He lost control of his horse and sulky on the Stonequarry Bridge and several people were fearful of being run over. A horse was injured by the loose shafts of Hill's sulky and the wound needed stitching. Colin Hill was fined 10/- or 48 hours.

There were many accidents with horses. A lad fell from his father's sulky in 1905 and broke his collarbone. Another was thrown from his horse, fracturing the bones in his leg. Mr. G. Bailey was kicked while he fed his horse. Horses were easily frightened. Mr. Burrow's horse took fright at a passing cart and bolted down Menangle Street. The reins were torn from Mr. Burrow's hands, and the 'shafts of the sulky were like an outtrigger' as the horse bolted. It eventually collided with a post outside Mr. James' watchmaker's shop and there it was secured by a bystander. In 1906, Father Corbett left his horse and sulky outside the presbytery in charge of a groom, only to see the whole turnout make off up Golden Street. During its furious gallop it nearly collided with Dr. Parry's trap; galloped up the footpath in front of the Commercial Hotel (driving and drink yet again) knocking over Mr. F. Reid's trap in the process. The horse made a bee line between the shops and verandah posts, leaving bits and pieces of sulky here and there, when it came to Mr. Barr's old shop, it took the corner verandah post bodily away. This acted as a brake and the horse came to a sudden stop outside Mr.



Corbett's blacksmith's shop. Luckily, nobody was hurt.

Throughout the district, most roads were little better than tracks, and some accidents ended in tragedy. Mr. Joseph Corbett was crossing the ford at Harvey's Crossing at Maldon when his horse became frightened and carried the trap over the ride and into the deep water. Mr. Corbett was thrown into the water, from which he scrambled with great difficulty, being unable to swim. His horse drowned after some five minutes of desperate struggles. Many accidents occurred at this spot, and it was a real danger to those who had to handle anything but a quiet horse. The crossing was not protected by guards and had deep water on each side. After each flood a new ford had to be rebuilt.

Mr. T.M. Dunn, a well known citizen, died two months after a buggy accident in 1905. Initially it appeared not to have been serious as he seemed to have face and shoulder injuries, but his condition worsened over time.

Within a few decades, the horse had disappeared from the streets of Picton, to be replaced by all forms of mechanized transport, but the issues remain the same. Cars do not take off voluntarily like the horse, but we still complain, there are accidents, many of which are fatal and for some the car is an abiding love affair.

#### Sources.

The Picton Post and Advocate, 1900-1912.

F.B. Knox, Notes held in the Societies Archives.

## LAUNCH OF

### 'A STROLL THROUGH ST MARK'S CHURCHYARD'

And

### 'BURIAL RECORDS OF ST MARK'S ANGLICAN CHURCHYARD'



It was very appropriate that the launch of the Society's two new publications relating to St Mark's took place during the Church's Centenary of Federation celebrations on 18 November 2001.

Reverend Alan Wood performed the launch during the service which was an occasion to celebrate and give thanks for restoration of the Church and its grounds.

The books both sold well on the day with a percentage of each sale being donated to the Church which resulted in a cheque for \$105.00 being forwarded to Rev Alan Wood.

Both books are available through the Society and Wollondilly

Tourism, "The Old Post Office", cnr Argyle and Menangle Streets, Picton.

The "Stroll" book is in A5 format, 34 pages and indexed. It gives short histories of 40 of the former inhabitants of the district who are interred at St Mark's.

The 'Burial Records' book is in A4 format and contains 23 pages. It is an index to all known burials in the churchyard (850), the information coming from various sources.

To order either or both of the books please send your cheque or money order payable to "PDHFHS Inc" to the Society at PO Box 64, Picton NSW 2571.

#### Prices:

"Stroll through St Mark's Churchyard" - including postage: \$10.00

"Burial Records of St Mark's Anglican Churchyard"

including postage: \$12.00

**Order both books and pay \$21.00 (including postage)**

became the engine keeper helping out with some major house fires and car accidents.

After leaving the brigade, he joined the NSW Ambulance Service as a honorary ambulance officer helping out at Picton station, mainly going out with the ambulance at night, Picton station was only a one man station at that time

Joe was also involved in running the local first aid courses, and with the Catholic church, with the Church fetes and fund raising activities.

In 1988, Joe retired from the County Council and was approached by the Picton Senior Citizens to drive the Community bus which he is still doing today. Joe also drives on a regular basis for several other groups in the district including Buxton Friendship Group, St Anthony's Church Golden Oldies, and The Estonian Hostel Senior Citizens.

After he retired, he joined wife Helen delivering Meals on Wheels which they are still doing and then joined the committee as well.

He worked at the Picton Newsagency for almost 25 years delivering the morning newspapers around the Picton area.

Joe was nominated for Wollondilly Citizen of the year about 3 years ago.

On 25 May 2001, Joe was awarded 'Volunteer of the Year - Pride of Workmanship Award' by Rotary Club Macarthur Sunrise Inc.

Joe's daughter Gail is the current President of the Picton and District Historical and Family History Society, and Joe tells us he doesn't know anything, until the right question can bring forward much information. He is happy to drive Gail and his wife Helen on their family history trips and while they do the cemetery walk, he reads his book under the nearby tree, unless it his family tree and then Joe can be found helping to look for that lost grave.

Joe and Helen have 5 children and 15 grandchildren.

Joe and Helen on a 'cemetery walk'



## A Cemetery Walk

Written by Gail Hanger

While many societies have done cemetery transcripts, my own included, there is nothing like the thrill of walking through a cemetery and finding your own ancestors grave. It gives one a sense of pride and accomplishment.

If your ancestors are like mine many don't have headstones or are brief and challenging like this one which I came across at West Wyalong - now how am I going to find out who is buried here?:



In Loving Memory of  
Dad & Mum  
From Hutchison family

I remember when I first started doing family history and walking the cemeteries, two of my young cousins always came with us and required their own paper and pencil to write the names down.

Many a picnic lunch or afternoon tea we have had in some distant cemetery with some ancestor's headstone as the backdrop.

Have you ever read a headstone and wondered why this person is buried with that - two different surnames, what is their connection, two sisters maybe? or as I recently found, mother and daughter (daughter's husband beside them but mother's husband buried elsewhere.).

Many reveal the tragedy of colonial life, killed in a fall from a horse, killed by a tree and the list goes on.

A recent trip out west chasing my family found myself and my mother, while Dad read his book under a nearby tree, walking around Condobolin Cemetery. There I came across a large grave for the Cooney family with a single headstone, on the base was listed the details for the deaths of eight children. Sixteen month old Ellen died in May 1884. Her seven siblings died within a period of 25 days between 5 April and 1 May 1892, three dying on 12 April 1892, their ages ranging from 7 months to 12 ½ years.



Cooney Memorial - father died 1902. Ellen died 1884, Charles James aged 12½ died 5 April 1892, William aged 5½, Margaret aged 3 years 11 months and John Patrick aged 7 months all died on 12 April 1892. James died 17 April 1892 aged 7½, Thomas William aged 11½ died 19 April 1892 and Mary aged 2½ died 1 May 1892.



I stood and wondered as I looked at the headstone, the grief of the parents must have been unbearable, what tragedy had befallen this family - was this all the children or had some survived to adulthood?

Back home, I found myself thinking again and again of this family, what had happened, was there some epidemic, was the whole town affected or just this family?

I eventually found what caused these children's death, it was diphtheria, but I still don't know if this affected the whole town or just this family. If anyone knows I would love to find out.



## MEMBER PROFILE JOSEPH PATRICK HANGER

Joe, as he is called, was born at "Sunnyside" hospital Murwillumbah and is named after both his grandfathers, Joseph Hanger and Patrick Pendergast.

He attended Crystal Creek Public School starting in 1933 at age 7 years, and then went onto Murwillumbah High School in 1939. In May 1940 Joe's father broke his arm in an accident with the horse and cart which resulted in Joe leaving school for a period to help on the farm. He returned to school for 2 days before his 14th birthday which was the legal age for leaving school at the time. He worked on his parents' dairy in the Tweed valley, for several years and then started work in the banana industry staying there for some 4 or 5 years.

In 1948, Joe moved to Picton looking for work, being the town where his father and grandfather were born and he had many cousins.

His first job was driving a taxi for Fred North for 9 months, after Fred sold the taxi to Norm Swift. Joe tell stories of meeting the train in Picton, on Sundays, and taking (racing) the passengers up to Queen Victoria Memorial Hospital for visiting, first taxi back got the second load.

In 1949, he started working for Turner and Hanrahan Transport driving a lorry - Picton to Sydney daily with fruit and vegetables and coming back with a backloading for local business people including beer for the 5 hotels in the area.

In 1952, he started work with Wollondilly Shire Council Electrical Department which later became Nepean River County Council. NRCC was absorbed into Prospect County Council in 1980. Joe started as a plant operator and worked his way up through to linesman and foreman. Many a rainy night was spent helping to fix the area power when the lights went out.

During a long service leave break from work, he drove the school buses for Picton Coaches for about three months, and then again for about 4 years on a casual basis when they were short of drivers. He had driven the buses back in about 1955, for football and outings.

Joe married Helen Causer in 1956.

Joe has and continues to lead a very busy life in the community. He has been a member of the St Vincent De Paul Society and served two years as Treasurer.

In about 1962, the NSW Fire Brigade was formed in Picton and Joe