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- Minding the Melbourne Cup

FAMILYHISTORYWA

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The President shares his findings

Garth Walter

Over the last few months, I have been spending a lot of time meeting with many of you in Special Interest Groups and other gatherings as part of developing a new strategy for FHWA. In these sessions, I asked you what we should keep the same, stop doing, or start doing, as a society. I am so thankful for the rich input you have provided and I will be sharing the results in detail with the Group Convenors in November. In the meantime, I thought I should share with you some of the highlights.

You said to me:

- We enjoy connecting with like-minded people and the FHWA community;
- We like hybrid meetings, but we want them to be easier and include face to face conversations;
- We are so lucky to have the Library, but would like to know more about what is there;
- We like our meeting room, but would appreciate getting together in a more central location;
- We enjoy learning about research from our experienced members;
- We like the new website, and social media. Please keep improving our on-line presence and information;
- Please advocate for more on-line resources and increasing their availability.

This information is so valuable! It is essential input for your Management Committee, as we continue to look at how we invest your funds and our collective efforts in improving what FHWA offers. In the next stage of developing our strategy, I will share the input you provided back to your groups, provide a summary of everyone's input and then co-design a strategy with you.

On another front, we recently announced our Bicentennial Project - Ghost Towns of WA. After establishing the Facebook community, we have seen nearly 2000 members and around 30 volunteers sign up. This is a great result with potentially 100,000s of unique sources available for us to consider. You will hear more about this in the coming



Garth Walter

weeks and months as we start rolling out the training. We will be starting with our pilot Ghost Towns - Cossack, Goongarrie, Nugadong, and Goodwood Timber Mill. Please view the project webpage at <https://ghostswa.au> and nominate as a volunteer or connect with the Facebook group if you would like to get involved. As we gather momentum on this project, is there anything else you would like us to consider?

We also shared some of this with the Governor and public at the Government House Open Day at the end of October, the second time this year. Thank you to all who helped over the weekend: it is a great way to share more about FHWA.

Finally, this is the last *Western Ancestor* before Christmas 2023. Your Management Committee and I wish you a Merry Christmas and safe Festive Season and I'm looking forward to us all having a massive brickwall-breaking 2024.

Garth Walter

President, FHWA

From The Editor

Peter Forrestal

One of this journal's contributors asked me 'Does everything we write about have to be exactly what happened?' A great question. While we value authenticity and expect careful research, I would baulk at demanding our writers only reported on what could be verified.

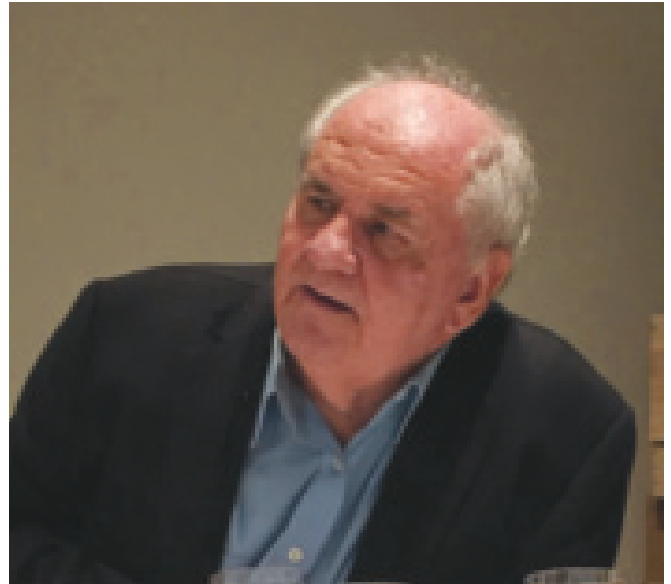
It may be ok for Jeff McGill (in his biography *Rachel*) to report on the weather on the wedding day of his great-great grandmother - Rachel Kennedy, 12 September 1865 - by checking with the local newspaper. However, even he says on other occasions 'that information is lost in the mists of time.'

At the heart of this thinking is asking the question 'What does a journal such as this seek to share with its readers?' I suspect that it's to do with telling stories. If, like me, most of our members started out in family history by working assiduously to document our family trees. This will be of interest to our family but not to a wider audience. And so our research will need to take in a wider perspective, to involve a story or stories of our family and its history.

In this issue, Wendy Sanderson, talks about writing her family stories and the background research she undertook. There's food for thought there. CJ Eddington has written two of three stories (the first is in our last issue) highlighting her research into the nineteenth century sea voyage to Australia. It's rich in detail. In 'The *Cygnets* Clarksons', Jane DiGuiseppe uses Fanny Bussell's journal to give a ring of authenticity to her account of the voyage. There's so much detail in Graham Webster's account of his forebear, Charles Wisbey's later years, that the reader gets a picture of the person and the times. And Frances Schifferli's account of the arrival of the Carmody family in the Colony blends imaginative recreation with precise historical fact. Great stuff!

At another extremity of time, Julie Martin, reminds us that great family stories of events that have happened recently will remain great family stories.

The *Western Ancestor* welcomes the news of a 2029



Peter Forrestal

project, Ghost Towns of WA with a detailed account of the scope of the project and an explanation of how our members can become involved. Chris Harris, one of its two project managers - along with Garry Keath - explains its possibilities and its importance. This journal salutes the bold initiative and looks to become involved. After all, as Will Shakespeare repeats endlessly in that timeless television show, *Upstart Crow*, 'It's what we do.'

Peter Forrestal



We're Searching for Volunteers

FamilyHistoryWA (FHWA) relies on its volunteers

To learn more about these opportunities please contact the Volunteer Liaison Coordinator by email:

volunteers@fhwa.org.au

The arrival of the *Palestine* (1853): an impression of early days

Frances Schifferli | Member # 10926

Young Patrick Carmody felt he had come of age in the last four months. Since they set sail, he had passed his eleventh birthday in January 1853. He could scarcely have called it a celebration. The voyage from London had been a storm-wracked experience in which he had borne many responsibilities and suffered many terrors. He couldn't believe his good fortune that they were all still alive. He gazed over the ship's bulwark taking in the low coast line stretching as far as he could see.

Paddy's family was to discover that while their voyage took about 120 days, the *Jane*, which arrived nine days before them, had made a good journey of only 83 days. The *Perth Gazette* reported news from the *Jane*, that the *Palestine* had sailed on the 19 December. Fears were held for her safety. Furthermore... private letters on board stated that the weather had been most terrific, the whole coast was strewn with wreck, three ships unknown were seen to go down off Margate and all perished...In one letter on board, dated from London, 31 December 1852, Major General

Lautour stated that 'he had sent over several immigrants in the *Palestine* ... from Plymouth on 30 November. On the following day the wind became foul and the weather terrific and great unease was felt for her safety.' The

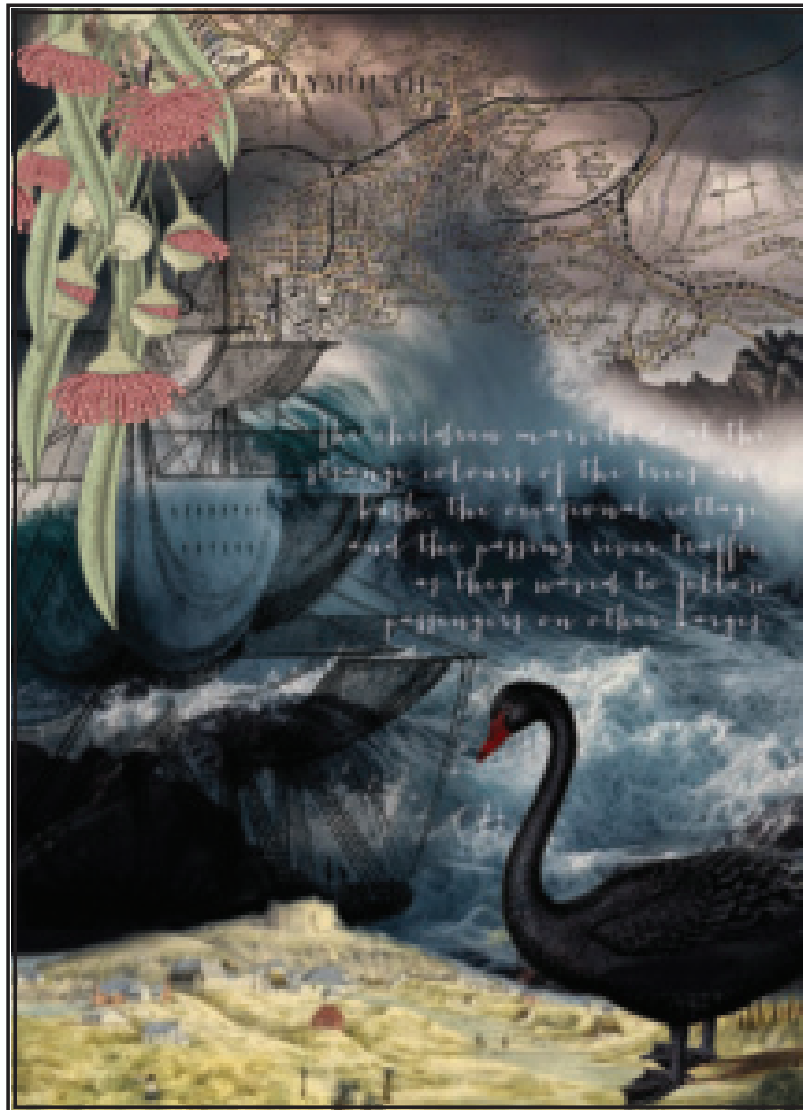
The *Palestine* (466 tons) left England on the 30 December, experienced a stormy passage, put in at the Cape, where she remained three days, taking in a supply of water, and arrived here on the 28th instant. She conveys

223 immigrants, men, women, and children, under the charge of Surgeon Superintendent Charles Cooper.²

While there is some discrepancy in her departure date, it would seem she left Plymouth on 30 December, rather than 19 December or 30 November. And she did experience great gales.³

Whenever the *Palestine* did depart, the voyage must have been dreadful, both from fear of being wrecked and from disease. Of the ten ships that left England and arrived in Fremantle between April 1850

and December 1854, a total of 34 people died on board, mostly young children. While the *Sophia*, *Mary* and *Victory* suffered no deaths, six of the remaining vessels recorded a total of 24, averaging four deaths per vessel; the *Palestine* by contrast suffered ten deaths through sickness, most being children.⁴



journalist trusted she had not left on the 19th as then she would have met the great gale of the 26 December.¹

It was with considerable relief in the colony, that on the 28 April the *Palestine* from London had finally arrived safely.

The arrival of the *Palestine* (Cont.)

Patrick Carmody Snr and his wife, Mary Hayes Carmody.

The recently renovated *Palestine* arrived on 28 April 1853. It was a 467-ton barque, her hull sheathed in yellow metal visible below the waterline; with her three masts still erect but with many tattered and furled sails. Already Paddy noticed sail makers climbing up the masts to check the condition of the sails, and ship's carpenters beginning to repair storm damage.

Many on board, like the Carmody family arrived with assisted passages, in answer to requests by the Colonial Government for the Imperial Government in Britain to send out families of free workers and young girls to relieve the imbalance between males and females in the colony. Young Patrick had three sisters.

Female servants were in high demand. Of the population of around 5000, the disparity between marriageable men and women was significant. In

country areas, where convict numbers were concentrated, it was about 100 to 15.⁵ The *Palestine*, transported much needed labourers and tradesmen—smiths, wheelwrights, masons, carpenters and a bricklayer, with their families. It carried impoverished females and orphans from workhouses and orphanages in Ireland and England. A group of 33 young girls on the *Palestine* were from the Irish Mountbellew Workhouse alone.⁶ Between 1850 and 1868 almost 2000 single women were to be sent out on vessels termed 'the Bride Ships'.⁷

Paddy placed his arm protectively around five-year-old Ann, supporting her standing on an upturned bucket, as they peered at the distant sandy beach. It was a warm, sunny April day and they could make out the green of forests fading into the distance, the blue hills bordering behind. Sea gulls

wheeled overhead and thin whiffs of smoke rose from cottages concealed behind sand dunes. A bold white limestone building perched on the highest hill—the Round House, he was to learn later – the first building erected for the defence of the colony. It acted as a prison, though the convicts were now building a large establishment, the Fremantle Prison, to house those of their number who had not their ticket of leave.

Patrick's mother, Mary stood nearby, and though carrying her next child, his father had confided to him, she looked wane and ill. She clung to her four-year-old, pink-cheeked daughter, Elizabeth. Mary felt blessed to have survived the arduous trip. Hadn't the ship lost eight young children in that time. Her eldest child, Ellen, was going on fifteen, and had borne much of the responsibility of managing her siblings, while her

The arrival of the Palestine (Cont.)

mother languished sick in body and heart, during the frightful voyage. Now Ellen stood relieved and giggling with her friends, a cluster of excited young women, their futures assured as servants and brides. The matron, Mrs Ann Archer patrolled ever-watchful, even at this late time, ensuring the single men kept their distance, despite the flirtatious giggles and cat-calling. Her task of caring for more than forty-three young women had been an arduous one, and not completed until she had ensured that the girls were correctly spoken for and found suitable employment.

ship and eager to sample fresh food and feel 'terra firma' under their feet, once again.

After the formal inspections were over, family groups were directed to clamber down rope ladders to waiting flat-bottom barges where they were ferried some distance to shore. Their possessions followed in other vessels. As young Patrick approached the shore, he saw the signal flags, fluttering from a tall pole on top of the peak near the limestone citadel.

The barge worked its way through an opening in the rocky bar that obstructed the large river mouth—

wafted on the afternoon breeze. Wondrously, black swans glided amongst the reeds and raucous colourful parrots darted out of overhanging branches. 'Guess who is going to see the first kangaroo?' Paddy whispered to his sisters.

They passed the tall cliffs at Blackwall Reach, negotiated the gap in a shallow sandbar and rounded a protruding promontory as the river broadened out into a wide lake-like expanse. They pointed out excitedly clusters of black people, who fished in the shallows with their gidgees. They could smell the delicious aroma of their catch baking on hot coals while native children playing on the river bank.

'Aye!' the silence broken by the boatman. 'There be fresh water, that both natives and settlers use. That boat there'... he pointed to one of the barges which had peeled off and was heading towards a dilapidated building on the shore, '...is the Mt Eliza Mill. Accommodation be found there for some of ye.'

He was taking his guiding seriously. 'Freshwater Bay it be called.'

The weary immigrants took in the sight of cattle grazing peacefully under Mount Eliza, heads turned, their large bovine eyes watching curiously as the barge slowly approached one of the three jetties jutting from the flat, swampy shoreline of the town of Perth. A variety of one- and two-storey buildings greeted them. The shore line was busy with men engaged in small industry, fish markets and boat repairs.

Many of the *Palestine's* passengers were already ashore. Clusters of residents jostled, eager to greet the new arrivals, anticipating employment opportunities, ready

The children marvelled at the strange colours of the trees and bush, the occasional cottage, and the passing river traffic, as they waved to fellow passengers on other barges. Men were to be seen quarrying riverside limestone. Piles of felled timber and scrub, unsuitable for building, were burning, the strong eucalyptus and smouldering sweet, grass-tree resin wafted on the afternoon breeze. Wondrously, black swans glided amongst the reeds and raucous colourful parrots darted out of overhanging branches. 'Guess who is going to see the first kangaroo?' Paddy whispered to his sisters.

Ellen had helped her mother pack their day-to-day items and scrubbed their living area below deck, ready for inspection in order to disembark. Patrick, her father was organising the trunks and boxes, counting his tools and checking their tent, which had been brought up from the hold, to make sure all was in order. Even now, small boats were hovering at the side. The Colonial Immigration Officer and Colonial Surgeon had clambered aboard, keen to check the identity and health of the passengers. Contagious disease like measles or whooping cough, would have meant tedious quarantine and further delay. They were all anxious to leave the

the Swan River, his father informed him, where a somewhat rickety jetty stretched out into the river. They could stay overnight in the immigrants' warehouse in Fremantle, but as it was still early, they organised their baggage and continued on upstream to Perth.

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The arrival of the Palestine (Cont.)

to direct the weary travellers to temporary accommodation nearby. Horses jangled reins impatiently, while masters haggled for fares to various destinations. Others considered the potential of male labourers and vied to engage young women as servants or wives even, while Matron Archer recorded names and particulars, ensuring the women's consent. Many of her charges had already left her care at Fremantle. Those unspoken for, were soon ushered to the Servants Home, where future employment opportunities were negotiated.

Mary anxiously clutched Ellen's arm. 'Ye be staying with us,' she whispered, as she eyed the would-be prospects suspiciously.

Patrick was told that the best

employment was to be found upriver, at York, a farming settlement fifty mile east of Guildford. Some of the younger women gasped when they found that they would have to walk from Guildford to York, but knowing no better, nor having little choice, agreed to go. Patrick decided to store his goods and chattels near the jetty under the watchful eye of an Enrolled Pensioner Guard, placed on duty for the purpose. The Guards sent originally to supervise the convicts, now acted as the colony's police force.

Mary sorted through their baggage. 'This be coming with me,' she said, as she located her carefully wrapped mantle clock.

Patrick negotiated a price to convey his family and goods, by barge upstream to Guildford, several days hence, as he wished firstly to consider his prospects.

He and his family carried what they could as they made their way toward the nearby rather shabby-looking Clarkson Immigration Depot that they could see from the William Street jetty.⁸

'It be just for a few days,' Patrick assured his wife.

'T's just as well we worked hard to have money in reserve, Mary. I'm afeared costs are going to be enormous. The ferryman wants almost as much to get us up river as the fares to come here! Lucky we be subsidised.'

'I worry to have to walk there, Pat, and for the girls.'

'N'er fear my Love, I'll secure ye and the bairns a place on a horse and dray. We'll see what the Lord has in store for us.'

(Endnotes p. 287)



The barque, *Palestine*, the ship that conveyed the Carmody family to the Swan River Colony in 1853.

Picking the Pommies

Josie Millwood | Member # 14304

Fremantle has been the first port of call in Australia for immigrants coming by ship from the United Kingdom. In May 1913, my maternal grandmother, Doris Sharples, and her parents, James and Ada Sharples sailed into Fremantle Harbour on the modern, four-year-old Royal Mail Steamer (RMS) *Otway*. The *Otway* had left Tilbury docks in Essex on 25 April 1913 with over 1000 people on board. Many, like Doris and her parents, would have been sponsored emigrants and third class or steerage passengers.

After Ada's first husband had left her and Doris to move to Canada, Ada and James Sharples, accompanied by Doris, had moved from Lancashire in Northern England to Taunton, Somerset. The 1911 census has them living there in three rooms of a house shared with at least one other family.¹

James was from Lancashire as well but travelled with his job as a canvasser with a correspondence school. After extensive searching by several family members, we are still unsure when or if James and Ada married. What we do know is they moved a long way from Lancashire when they moved to Somerset and even further when they came to Australia.

Even as third-class passengers, the Sharples' family were well catered for on the *Otway* with its spacious dining saloon on the main deck that stretched from side to side of the ship as well as a ladies' room and a smoking-room.² The *Otway* was also known for extensive promenade decks with plenty of room for passengers to stroll or engage in other deck activities.

After leaving Tilbury, the *Otway* ran into severe weather early in the voyage, mainly while it was steaming in the Mediterranean.³ The voyage must have become calmer after that, as by the time it arrived in Adelaide, the papers were reporting that nothing—noteworthy occurred on the voyage out.⁴ The *Otway* made its customary stops in Toulon, Naples, Port Said, and Colombo before arriving in Fremantle on 27 May 1913.

Once the *Otway* arrived in Fremantle, its various passengers featured in many news reports. The most sensational was from *The Truth* newspaper, which in their own words was known for 'picturesqueness of expression'.⁵ *The Truth* article, 'Picking the Pommies', acknowledged that many of the new arrivals had the makings of excellent citizens of the Commonwealth - before going on to comment that



A painting of the *Otway* by an unknown artist
[https://commons.wikimedia.org/wiki/File:Unknown_artist_-_Otway_\(ship,_1909\)](https://commons.wikimedia.org/wiki/File:Unknown_artist_-_Otway_(ship,_1909))

Doris Sharples





MISS OLIVE GODWIN AS ALICE
CONDER.

The NZ Graphic & Ladies Journal, 4 Jan 1911, p20.

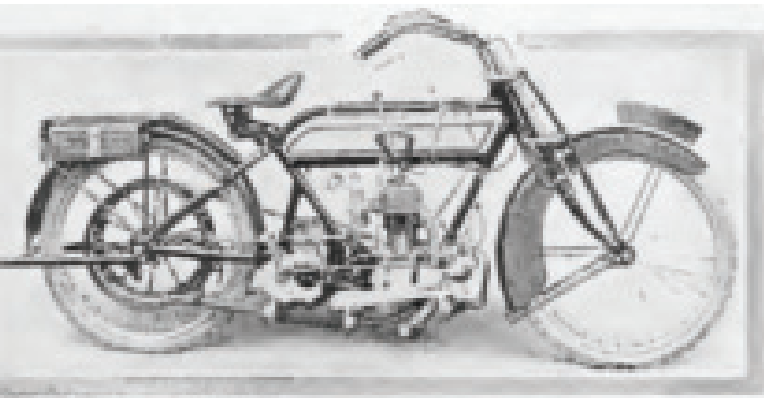


Eric Harrison.

a big proportion of 'the new chums were narrow-chested anaemic crocks' who would probably cost the state more than they could advance it. The drinking habits of some of the new arrivals were also criticised, with the same article describing weekly orgies of drinking by a proportion of disembarking passengers. *The Truth* thought Western Australia lucky not getting more of the 'dirty drunken drabs' who reboarded the *Otway* that day to continue their voyage to one of the Eastern States.

Other third-class passengers received more favourable press coverage. *The Kalgoorlie Miner* reported on the fine-looking domestics who disembarked in Perth.⁶ These four-dozen or so robust ladies aboard the *Otway*, sourced from all counties of England, received glowing reports of their conduct on the voyage out by both the officers of the boat and their matron. I wonder how many of these fine-looking domestics ended up in Kalgoorlie.

Picking the Pommies (Cont.)



Hazlewood Motorcycle.

It was the first-class passengers who were of most interest to the press. The well-known musical theatre actress Olive Godwin was returning from twelve months in the 'Old Country' and in Paris seeing famous shows and taking singing lessons.⁷

Another passenger who created a lot of press interest across the country was Lieutenant Eric Harrison. Harrison had travelled to England to learn to fly and was returning to lead the Commonwealth Aviation Corps in Melbourne under an English pilot, Henry Petre.⁸ Harrison lamented that he had been so slow in learning to fly and that there were now over 160 men in England who were pilots. Harrison and Petre established Australia's first airbase at Point Cook after his arrival in Melbourne and started the first training school for pilots in Australia in 1914.⁹

Three Russian ballet dancers were also on board the *Otway*. These dancers had special permission from the Czar to visit Australia and were coming to dance in Russian, Hungarian, and Polish character dances, a first for Australian audiences.¹⁰

The Sharples family in third class were likely oblivious to their illustrious fellow passengers on the decks above them. Doris and her parents sailed out of Fremantle that night to continue their journey to South Australia. I do wonder whether the family witnessed the unloading of some precious cargo from the hold on their arrival in Adelaide: two of the latest model of Hazelwood motor cycles, which came in either 5 horse power or 3 ½ horse power models.¹¹



Tilbury docks, 1913.

(Endnotes)

- 1 1911 Census. findmypast.co.uk.
- 2 SS *Otway*. https://en.wikipedia.org/wiki/SS_Otway#Armed_merchant_cruiser.
- 3 The *Otway* Arrives. (1913, June 5). *The Sun*. p.9.
- 4 Arrival of the *Otway*. (1913, May 31). *The Mail*. p.6.
- 5 Picking the Pommies. (1913, May 31). *Truth*. p.12.
- 6 Fine-Looking Domestics. (1913, May 28). *Kalgoorlie Mine*. p.6.
- 7 Girls. (1913, May 27). *The Daily News*. p.5.
- 8 Australia's Air Ships. (1913, May 28). *The West Australian*. p.6.
- 9 Australian Flying Corps in World War 1. <https://anzacportal.dva.gov.au/wars-and-missions/ww1/military-organisation/australian-flying-corps>.
- 10 Western Australia. (1913, May 28). *The Advertiser*. p.17.
- 11 Motoring. (1913, May 31). *The Mail*. p.6.

All sites above accessed on either July 15 or 16 July 2023.

The family only recently discovered that Doris was not born a Sharples. When Doris joined James and Ada Sharples in firstly, Lancashire and then Somerset, her siblings stayed with their paternal grandparents. A month ago, Josie Millwood learned that Ada had changed her name by deed poll to Sharples, 25 years after she arrived in Australia as Ada Sharples.

The *Cygnet* Clarksons

Jane DiGuiseppe | Member # 14490

It is always a thrill to find mention of nineteenth century ancestors in old documents. I found some of my Clarkson ancestors mentioned in the diaries of young Fanny **Bussell** (1808-81) who came out on the *Cygnet* on the same voyage as Bernard and Charles Clarkson in 1833.

Several volumes of the diaries of young Fanny **Bussell** (1808-81) have been preserved and digitised and are available online via the State Library of Western Australia.¹ Fondly known as 'Aunt Fanny' later in her life, she is not to be confused with her niece, Frances Louisa **Brockman** (nee Bussell), also a prolific diarist, whose later writings have been transcribed and published.² As the relevant diary has not been transcribed, it took picking slowly through the spidery web of Fanny's often illegible spiky longhand to find the names of Barnard and Charles Clarkson – my 3x and 2x great grandfathers. Searching across many



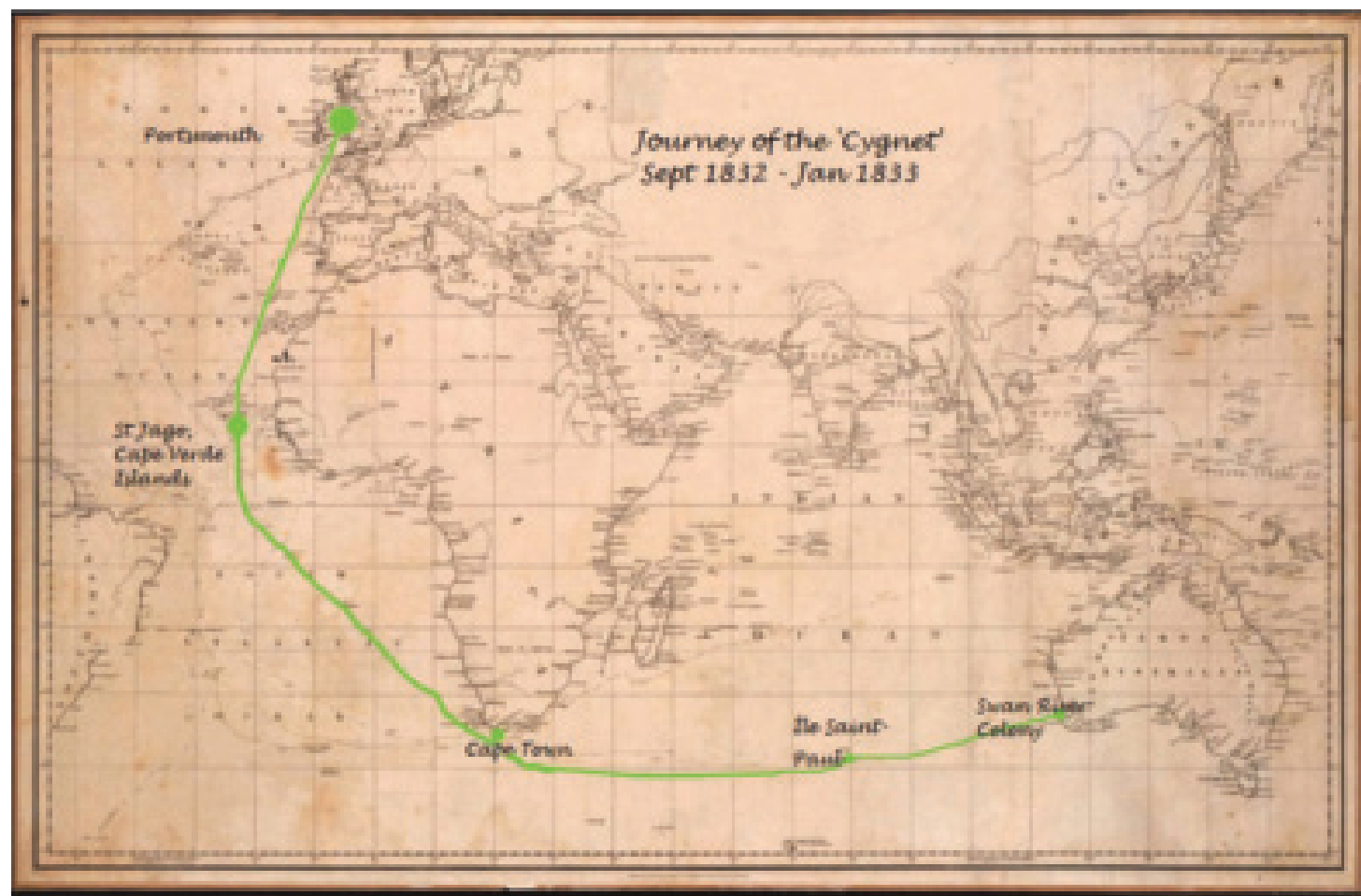
Barque *Cygnet*, 1833.

pages, I discovered several mentions of them during their voyage together to the Swan Colony, and feel these selected anecdotes reveal a little of their character – a rare find in the sea of official records that generally typify the early written history of most Swan Colonisers.

'I believe now our voyage has actually commenced.... And I who has so often declared a voyage must give occasions for daily and hourly interests find myself after two days at a loss for a subject on which to indulge'.³

Despite her misgivings, Fanny Bussell managed to fill a hundred pages with observations of her journey and of life and people aboard the *Cygnet*.

Fanny, her sister Elizabeth 'Bessie' **Capel** (1812-87), and



The *Cygnets* Clarksons (Cont.)

their brother Lenox (1809-45) had set off from Portsmouth and were looking forward to being reunited with their older brothers who had arrived in the Colony in 1830.

Joining the Bussell siblings on the sea journey in cabin class was Barnard **Clarkson** (1774-1836), and down in steerage was his youngest surviving son Charles (1812-53). Barnard was almost sixty years old, and Charles was twenty. Following the death of Barnard's wife Elizabeth four months earlier, they were on their way to join his older sons, Michael and Joseph, who had also emigrated in 1830.⁴

A couple of days into the journey Fanny writes 'The morning has seemed long but now I have returned

to some of my home associations. I do not fear about I should have to complain of much. Captain Rolls, Lennox & Young Harris have been practicing pistol firing. Spray is crashing upon the deck, and I am writing tete a tete with the 'dangerous Mr Clarkson' who appears to me by no means the 'Lothario' which we had been led to imagine: on the contrary he is quiet & respectful in his manner universally obliging rather persy but not without a great deal of information.'⁵

Fanny appears to be quoting someone though it is unclear as to who specifically warned her of Charles Clarkson, which is intriguing.

Charles's father Barnard Clarkson was a faithful Methodist lay preacher. On 27 September, he led the passengers and crew in their first Sunday worship:⁶

'Our first Sunday on board. Mr Clarkson said prayers and though they were strangely jumbled there was

something very striking in this our first assembly to religious worship. I had almost prayed that Sunday might be a calm that it might be something like a day of rest. And calm it was the ship only making 2 knots'.

Fanny seems to have developed a soft spot for old Barnard Clarkson. Here he has joined her on deck, shortly before they arrive at St Jago, trying to spot flying fish:

'I suppose I spent nearly an hour upon the poop trying to see them whilst flying but they are so quick and I am so slow of sight that I could scarcely discern them. Mr Clarkson was my companion so you see I have not initiated any of Mrs Leake's fears. Indeed he is at all times so obliging and enters into conversation on his favourite topics with so much pleasure that I cannot but indulge him though Lenox & Bessy look so slyly (slyly) that I can at times scarcely refrain a smile: 'but he's so old Doll he's old!'



Barque *Cygnets* SA maritime model.

The *Cygnets* Clarksons (Cont.)

I am now reading Wilberforce's *View of Christianity* which he has lent me. Bessy says it is 'Will – By – Force' when I do so but is not as the time would hang very heavily were it not for reading.'

Fanny's diary entries had filled 50 pages, and eventually became a little irregular and tailed off. On 20 October 1832, she wrote:

'My first volume is now closed. My next will not even be so eventful as this but I feel as if in writing I am discharging a sacred duty there fore I will not neglect it.'

She had decided against starting another volume until a friendly international interaction prompted her to take up her writings again in mid-December of 1832. Around 600km east of the Cape of Good Hope, the *Cygnets* came across some whalers. A tri-coloured flag announced the approach of a French vessel. The Captain came aboard:

'...a remarkably fine-looking man with a beautiful profile dressed though like a common sailor. A red shirt, brown cloth trousers and broad tri-coloured belt round his waist. His cap was the most stylish part of his costume ornamented with sable and a star embroidered in the front. His smile was cheerful and his quick eye glanced about with so much animation that all my predilection for foreigners arrived in full force, but it was long before I summoned up courage to

speak. I seemed quite to have lost the command of French terms'.

The passengers were invited onto the French vessel, and a decidedly giddy Fanny reported:

'Dearest Mother, fancy your two girls climbing over the gangway and descending somehow or other into a little cockle shell of a boat and that upon the bosom of the broad Pacific Ocean'.

While on board, their party was joined by the commander of an American whaler, and they all ate together, the French, the Americans and the English in the cuddy of the French ship.

'So there we all sat socially together in the bosom of the Ocean. "How pleasant it is" said Mr Clarkson who is by no means averse to an occasional truism "thus to assemble in peace, how far preferable to meeting in war!" The sentiment was universally felt and we drank to each other's fortune, success and prosperity'.

Barnard Clarkson was surprisingly philosophical—he had left England as a bankrupt, a failed banking business behind him. Ironically the downfall of the economy that led to the failure of his bank was due to the recession following the end of the Napoleonic Wars eighteen years previously.⁷

In the first week of 1833, and past halfway in their journey to the Swan Colony, the *Cygnets* came in sight of St Paul's Island. It was not unusual for ships to sight the island to check their navigation before turning north.⁸ Annexed by the French in 1843, this small volcanic island roughly five kilometres across is now known as Île Saint-Paul. Modern maps and images show an awe-inspiring sight – the ocean breaching the collapsed rock edge in the late 1700s, filling the 50m deep crater with water. From the deck of the *Cygnets*, the view was perhaps not so impressive, Fanny describing it as: '...a desolate rock of an island'.⁹

Much to the women's consternation, the captain dropped anchor and joined some of the men in deciding to explore the island. A party went on shore consisting of Mr Harris and his son William, Mr Lenox, Mr Shenton, Mr C Clarkson & Mr. Coldstock. Fanny's already watery enthusiasm for the expedition turned to anxiety when the women realised the party would not return the same night.

Captain Rolls set out the following morning in a small dingy to retrieve the missing fellows, and they all returned



Gravestone – Frances (Fanny) Sutherland (nee Bussell). St. Mary's Anglican Church Cemetery, Busselton, WA.

The *Cygnets* Clarksons (Cont.)

safely, brimming with descriptions of what they'd seen. Fanny carefully recorded their observations from the overnight stay on the island - the plentiful fish and seals, the rusty remnants of foreign military activity, a heart with initials and the date 1799 carved into a rock, the bundles of native grass the men used for bedding. They joked about the fire that was lit, that spread across the area, and wondered whether passing ships may have noticed the fiery glow emanating from the deserted island.¹⁰

Fanny continued to update her diary until their arrival in the Swan colony and until 1836.¹¹ Aged 44, she married Henry Charles Sutherland in 1851 and was sadly widowed by 1855. She remained a prolific letter writer, and much of her correspondence has been preserved. She died in 1881 at her beloved Cattle Chosen property in Vasse, aged 74 and was buried at St Mary's Anglican Church Cemetery, Busselton¹².

Barnard Clarkson died at his son Michael's 'Wilberforce' property, near York in April 1836,¹³ just three short years after starting his new life in the colony. Charles Foster Clarkson married Hannah **Leeder** in 1838, and they had seven children. He left for the Ballarat Goldfields in 1852¹⁴ and was never heard from again. Presumed dead by late 1853, a brief death notice was placed in the *Inquirer* in 1854 by his widow, who already had a new partner and child. No official record of his death has been found to date.¹⁵

Fanny's astute observations on the minutiae of life aboard the *Cygnets* have afforded me a tiny snapshot of my own ancestors, a glimpse of their optimism and pioneering spirit.

'I would write forever when I think that this is to pass into the hands of all who are dear to me, of all who have hitherto made life dear to me'.

Fanny Bussell 1807-1881

(Endnotes)

- 1 *Fanny Bussell Diary*, 18 September-20 October 1832. State Library of Western Australia. ACC 6926A/1.
- 2 *Pioneer Daughter: the diary of Frances Louisa (Fanny) Brockman (nee Bussell)*. (2018) Edited and annotated by Gillian Lilleyman
- 3 *Fanny Bussell Diary*, 1832
- 4 Clarkson, Gresley (1995), *The Tranby Clarksons, 1829-1929: a family history published by their childrens' childrens' children*. p.9-18.



Daguerrotype photograph of Fanny Bussell, ca. 1860. SLWA 069425PD

- 5 Fanny Bussell Diary, 1832
- 6 Ibid
- 7 Leake, John H, *Foggathorpe: A History of Village Life*. pp.79-80.
- 8 *The Naval Chronicle*. 1813. Vol. 30. p321. <https://archive.org/details/dli.bengal.10689.14175/page/n345/mode/2up>.
- 9 Fanny Bussell Diary, 1832
- 10 Ibid
- 11 Frances Louisa Bussell diaries. 1832-36. State Library of Western Australia, MN 586.
- 12 Aunt Fanny Bussell's headstone, St Mary's Anglican Church Cemetery, Busselton Western Australia. <https://www.findagrave.com/memorial/188222696/frances-louisa-sutherland>
- 13 *The Perth Gazette and Western Australian Journal* (1836, April 30), p. 684. <http://nla.gov.au/nla.news-article640457>
- 14 Shipping Intelligence. (12 March 1852). *The Perth Gazette and Independent Journal of Politics and News*, p. 3. <http://nla.gov.au/nla.news-article3173223>.
- 15 Family Notices (22 February 1854). p. 2. <http://nla.gov.au/nla.news-article65741701>.

Barney and Ivy: Tracking Their Ancestors

The Davey, Head, Henson, Lampard, Mellen, Roberts & Whitford Families

Wendy Sanderson

When I became a grandmother, I realised I had family, or had known family, that spanned five generations and suddenly I became interested in my family history. So many of us then think 'If only I had asked my grandmother about her grandparents!'

I was lucky. My mother's stockpile of ancestral knowledge, gathered over 40 years, filled a large cupboard and 3 drawers of hanging files. Well, sort of lucky, as it was not well-organised and I spent months sorting through it all. By then, Mum and Dad had moved into a retirement village and my mother 'passed the baton' to me. She was careful to hand over a few folders at a time, so that it would not overwhelm me.

Family stockpile

Once I had gained some understanding of who fitted where, I sorted it into lever arch files and was able to discard irrelevant notes. Still,

it filled two shelves of documents.

Who would I pass it all on to? I decided to compile a readable narrative that then involved much further research by myself through historical societies: pondering data, filling gaps, to form a picture in my mind of how our ancestor's lives evolved. This year, I decided to draw an end to the research, amounting over time to about nine years work. I had it printed into a 176 page book.

Where to Start

I began with my mother's notes, starting with the earliest known ancestor and found it time-consuming trying to identify early generations and find something to write about other than their recorded children. I researched towns in England and Cornwall but it was difficult work.

Then I suddenly realised I had to jump forward to the present,

record everything my mother could remember about her parents and grandparents! So I began recording our discussions, taking notes, and sorting through old photos to identify people. I contacted people whom my mother had corresponded with by snail-mail. Later, in Melbourne, I met an elderly distant cousin, Keith **Henson**, whose great grandfather was an early pioneer in the goldrush days of the 1850s. I joined Ancestry.com for a three month period, thinking that was all I would need... I'm still paying monthly fees after some 13 years.

The Question / My Focus

The question I most get asked is 'How far have you gone back?'. It seems the logical start when tracing your family tree but unless you are linked to royalty—where ancestry and blood lines are all important and carefully recorded—you can soon come to a halt with early records either lost or hard to trace. Common surnames made it impossible for me to identify, for example, which 'Sarah White' belonged to me, when there were three born in Glasgow in the same year?

With much help using Trove, I soon became more focused on their lives once they found their way to Australia - from the 1850s. When I learnt of the conditions they faced, I couldn't help but feel in awe of what they achieved. Besides, not being able to visit Cornwall (as I am yet to do) due to COVID, it was easier and with far more material evidence, to explore the Australian heritage.



The author at the graves of George & Sarah Henson. Malsbury Cemetery, Victoria. 2016.

Barney and Ivy (Cont.)

The problem with writing non-fiction

Not many people reveal their personal lives and without first-hand accounts, you have to respect the memory of your ancestors, assuming they were good people who were loved by their family. Yet when you don't know their personalities, there is little you can write other than the basic facts - where they lived, their work, their children, and how they died. The inevitable gaps in information are frustrating; these but can't be filled, unless you go on to write a work of fiction, based on their lives.

I was lucky with some. My mother, aunt and a distant cousin had written their personal histories.

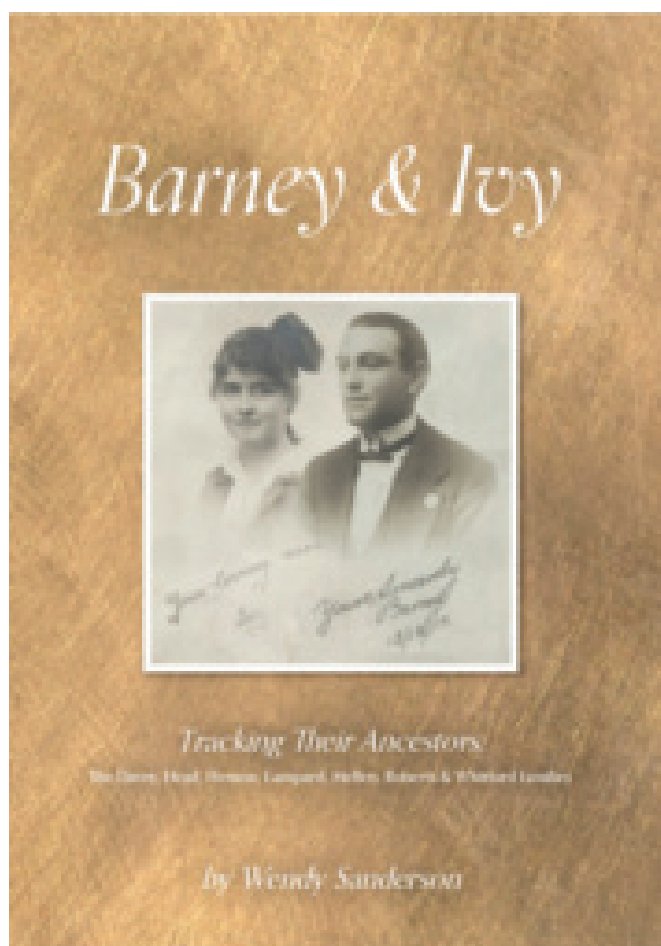
Include the rellies

I soon discovered you need to include the siblings' lives in trying to piece together the life of any ancestor. Families mostly stuck together, moved in mass migrations from place to place as the mining declined and sprang up elsewhere. Sadly, they would leave many children, parents, brothers and sisters buried in towns like Kadina and Moonta when

they all moved on to Broken Hill or to the goldfields of Coolgardie. Electoral rolls could be important for tracing daughters who had married. Or when tragedies struck - husbands and sons died in mining accidents, or children burnt to death in house fires - it was usually the siblings who came to their support. Grandmothers were taken in by their daughters, while those men who lived to an old age were found places in old men's homes.

It's about the women too

Tracing families through the male line from father to son is the easiest, especially when boys followed their father's work. However it is a trap to focus on the male as the head of the household with the wife in a supporting role—as was the expectation of the day. The female line is more difficult to follow, but women played a crucial—and in my family's case—a dominant role as widows at a young age having to support the family after the death of their husbands in mining accidents or from miner's disease. They had to



Book cover – Barney and Ivy by Wendy Sanderson.



Gravestone - Lavinia Davey. Kalgoorlie Cemetery, WA.

Barney and Ivy (Cont.)



Isaac, Emma, Fred & Elsie Davey. Brown Hill, WA. 1897.

seek work—there was no government support, only extended family and the church, though at times fellow miners pitched in to help, raising money for the family of their dead mates. Wives generally endured hardships raising children in harsh conditions: many eternally pregnant and/or with babies to nurse through rampant diseases. Many children were lost at a young age. So, give the women equal prominence—they often outlived their husbands and were the key focus of the family's survival.

Children of early pioneers

I was struck by what children experienced when they emigrated from Cornwall with their parents in the 1850s. They came to a harsh dry climate where water was scarce and housing basic. They left grandparents, friends and close communities behind, endured a difficult sea voyage. Often they arrived to find they had to walk long distances to mining settlements,

live in a tent and care for their younger siblings who often died as babies or toddlers. They had little schooling and worked to support the home: the boys with their dads in the mines, the girls doing household chores or being sent to work as domestic servants. Those children born here who survived, knew only those conditions; worked hard and left the legacy of the 'little Aussie Battler'.

Include historical facts

It is impossible to explain a family's conditions and movements without considering the events of the past, the laws of the day, workers' pay and conditions, the limited health care, the role of the church and the role family played in their own 'social security'. Delving into history books and Trove is essential. Noting unusual events (the search for Burke and Wills; the deaths of soldiers during the World Wars) enriches

your understanding of the impact those events had on our ancestors.

Not for sale but my legacy to family

Based purely on facts about my mother's ancestors, my book is also of value to her sisters' descendants so I had 60 copies of *Barney & Ivy* printed and gifted one to every descendant of my maternal grandparents - Barney & Ivy. I have also deposited copies with the FHWA, the Battye Library as well as regional libraries where my ancestors spent many years, such as Albany, Malmesbury (Victoria), Kalgoorlie and Kadina (SA).

Note: As I intended to provide copies of my book to libraries, I did not include full names and birth dates of living descendants, for confidentiality reasons.

Hints

- Include an index - hundreds of names are inevitably mentioned
- Cemeteries - provide a list of names and graves - a useful guide when visiting places
- Include a family tree on the back cover of the book - for quick reference
- Incorporate photos and diagrams, within the text of the book if possible,
- Include footnotes to reference sources; or a reference listing at the back of the book.
- Have someone critically proof-read your manuscript.
- Have the book cover designed by a professional graphic designer, but learn a simple desktop publishing program (I used Microsoft Word) and provide a ready to print pdf document.

Surviving the voyage - birth and death on migrant ships to Australia

CJ Eddington Member | # 14038

Many women joined ships knowing they would give birth during the voyage. Most migrant ships had a matron and ship's surgeon to look after the health of the passengers. However, on ships as on land, surgeons were not generally involved in the delivery of babies.

Harriette **Wilkinson** (aka Williamson) writes that when a fellow passenger was giving birth on the *Courier* in 1850 nobody else offered any help and she stepped in to assist the family.

'The lady that started from Leeds was confined, and although there were married people in steerage with no children, none would go near her!



The Illustrated London News, (Lond.) 13 April 1844, p229.

they would not give anyone the least assistance. I was ill at the time, but at last, when they tried (turned) the ship around, I got up and went. They were in intermediate, and although I refused anything, they made me take 2s.6d for dressing the baby, and gave me a glass of porter afterwards and supplied me with biscuits to the end of the voyage.'

Harriette and her four children were sailing to join her husband in Victoria – so while she did have some experience in childbirth, she would not have been able to watch her own children during this time.

In 1879, when Elizabeth Albion sailed it appears that she had informed the ship's surgeon she was 6 months pregnant. There were



Surviving the voyage - birth and death (Cont.)

two other births on board and it is clear that neither was expected by the doctor on board; ‘...another unexpected birth this afternoon a son it appears the Doctor only expected me to be confined so they must have concealed it well.’

On the voyage of the *William Metcalfe* in 1839 from Plymouth to Melbourne (40 years before *Elizabeth Albion*) there were four births and it appears that two of those mothers and at least two of babies died on board. **JB Were** also reports that two (other) children who were born on board died.

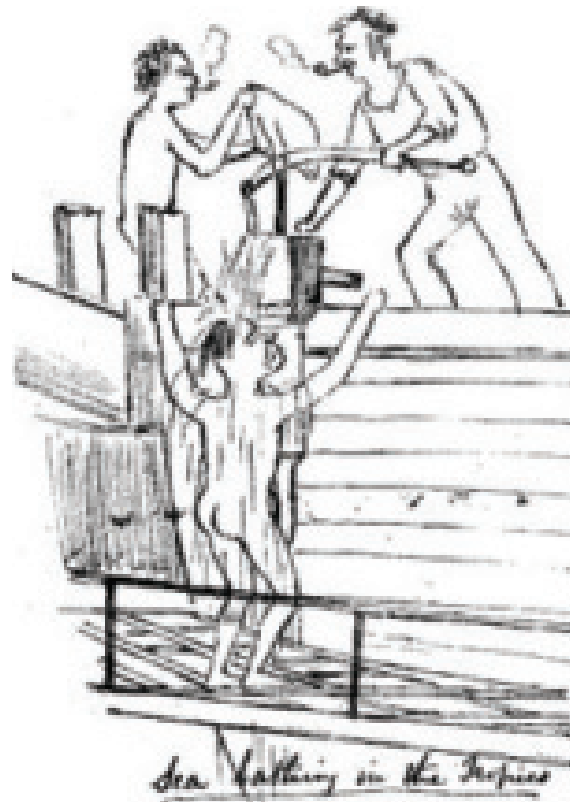
JB Were in his ship-board diary records the deaths of eight children on board the *William Metcalfe* ‘... (an) infant sunk under an attack of dysentery...(I)t was four months old ... (and) was buried at sunset in the

usually way.’

Were describes the details of a burial at sea on a previous occasion:

‘The body had been sewn up in canvas, with some heavy things to sink it, was brought and laid on the rail of bulwarks, resting on some plank covered with the union jack, and at the appointed time, the plank being raised at the inner end, the body slid from under the flag with a slight plunge into the deep below.’

Deaths and subsequent burials at sea are explained with specific details by diary writers. However, whether the writer is a man or a woman, childbirth passes almost with a one sentence entry. Whether the ship’s surgeon attends or not, or where the birth took place, is rarely recorded. Henriette Wilkinson’s account is the fullest I have seen.



Sketch from the diary of Edward Snell on the *Bolton*, London to Melbourne, Australia. 1849.

Surviving the voyage - duties and pastimes on migrant ships to Australia

CJ Eddington Member | # 14038

Emigrants had responsibilities that took up part of the day, but finding things to do for weeks on end was a challenge on voyages to Australia. Passengers were required to prepare food, keep themselves and their space clean, wash clothes, look after children (when they weren’t at school), and sew items to be used in their new life.

Edward Snell was 28 years old in 1849 when he sailed to Australia. He says that ‘My week at washing dishes etc for the mess expired to day for which feel truly thankful.’ He also illustrated how he took a shower bath under the Hand Pump by stuffing a rug in the nose and letting the sea water flow out the top.¹

Almost universally on migrant ships Thursdays was cleaning day. Maria **Steley**, a 15 year old travelling with her parents and five younger siblings in 1863, writes about her washing day.

But first, they have to get water ‘...when it rains ther is fine fus to cache the water the washing day are Thursday...’ She also records the minutiae of keeping clean where beds are taken up on deck to air and tables and bench seats are scrubbed. ‘...we take up our beds this Morning and scrb out tables and forms we have to clean our places every Morning to keep sickness off’. Fresh water was a luxury; most cleaning and washing was done in sea water.

Older girls were expected to keep busy sewing clothes and Maria Steley made a chemise from some materials donated to the migrants. ‘...I had a very nice shimese given me i made it and then it was put in the box until we got to Queensland some had Niting and Marking a great Many other things.’²

Mary **Maclea**n, was 22 years old and travelling alone in 1865 to join her brother in NSW. And, like Maria, she is given materials to sew by the matron. ‘...the Matron³ has

Surviving the voyage - birth and death (Cont.)

given out knitting and Sewing to the girls they are to make Stockings and shimese...'The sewing was not a one off, and two months later '...all Busy at Sewing Some of the Girls have got printed Dresses I am Sewing a Sampler...'

Children were expected to attend school. Mark **Blasdall**, a steerage passenger, was 20 years old, travelling with his parents and five younger siblings in 1862. He appears very grateful that there was '...a school held in the intermediate⁴ for the education of children ...as there are a great many children on board.'⁵

Much later in 1874, Joseph **Sams** a single man, aged 19 years, travelling in 2nd class, spells out the difference in catering arrangements.

'The 3rd class have their rations given to them and have to make up their own food, take it to the cookhouse and afterwards fetch it and take to their mess room. In 2nd they have nothing to do with the cooking etc., a bell rings for breakfast at 8, dinner at 1 & tea at 5, and we assemble in the 2nd Class Saloon where we are provided with food...'⁶

Required duties only partially filled the often tedious and boring days, and migrants had to find ways to amuse themselves. Activities to pass the time onboard included fishing, shooting, dancing, writing diaries and onboard newspapers, concerts and church services.

The poop deck forms the roof of a cabin built in the rear, or "aft", part of the superstructure of a ship. It was one of the few places on deck that had free floor space. Dances and church services were held there.

Church services were conducted in

the open air, weather permitting, but passengers had a variety of responses to attendance. Mary Maclean writes in detail about one of the first services she attends '... nice morning prayers in the English fashion⁷ Conducted by the matron there is only about 40 protestants the roman Catholics had their Services Conducted Below...' in addition there are prayers every night. But Joseph Sams, wasn't a church goer. 'About ½ past 10 they had Church on the Poop which I did not visit but Charley...went for both of us.'

Mary Maclean '...the Matron allowed us to Dance this Evening I had the honour of opening the Ball We Commenced with a polka'. However, Mary did not like to walk around the deck, '... the Matron made us two & two Walk round the poop like a School parade...Some of us Do not like to Be forced to Walk the poop'.

The final words go to Edward **Snell**. He writes of passengers making music 'A couple of cornopeans and asthmatical flute or two lugged out and blown without mercy – nearly grated the skin off my ears listening to it.' Later there is a concert on the poop deck '... which went off rather flatly owing to all the songs being used up.'

Edward also consents to be editor of the ship's newspaper. He was doing both articles and illustrations but it didn't take long before the *Illustrated Bolton News* died because no contributions were received from other passengers.

On fine days, fishing passed the time with mixed results. A Bonita⁸ was caught and eaten but on other occasions the fish took the fish hooks.

Edward has an eye for detail and in

addition to music, the newspaper and fishing he takes note of other activities engaged in to pass the time. 'Passengers amusing themselves by firing at bottles for Stout. About one bottle in half a dozen smashed. Some were thrown in the air and others suspended by a line from the main top mast studding sail boom.' And a game called draw the eye on the cock was organised by the crew using chalk drawings and a blindfold. When all other options were exhausted passengers played cards for money.

(Endnotes)

1. Edward Snell, *The life and adventures of Edward Snell: the illustrated diary of an artist, engineer and adventurer in the Australian colonies 1849 to 1859*, edited and introduced by Tom Griffiths with assistance from Alan Platt, Angus & Robertson and The Library Council of Victoria, North Ryde, NSW, 1988, pp5, 8, 10, 11, 13, 15, 18, 20.
2. Andrew Hassam, *No privacy for writing – ship board diaries 1852–1879*. Melbourne University Press, Melbourne, 1995, pp70, 72, 75, 102, 104, 112, 114, 116.
3. Matron – an older woman assigned the task of supervising the single women during the voyage.
4. Intermediate was a class of ticket between steerage and cabin class.
5. Bill Barlow, *Voyage of the city of Brisbane 1862*, Barlow Music Pty Ltd, Concord, NSW, 1993, p29.
6. Simon Braydon, and Robert Songhurst, (eds) *The diary of Joseph Sims – An emigrant in the "Northumberland", 1874*, Her Majesty's Stationery Office, London 1982, pp7, 75
7. Mary is a Scottish Presbyterian.
8. A medium sized fish (75 cm) related to mackerel.

Further reading - Ronald Parsons, *Migrant ships for South Australia 1836–1866*.

Bringing It Home

Julie Martin | Member # 5454

It's that time of year. The Melbourne Cup. The race that stops the nation. High stakes, high fashion, high jinks and hangovers. And, as the usually sober Governor-General presents the magnificent trophy to the owner of the winning horse, there would be few among us who haven't thought – *'Wouldn't I love to get my hands on that Cup!'*

Well, for the record, my son's family have done just that. Although in rather unusual circumstances.

The story goes like this ... Daughter-in-law, Danni, was part-way through her late afternoon run. It had been a mild midsummer's day in Melbourne, and there was a noticeable nip in the air as the sun began its slow descent to the west. Turning into the High

Street, she saw up ahead a sleek navy BMW parked at the side of the road. The boot lid was fully open; not just ajar. No one was in attendance.

Being very aware of the temptation of an open, unattended boot, she drew alongside the car and made several unsuccessful attempts to close the lid. Clearly, the car's sophisticated locking mechanism had malfunctioned.

Danni had no idea how long the car had been there nor how long it would be before the driver returned. What to do? An inspection of the boot's cavity revealed two items: an umbrella (this **was** Melbourne, after all) and a large leather sports bag.

Judging the bag to be the more valuable item, she decided her best option was to remove it from the boot



150th commemorative postage stamp
– 2010 Melbourne Cup.

and take it with her, leaving a note explaining what she'd done.

With paper and pen supplied by the staff in a nearby bespoke soft



Governor-General Quentin Bryce presenting the 2010 Melbourne Cup to Gerry Ryan OAM, owner of the winning horse, Americanin.



Top: Charlee Martin with the 2010 Melbourne Cup.
Above: Charlee Martin & her horse, Monkey.

Bringing it home (Cont.)

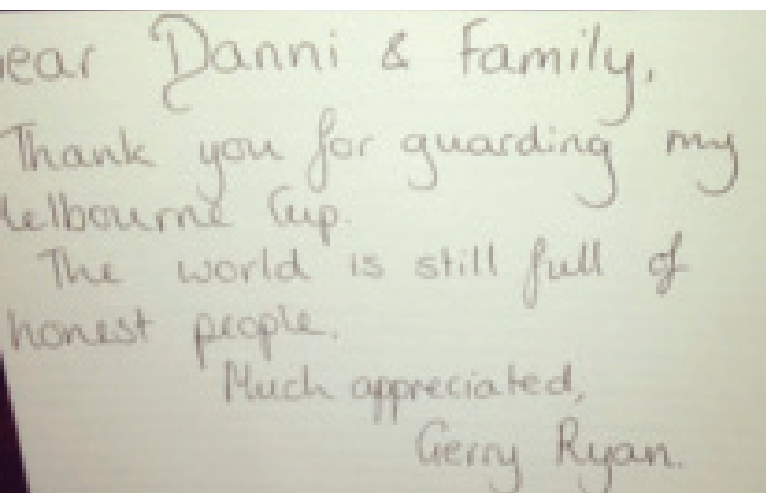
furnishings store, she scribbled her message, signed it with her name and phone number, and left it under the car's windscreen wiper. Grabbing the sports bag, she continued her run.

Only as she drew close to home did she begin to process what she'd done and the possible ramifications. No matter how pure her motive, removing an item from a stranger's car without the owner's permission was theft. Nonetheless, her children were delighted by their mother's escapade and gathered around the leather sports bag, exchanging bizarre suggestions as to its content. The urge to open it and take a peek inside proved irresistible.

There was a sharp intake of breath, then gasps, followed by a stunned silence as the zipper's teeth parted. Gleaming in the soft indoor light lay a huge gold trophy. And not just any trophy. It was the 2010 Emirates Melbourne Cup, the prized possession of one of Australia's wealthiest men, Gerry Ryan OAM. It's monetary value? Around a quarter of a million dollars.

It was a couple of hours before the phone call they'd all anticipated came through on Danni's phone, the Cup's apprehensive owner unsure if he was going to be subjected to a ransom demand or speak with a guardian angel.

And it was a very relieved and grateful man, laden with flowers, who called at the Martin family home later that evening to collect his property. It appears he'd been a guest speaker at a function and had been asked to bring his Melbourne Cup to show the audience. He had no idea why his boot had failed to close and would have it checked the next day.



Thank you note from Gerry Ryan OAM.

Ten years have passed since Danni raided a stranger's boot cavity during her afternoon run and brought home its contents. Her daughter Charlee, the girl smiling at the camera and holding the 2010 Melbourne Cup, is now a young woman - a young woman who shares her mother's passion for horses.

And while Charlee and her horse have won many cups and ribbons, there's no Melbourne Cup in her trophy cabinet. She and her horse compete in events that require finesse, not speed.

I'd be prepared to wager that when this year's Spring Racing Carnival gets underway, someone in the family will bring up the story of how Mum brought home the Melbourne Cup. And why not? Family stories aren't just about the distant past; they're also stories of the recent past and just as interesting and deserving of a retelling.

The 2010 Emirates Melbourne Cup

The design of the 2010 Cup was modelled on the 1930 trophy won by the legendary Phar Lap. Its total weight, crafted over 250-man hours by Hardy Brothers Jewellers, is just under four kilograms and includes 2.34 kgs of 18 ct. gold. The timber base is hand-turned from Australian Wattle from Queensland. This wood has been the traditional base of every Melbourne Cup trophy since the Race's inception in 1861.

The trophy has 44 pieces, including the base and is valued at around \$250,000.

The arrival of the Palestine (Cont.)

(Endnotes)

- 1 *The Perth Gazette and Independent Journal of Politics and News*, 22 April 1853.
- 2 Arrival of Palestine and Pyrenees, *The Inquirer*, Wednesday 4 May 1853, p.2.
- 3 Return of Ships and Emigrants dispatched by Public Funds to Western Australia from 1854, *The Inquirer*, 18 June 1856.
- 4 Emigrant Ship lists to Australia and New Zealand 1854-1856, <https://www.theshipslist.com>, accessed 1 Sept 2023
- 5 Rica Erickson, *The Bride Ships*, Hesperian Press, Western Australia, 1992, p.44.
- 6 Mountbellew Workhouse Project | Tinteán, <https://tintean.org.au>, accessed 4 September 2023.
- 7 Erickson, *The Bride Ships*, p.12.
- 8 Ibid, p.31

Getting to FHWA

By Bus

The 950 from the Morley Bus Station and the Elizabeth Quay Bus Station goes along Beaufort St and the nearest stop to May St is Chisholm College [just before Coode Street]. Also, bus number 48 goes from the Esplanade Bus Port to Morley Bus Station, via Guildford Road, and the nearest stop is the corner of Coode St & Francis St in Bayswater. The buses are now more frequent, and both stops are a 15 minute walk to FHWA.

By Car

If you are driving, Google and Apple maps will help you get there. Street parking and on-site parking is available at FHWA. Please do not park your car in the bays reserved for units 1, 2, and 3 as these are used by other tenants. Thank you for your co-operation.



Charles Wisbey - a life

Part Two - the Bunbury Years

Graham Webster

This article takes up Wisbey's story published in the July 2023 issue pp. 246-250.

As a first step in leaving his career in the police force, Charles **Wisbey** applied for, and was granted, the licence to run the Wellington Hotel in November 1878 under a lease from its owner, John **Fielding**. At the time, the Wellington was the centre of social life in Bunbury and the venue of its Agricultural Society's annual dinner and ball.

In 1886, Fielding was preparing to leave the colony and put his Prince of Wales Hotel up for sale by public auction. It was knocked down to Charles Wisbey for £1,950. Because he was tied to the Wellington Hotel, Charles put James Hislop in charge at the Prince of Wales, with James taking over the licence on 17 March 1886. However, Charles wanted to take over his new purchase in January 1887 so James applied for, and was granted the lease, and the licence of the Wellington Hotel for that year. With family help, James ran the Wellington for three years. In the meanwhile, Charles duly applied for Publican General Licence for the Prince of Wales Hotel.

In November 1880, Charles was elected councillor in Bunbury and in June 1882, Chairman of the Town Trust, the equivalent of mayor before Bunbury became a municipality. He was to serve as Chairman of the Town Trust or Mayor on nine occasions and was Mayor until a week before his

death in 1894.

In June 1887, Bunbury became a municipality and, as Charles was the incumbent as Chairman of the Town Trust, he automatically became the first Mayor of Bunbury with his first meeting on 4 July 1887. In September 1887, he chaired a meeting of the Council '...to pass resolution re Busselton-Perth railway and other matters of public importance' having already urged the necessity of the Bayswater to Busselton railway. He resigned as Mayor at the end of 1887, to be replaced by EW **Clarke**; one presumes to concentrate on his Prince of Wales Hotel business, but not before chairing, as Mayor, a banquet for the Governor of West Australia.

On 10 May 1886, a Bunbury Lodge of the Freemasons was consecrated '...and Mr. Charles Wisbey whose genial disposition and popularity are much appreciated in Bunbury, was duly installed as Worshipful Master.' He obviously made a success of this role as the following suggests:

A very interesting ceremony in connection with the Wellington Lodge, No. 1840, E.C, took place at the Lodge room on Tuesday evening, 27th ult. [i.e., 27 December 1887] Bro. Charles Wisbey, who has occupied the position of worshipful master of the Lodge since its formation was presented by the members with a very handsome and costly Pastmaster Jewel, specially designed and manufactured for the Lodge by Bro. H. T. Lamb, London. The jewel bore the name and number of the Lodge and the following inscription: "Presented to Bro.



Charles Wisbey.

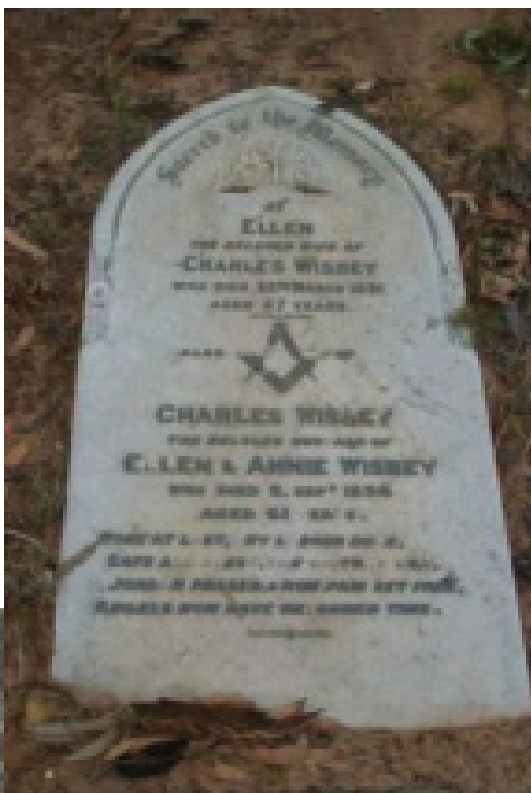


Charles & Ellen Wisbey.

C. Wisbey by the members of Wellington Lodge, 1840, E C, in recognition of the valuable services rendered by him to the Lodge of which he was the first W. M. and as a mark of esteem and respect.

Still involved in council business, Charles took part in the debate on 14 January 1888 to petition the

Charles Wisbey (Cont.)



Gravestone - Charles Wisbey, Bunbury Cemetery, WA.

Government after it announced the closure of the Bunbury Railway Line. The following week Charles appeared to answer a summons under the Absconding Debtors Amendment Act, issued by Joseph **Dobson** one of the proprietors of the Grand National Circus, for ‘...unlawfully, injuriously, oppressively, and by abuse of process causing the arrest...’ of Dobson under the provisions of the Absconding Debtors Act; the case was dismissed.

On 23 February 1888, Emily, sixth daughter of Charles and Ellen, married John Henry **Cooke** (b. 1862, Chapman River, WA) at the Wesleyan Church, Bunbury, followed on 17 December 1888 by the birth of son, Herbert Christopher. By May 1888, Charles had been succeeded as Worshipful Master at the Wellington Lodge. In November 1888, Charles was nominated for Mayor again

and was unanimously elected on 19 November 1888. In the following year, a motion was moved that ‘a lamp post be erected opposite the private residence of the local Post Master... provided he lights it every evening’.

In September 1890, Charles invested in the Collie Commercial Coal Company – fully paid-up for £125, and contributing £200. It is believed he owned Cambridge Villa, 16 Clifton Street, Bunbury.

Unfortunately, it was reported that on 8 December 1890, daughter Amelia, married to Henry **Gibbs**, died suddenly, leaving two sons and three daughters the youngest, Ethel, barely a year old.

Three months later on 22 March 1891, Charles’ wife Ellen died at the Prince of Wales Hotel and was buried in the Bunbury Cemetery. Charles retired as a publican later that year, leasing the Prince of Wales Hotel to Edward Maxted. He began extensive renovations and additions to the hotel the following year. and in 1892, married 31 year old Annie **Fletcher** in Perth.

Charles had a life-long interest in sport and had previously captained the Bunbury cricket eleven. Although no longer a publican, Charles was still involved in the local community being on the committee of the Athletics Carnival in November 1892 and, in January 1893, put his name to a resolution for ‘Bathing Accommodation’ in Bunbury.

Charles was elected unopposed as Mayor again in 1893. On 10 July 1893, a son, John Edward, was born in Bunbury to Charles and Annie.

On 26 January 1893 Charles, as the oldest Past Master of the Bunbury Freemasonry Lodge laid the

foundation of the new Masonic Hall. In recognition of his work for the Order, he had the title District Senior Grand Warden conferred on him.

In April 1893, there was a smallpox scare in Bunbury and Charles, with others from the Council, were appointed to the Board of Health to monitor its spread.

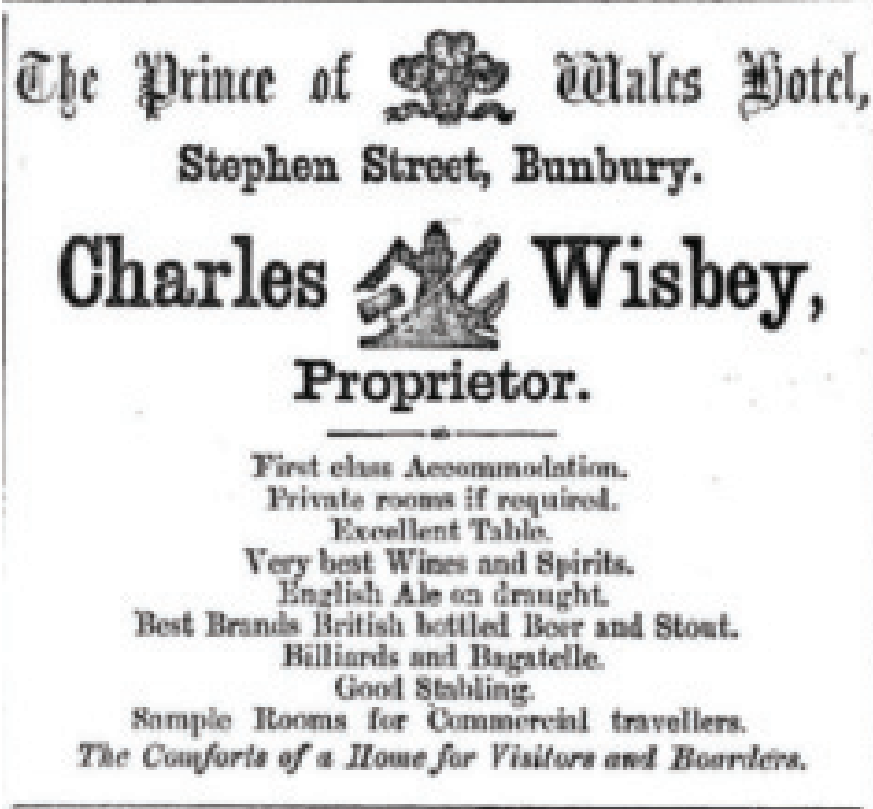
In December 1893, Charles’ daughter, Elizabeth, wife of Gillis **MacPherson** (credited with discovering the Murchinson Goldfields), died in Perth leaving a baby a few days old.

On 25 July 1894, it was announced in the *Government Gazette* that Charles, Mayor of Bunbury, had been appointed a Justice of the Peace (JP).

A few weeks later, Charles Wisbey was 61 years old when he died on 5 September 1894, at his home in 16 Clifton Street, Bunbury. He had had an apoplectic fit in his bathroom on the previous Sunday morning, while getting ready for church, and became unconscious. Annie Wisbey on hearing some heavy coughing, went into the room, when he told her he had a very bad headache. Annie at once assisted him to a small bed in the room, where he laid down and became unconscious till the following day, when he opened his eyes and moved his left arm, but his right side seemed paralysed. Charles briefly regained consciousness on Tuesday and appeared to be recovering. At 3 am on 5 September he became worse, and gradually sank from that time. By 9am, his breathing became very laboured, and he had the appearance of being conscious up to the time of his death. He died surrounded by friends and family, including his daughters and elderly mother, Amelia.

The bells of St Paul’s rang to let the town know he had passed away, and

Charles Wisbey (Cont.)



The Prince of Wales Hotel,
Stephen Street, Bunbury.

Charles Wisbey,
Proprietor.

First class Accommodation.
Private rooms if required.
Excellent Table.
Very best Wines and Spirits.
English Ale on draught.
Best Brands British bottled Beer and Stout.
Billiards and Bagatelle.
Good Stabling.
Sample Rooms for Commercial travellers.
The Comforts of a Home for Visitors and Boarders.

Southern Advertiser, (Bunbury, WA). 3 Jan 1888, p1.

the banks and public offices of the town were closed at 1 pm on the day of his death as a mark of respect.

The Resident Magistrate, W H **Temperley**) telegraphed the West Australia Premier to announce Charles' death and received the following reply:

W. H. Timperley, Esq. - The sad news of the unexpected death of Mr. Chas. Wisbey, the respected Mayor of Bunbury, has caused me much sorrow and regret. I shall be obliged if you will convey to Mrs. Wisbey and her family, and also to his aged mother, my earnest sympathy in their sad bereavement. Mr. Wisbey's death will not only be deplored by those among whom his useful life was spent but also by all those who were acquainted with his character and his sterling worth. John Forrest. Premier.

He was buried late afternoon on

6 September 1894 in Bunbury Cemetery.

In 1948, Bunbury Municipal Council proposed naming a street in Carey Park, Bunbury, after Charles Wisbey. John **Sinclair**, son of his daughter Eleanor thanked the Council for the gesture.

So, what is my connection to Charles Wisbey? He is my 3rd cousin three times removed. It is probably more fitting to leaving the epilogue to Michelle **Roberts**, West Australia MP. She is related to Charles through Agnes Elizabeth Wisbey (nee Jackson), his daughter-in-law as Charles jnr's second wife. Her tribute in 2009:

MRS M.H. ROBERTS (Midland) [5.52 pm]: I rise to draw the attention of people present to a book called Excellent Connections: a history of Bunbury, Western Australia, 1936-1990 by

Anthony J. Barker and Maxine Laurie. In particular, I take this opportunity to record my own excellent connection to Bunbury. My great-great great-grandfather was Mr Charles Wisbey, who was the first mayor of Bunbury. Page 127 of Excellent Connections notes that in 1887 Bunbury was declared a mayoralty and that the incumbent chairman of the council, Charles Wisbey, became its first mayor. There is a photo of him on that page. Mr Charles Wisbey and his wife, Ellen Wisbey, nee Andrews, and his mother and two-year-old son, also named Charles Wisbey, arrived in the colony of Western Australia on a ship called the Victory in 1854. He joined the Western Australian police force. In 1868 he was the sergeant at York. He also served in Fremantle. In 1878 he resigned from the police force. He became a sub-inspector of police. He was the licensee of the Wellington Hotel in Bunbury and the Prince of Wales Hotel. He was also chief steward of the Wesley Church in Bunbury and a Freemason. The book also cites a reference to the opening of the Freemasons building here in Bunbury, where he was installed as worshipful master. My grandmother, Olive Hopkins, nee Middelton, is his great-granddaughter. She lives with my mother, Frances, in Perth and is 97 years of age.

For a more detailed account of the life of Charles Wisbey, his family, and for source references, go to <https://charleswisbey.wordpress.com/2023/10/09/charles-wisbey-policeman-to-publican-a-west-australian-emigrant-and-his-family/>.

Detailed references can be provided by contacting Graham Webster at overswavesey@gmail.com

People of Western Australia's Ghost Towns

Chris Harris | Member # 5000

Western Australia is scattered with the remains of abandoned settlements. Towns that were once thriving are now deserted and in many cases, little if anything remains. Some ghost towns such as Day Dawn, Cossack and Big Bell are well known to most West Australians, but others such as Woop Woop have faded into mythology. Yes, Woop Woop is a real place, a small timber settlement near Wilga, just north of Boyup Brook.

Many West Australians once lived in the boom and bust mining towns of the goldfields, laboured on the vast railway network that covered much of the state, worked cutting and sawing timber in the forests of giant trees, carved out lives on small farms in Soldier Settlements, or lived in sleepy towns that serviced far flung farming communities. Have their stories been forgotten? Tales of hardship and courage; of extreme wealth and unbelievable poverty; of cultural diversity and bonds formed in adversity. Yarns of the building of a national identity, but also of environmental vandalism. There are so many stories that

deserve to be told; need to be told.

2029 will mark two significant milestones for Western Ancestor readers – the Bicentenary of European settlement of Western Australia and the 50th anniversary of FHWA. To mark these events, the Society (FHWA) has launched a project to collect everything we can find about the people who lived in these ghost towns of Western Australia, so their stories are not forgotten. This is a massive project as multiple primary and secondary sources need to be examined and indexed for more than 530 ghost towns! Will it be complete for the Bicentenary in six years? Probably not, but, like the previous large projects that FHWA has been involved in such as the cemeteries project, volunteers will continue the work until it is finished.

The end result will be an online index of millions of records of the ordinary and extraordinary men, women and children who spent any period of their lives in one or more of these communities. The information about these people will come from oral histories, museum collections,



Cossack, WA.

Ghost Towns (Cont.)

old newspapers, books and gazettes, official records and personal letters and diaries. We will also be building histories of the towns themselves, so that the people that we are recording will be able to be seen within the context of the world that they inhabited. This will be a unique and valuable resource for genealogists, historians, anthropologists and researchers of all types.

Where is the People of Western Australia's Ghost Towns project up to? A pilot project was launched in September focusing on just four towns - Cossack in the Pilbara, Goongarrie in the Goldfields-Esperance region, Nugadong in the Wheatbelt and Goodwood Timber Mill in the South-West to test out the processes, workflows and the online tools that have been developed specifically for this project. These towns were chosen to represent the different types of settlements, different primary industries, and different population profiles. It will also test the experience of working with communities of differing visibility. Cossack is now a high profile tourist attraction with much written about it and a lot of material to work with, while the Goodwood Timber Mill has almost disappeared, not only physically, but also from the records.

Working closely with the Ghost Towns Project team is the Database Infrastructure Project team that is preparing the IT systems and tools that will be used during the project

Cossack

Original name: **Tien Tsin**

Traditional name: **Bajinhurrba**

Region: **Pilbara**

LGA: **City of Karratha**

Industry: **Pearling**

Open Street Map: -20.6783830, 117.1886006

What3Words: swept.hotdogs.vans

Settled: **1863**

Gazetted: **1873**

Abandoned: **by 1950s**

Cossack, on Butcher's Inlet at the mouth of the Harding River, was the first hub of the pearling industry in Western Australia. Its original name, Tien Tsin, was changed to Cossack in 1871¹ and the townsite officially declared in 1872.

Cossack was a major port for the Pastoral industry and, in the 1880s, hundreds of prospectors arrived there searching for gold in the Pilbara. Most significant buildings in area during this period included: a stone wharf, the bonded store and customs house, a post and telegraph office, police barracks, court house, school, tramway and a selection of stores.

Chinese, Malays, Japanese and Afghans all came to the area, and many of them, including prisoners, were involved in the construction of the Jarman Island Lighthouse.² During the 1890s, Cossack was a thriving community. However, on 4 April 1898, a major cyclone destroyed much of the town.³ The result of this was that the pearling fleet moved north to Broome and, by 1910, the municipality had been dissolved.

That wasn't the end of the story. In 1910, a site on Butcher's Inlet was gazetted as a quarantine reserve for a leprosarium. This remained in operation until 1931 when the remaining fourteen patients were transferred to Darwin.⁵

People continued to live in Cossack in small numbers until after World War II, but by 1950 it had become a ghost town. The remaining buildings have now been restored, and Cossack has become a tourist destination in recent years.

Sources

1. Aussie Towns. *Cossack, WA*. <https://www.aussietowns.com.au/town/cossack-wa>. Accessed 16 Sep 2023
2. Lighthouses of Australia Inc. Jarman Island Lighthouse. <https://lighthouses.org.au/wa/jarman-island-lighthouse/>. Accessed 16 Sep 2023
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Ghost Towns (Cont.)

and the infrastructure that will support the delivery of the finished product to the public.

Training for the first volunteers was scheduled for late September and, by the time this journal is published, researching the rise and fall of these pilot communities and indexing all available information about the lives of the people living there will be well under way. The initial volunteers will include historians, family researchers, IT experts and others interested in Western Australia's social history. This is not a Perth-centric project. Volunteers have come from all over the state, interstate and even overseas, and quite a few are not FHWA members. We are thrilled to welcome everyone who wishes to be a part of this wonderful project to preserve the history of our state.

Since the project was announced in

July, we have been overwhelmed by the amount of community support and interest. People from all walks of life have been talking about it and talking to their family and friends about it. It seems that the idea of the project has struck a chord. One of the first things we did to engage with the wider community was to open a Facebook group - www.facebook.com/groups/ghostswa - and within a few weeks that group has 1000 members and is growing strongly. Every day, members of the group are sharing fascinating stories, tips and leads for our researchers, and even travel tips for those wanting to visit the sites. Another lovely thing that is happening is that former residents of these communities are reconnecting through our Facebook group with former neighbours they have not seen for decades!

In September we launched a website - ghostswa.au - that allows the public

to view the list of communities (alphabetically, by Region, and by Local Government Authority) and includes a blog that provides more detailed information about the project and about the communities than is possible on Facebook. 2024 will see the project rapidly expand to move onto researching and indexing the next selection of ghost towns. For it to succeed, two things are needed – people and money!

How can you get involved in this exciting and visionary project? If you would like to volunteer your time, please visit the FHWA website and follow the links there to fill out an expression of interest. Once we get started, the ratio of researchers to indexers will probably be about 1:8 or 1:10. While research skills will be critical to identifying the maximum number of sources for a particular community, at this stage our real need for more indexers and proofreaders. Training in all the roles will be ongoing throughout the duration of the project as new volunteers come on board, and existing volunteers change roles. So volunteering in this project will not only help keep the stories of the former residents of Western Australia's ghost towns alive and accessible to future generations, but also give you the opportunity to develop new skills and access resources of which you may not have been aware. There will be social opportunities as well with plans afoot to organise indexing excursions to places such as the State Library of WA, the State Record Office, and other repositories. There may also be



Graves in the Japanese section of the Cossack Cemetery, WA.

Ghost Towns (Cont.)

the opportunity to visit the sites themselves to gain first-hand knowledge of the lives of the people.

If you aren't able to contribute your time, there are other ways that you can be part of the project. Perhaps you have photos of ghost towns or stories about your ancestors who lived in these communities that you can share? Perhaps you or your parents lived in one of these towns and can share what you know as an oral history. After all, the most recent ghost town was only closed down in 2022. You can contact us at any time via the website - <https://ghostswa.au/contact>.

There's an even more practical way you can support the project. Our volunteers are wonderful and give their time freely. But this project will have ongoing expenses, such as the purchase of equipment, licensing fees, software licensing costs, and the use of skilled specialists for those tasks that cannot be done internally. FHWA has been extremely generous in supporting the project and getting it off the ground, but the Society will not be able to sustain that level of generosity over the longer term. The project team is looking to the generosity of Society Members and members of the public to meet these needs. We need your help and support! Donations of more than \$2 to People of Western Australia's Ghost Towns are tax deductible and can be made via the FHWA website.

People of Western Australia's Ghost Towns will be a project that will only add to the reputation and ongoing viability of FHWA. There is widespread community and individual interest already even though it has just begun. This wave of interest will only grow larger as the forgotten details about the people of Western Australia's Ghost Towns come to light.

The Ghosts project team is Garry Keath (Project Manager), Ian Barnes, Louise Clarkson, Chris Harris, Josie Millwood and Edwina Shooter. The Database project team is Chris Harris (Project Manager), Anne Giles and Rob Bennett.

Email: ghostswa@fhwa.org.au

Website <https://ghostswa.au>

Facebook: <http://www.facebook.com/groups/ghostswa>



VicGUM is a not for profit organisation which provides technical support to its members with their use of family history software.

VicGUM members receive a monthly newsletter, connection to Gumnet (which is a members' only web based chat site) and ongoing technical support.

Our regular user group meetings for FTM and Reunion are held using Zoom. This allows any interested member to log in. Monthly events are also shared with members using Zoom. They will be recorded and will be viewable by members through the members' section of the website. For details of member benefits visit the website: www.vicgum.asn.au and join on-line

E: info@vicgum.asn.au

P: (03) 9807 2509

Suite 4, 318 Stephensons Road Mt Waverley Vic 3149I

Can you help?

Many thousands of West Australians have been publicly recognised for their service on war memorials, honour rolls, foundation stones or other ornamental tablets around the State.

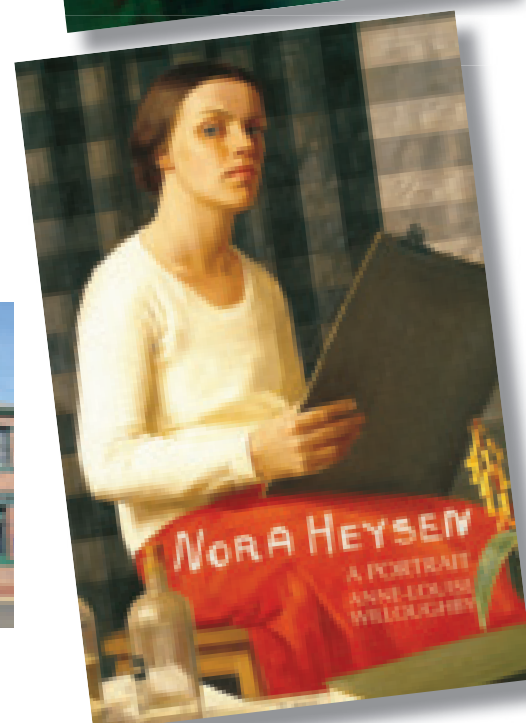
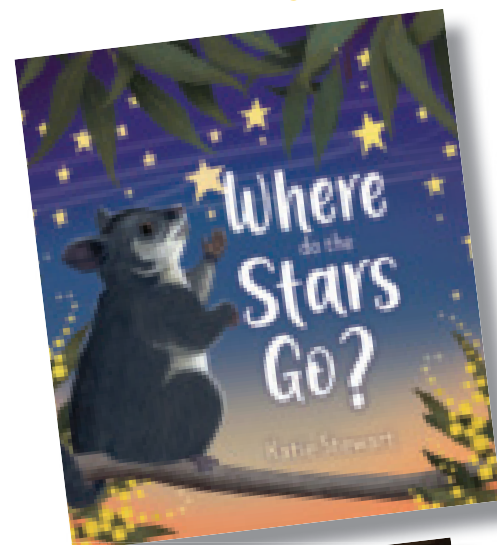
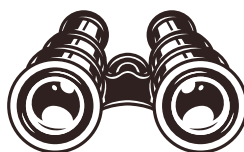
The FHWA Projects Team is compiling an index to help researchers find their ancestors who have been acknowledged in this way.

If you can provide further information or photographs, please email Projects@fhwa.org.au



Where in the West?

Ian Barnes | Member # 9003



Fremantle Press titles: *Where do the Stars Go?* by Katie Stewart, *Sam, Grace and the Shipwreck* by Michelle Gillespie, *Nora Heysem* by Anne-Louise Willoughby.

Western Ancestor Editor, Peter Forrestal, is leaving it in the laps of the gods. He will take the first six members to reply correctly to the question about the identity of this building. Lots will be drawn to determine the winner of the quiz and the prize.

As has become customary, the prize is donated with the compliments of Fremantle Press, the marvellous, not-for-profit, Western Australian publishing house which promotes local authors and family history better than anyone.

If you know the answer to this issue's quiz, send an email to the Editor at westernancestor@fhwa.org.au.

In each issue of the Journal, we feature the covers of three Fremantle Press titles which we expect to be of particular interest to our members. I'll be in touch to see which three books from Fremantle Press the winner would like to choose. They'll have the choice of any (or all) of the newish releases featured on this page, or any other titles from the Fremantle Press catalogue fremantlepress.com.au to the total value of \$100.

Last issue: Gnowangerup Hotel

Built in 1912 from locally-made bricks and wood and iron from nearby Broomehill, it was one of the first substantial buildings in Gnowangerup. The local hotel supplies were delivered on the evening train weekly. The publican's



wife, Mrs Moran, suggested to the engine driver that, once the passengers and freight were off-loaded, the train move down the track and stop at the hotel. In return for the crew unloading the hotel freight, each member would receive a hot meal and a jug of beer. It became a long-standing tradition.

The heritage trail is a feature of interest to visitors.

<https://www.gnowangerup.wa.gov.au/explore/heritage-trail.aspx>

Book Review

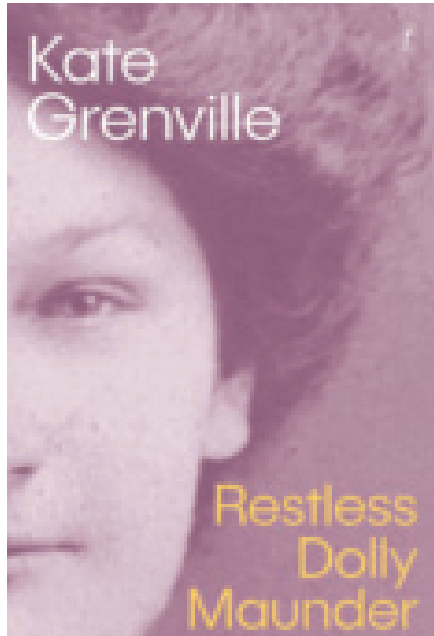


Review: Elaine Forrestal

Restless Dolly Maunder

Kate Grenville

Text Publishing, 2023.



Kate Grenville is well-known for the quality of her historical research and for her ability to bring our past to life. The remarkable thing about this story of her grandmother is that she wrote it with very little to go on. Documentation of her grandmother's life consists largely of just one formal portrait. It is obviously painted

in the early to mid 1900s. The heavy brocade dress shows a certain affluence in the wearer. And the non-committal expression on the face of the woman portrayed gives nothing away.

There are no diaries, journals, not even personal letters to friends. And yet, as readers, we get a clear picture of a strong-minded woman, ahead of her time and determined to live a life of her own, in spite of all the obstacles put in her way. When she suggested that she would like to become a teacher, her father declared, 'Over my dead body!' and gave her a beating. He later declared that he didn't want people to think he couldn't support his own daughter.

There are times in this story when it is difficult to actually like the main character. But there is no time when you don't feel the strength of her will, her clear sense of purpose and her ability to bring her visions into being, mostly by her own hard work, imagination and careful planning.

Aristotle talked about 'books full of improbable possibilities'. *Restless Dolly Maunder* is a fascinating example of such a book. Scraps of information - family anecdotes, word of mouth reports, and columns of business figures on yellowed paper - have been meticulously gathered by Kate Grenville. Slowly, she brings her grandmother to life. And what a complex and difficult life it was!

“As you grow older,
you will discover that
you have two hands
one for helping yourself,
the other for helping
others.”

Audrey Hepburn

Join the FamilyHistoryWA volunteer team and make a difference in your community!

FamilyHistoryWA relies on its volunteers to carry out a multitude of essential activities and roles, ensuring that it can deliver services, events, activities, and facilities to benefit members and the West Australian community.

The following opportunities are available:

- Promotions Coordinator
- Property Officer
- Membership Assistants
- Archivist
- Bicentennial Project Volunteers - Indexers, Researchers and Proofreaders
- Editorial Team
- Project Volunteers
- Library Volunteers - Genealogy Centre State Library and May Street
- Events Volunteers
- Property Assistants

If you are interested in any of the above roles or simply want to volunteer with FamilyHistoryWA, please contact the Volunteer Liaison Coordinator at volunteers@fhwa.org.au.

FRONT COVER IMAGE

MM 6 Day Dawn, stores of H Green & JJ Green sourced from People of WA Ghost Towns Project

BACK COVER IMAGE

Originally The Illustrated London News, (Lond.) 13 April 1844, p229. Sourced from Battye Library.

BOOK REVIEW IMAGES

Fremantle Press.

ARTWORK AND IMAGE CREDITS

Where in the West? binoculars: dgim-studio - Freepik

Book Review book image: macrovector_official / Freepik

Page 268 collage: Fluid Ink Graphic Design

FHWA Membership

PER ANNUM

Joining Fee (once only)	\$15
Single Membership	\$80
Joint Membership*	\$120
Student Membership (full time)	\$40
Internet Membership (for those living outside WA)	\$55
Affiliated Society Membership	\$100
Institutional Membership	\$100
Corporate Membership	\$250
*Two people at one address who receive one journal only.	
Journal Subscription only (includes postage)	\$45

Western Ancestor

Published three times a year, in the first week of March, July, & November. Print run, approx 1500 copies per issue. Also available to members as an e-journal.

Contributions

Please email to westernancestor@fhwa.org.au, or post to The Editor, 6/48 May St, Bayswater 6053, or place items in the Editor's box in Unit 4 at FHWA. Preferred in MS Word, or similar format, as an email attachment. Send images separately, not embedded in the document. For more details, see Contributions and Copyright under 'Journal' at www.fhwa.org.au

Closing Dates for Contributions

March issue: 20 January

July issue: 20 May

November issue: 20 September

Family Research Notices

Members may place two small 'genealogically related' notices per year in the journal free of charge. Additional placements in the same year - \$10 each. Non-members may place similar notices for \$10 per placement.

Research

Our research team will carry out limited research for non-members at \$40 per hour or \$25 per hour for members living outside the Perth metropolitan area. A non-refundable deposit of \$20 must accompany all enquiries. Members living more than 500 km from Perth can access two hours free research per year.

Contact research@fhwa.org.au

Advertising Rates (Full Colour)

One eighth page \$50; Quarter page \$100;
Half page \$200; Full page \$400.

For details about advertising, please contact the Editor at westernancestor@fhwa.org.au

[10% Discount given if booking advertising space in two or more editions.]

[20% Discount for members.]

Management Committee

The Management Committee now meet on the FOURTH Tuesday of each month at 4pm. Members are invited to submit suggestions or questions, in writing, to the Secretary at least ten days prior to the meeting.

AFFILIATED SOCIETIES

Albany Regional FHS Inc

Albany Public Library, York Street, ALBANY WA 6330
www.albanyfamilyhistory.org.au
albanyfamilyhistory@gmail.com

Australind FHS Inc

Australind Library Complex, Mulgara St, AUSTRALIND WA 6233 (Tel: 9796 1050)
www.australindfhs.org
alindfhs@iinet.net.au

Busselton FHS Inc

First floor, City of Busselton Community Resource Centre, 21 Camilleri Street, BUSSELTON WA 6280 (Tel: 9752 3979)
busseltonfhs.com.au
secretary@busseltonfhs.com.au

Collie FHS Inc

Miners Institute Building, Throssell Street, COLLIE WA 6225
c.f.h.s@westnet.com.au

Esperance FHS Inc

Esperance Museum, cnr James & Dempster Strs, ESPERANCE WA 6450
efhs@westnet.com.au

FHS of Rockingham & Districts Inc

Suite 8, Ground Floor, Lotteries House, 6 Civic Boulevard, ROCKINGHAM WA 6168
fhsrd.org.au
fhsrd.sec@gmail.com

Geraldton FHS Inc

The Geraldton Cultural Trust, 321 Marine Terrace, GERALDTON WA 6530
geraldtonfhs.wordpress.com/
gfhsssecretary@gmail.com

Mandurah FHS Inc

Corner of Third Avenue and Jack Ireland Park Road, MANDURAH WA 6210 (Tel: 9586 9760)
mfhs.org.au/
mfhs@westnet.com.au

Swan River Pioneers 1829-1838 Inc

PO Box 2672, ELLENBROOK WA 6069 (Tel: 9296 9520)
www.swanriverpioneers.com
swanriverpioneers@gmail.com

INSTITUTIONAL MEMBERS

Albany History Collection

Albany Public Library, 221 York St, ALBANY WA 6330
library.albany.wa.gov.au/programs-collections/albany-history-collection/albany-history-collection.aspx

Army Museum of WA Foundation

Artillery Barracks, 2 Burt Street, FREMANTLE WA 6160
armymuseumwa.com.au

Bassendean Local Studies Collection

46 Old Perth Rd, BASSENDEAN WA 6054
library.bassendean.wa.gov.au/local-studies.aspx

Birtwistle Local Studies Library

Armada Shopping Centre, Shop 64/10 Orchard Ave, ARMADALE WA 6112
library.armadale.wa.gov.au/birtwistle-library

Broome Public Library

PO Box 44, BROOME WA 6725
<https://www.broome.wa.gov.au/Community/Broome-Public-Library>

Bunbury Museum and Heritage Centre

1 Arthur St, BUNBURY WA 6230
bunburymuseum.com.au

Capel Districts Cemeteries Project

Ron Maidment Archive Room, Forrest Road, CAPEL WA 6271
capeldistrictcemeteriesproject.com.au

MEMBERSHIP AND SOCIETIES

City of Belmont Museum

213 Wright Street, CLOVERDALE WA 6105
www.belmont.wa.gov.au/discover/places-to-go/ruth-faulkner-library-and-belmont-museum

Carnamah Historical Society & Museum

10 Macpherson St, CARNAMAH WA 6517
www.carnamah.com.au

Claremont Community Hub

327 Stirling Hwy, CLAREMONT WA, 6010
<https://www.claremont.wa.gov.au/places/community-hub-and-library>

Department of Planning, Lands & Heritage

140 William St, PERTH WA 6000
library@dplh.wa.gov.au

Fremantle Local History Collection

Walyalup Civic Centre, 151 High St, FREMANTLE WA 6160
www.fremantle.wa.gov.au/fremantle-history-centre

Inglewood Library

895 Beaufort St, INGLEWOOD WA 6052
www.stirling.wa.gov.au/leisure-and-culture/libraries-and-hubs

Jewish Historical & Genealogical Society of WA

61 Woodrow Ave, Yokine, WA, 6062
<https://jhgs.wa.org.au/>

Joondalup Local History Collection

102 Boas Ave, JOONDALUP WA 6027
www.joondalup.wa.gov.au/category/community-and-libraries

City of Kalgoorlie Boulder Local History Archives

Boulder Town Hall, 116 Burt St, BOULDER WA 6432
mailbag@ckb.wa.gov.au

Nedlands Local Studies Library

60 Stirling Hwy, NEDLANDS WA 6009
www.nedlands.wa.gov.au/community/libraries/local-history.aspx

Relationships Australia

Level 2, 156 Railway Pde, WEST LEEDERVILLE WA 6007
www.relationshipswa.org.au/services

Tuart Place

24 High St, FREMANTLE WA 6160
www.tuartplace.org

Victoria Park Library

27 Sussex St, EAST VICTORIA PARK WA 6101
www.victoriapark.wa.gov.au/Around-town/Facilities/Library

Vincent Local History Centre

99 Loftus St, LEEDERVILLE WA 6007
library.vincent.wa.gov.au/local-history-centre.aspx

Wanneroo Regional Museum

3 Rocca Way, WANNEROO WA 6065
www.wanneroo.wa.gov.au/wannerooregionalmuseum

Yorgum Link Up

176 Wittenoom, East Perth, WA, 6004
<https://yorgum.org.au/services/link-up/>

York Research & Archival Centre

Sandalwood Yards, Cnr Avon Tce and Ford St, YORK WA 6302
www.theyorksociety.com

HOUSE GROUPS

EASTERN HILLS easternhills.hg@fhwa.org.au

KALAMUNDA AREA kalamunda.hg@fhwa.org.au

KELMSCOTT kelmescott.hg@fhwa.org.au

NORTHERN SUBURBS northsuburbs.hg@fhwa.org.au

SOUTH OF THE RIVER sor.hg@fhwa.org.au



The Illustrated London News, (Lond.) 13 April 1844, p229.