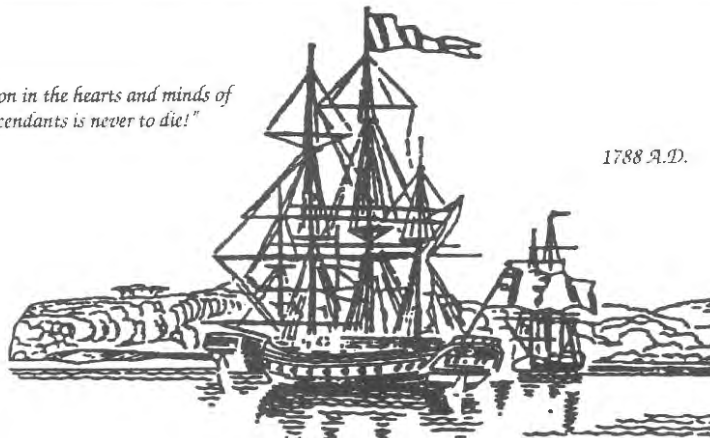


# Fellowship of First Fleeters

*"To live on in the hearts and minds of  
Descendants is never to die!"*

1788 A.D.



## NEWSLETTER

**JOURNAL OF THE FELLOWSHIP OF FIRST FLEETERS INC. NSW 1988**

PRICE 50¢ Registered by Australia Post Publication No. NBH 1271

**PATRON:** His Excellency the Honourable Gordon Samuels, AC, Governor of New South Wales

**OFFICE ADDRESS:** First Fleet House, 105 Cathedral Street Woolloomooloo NSW 2011 **PHONE:** (02) 360 3788, 360 3988

**MARCH/APRIL 1996 VOLUME 27 NO. 2**

### PRESIDENT'S REPORT

In response to our request His Excellency the Honourable Gordon Samuels AC, Governor of New South Wales, has agreed to be Patron of the Fellowship of First Fleeters. We look forward to his tenure of office and indeed, wish him well in his endeavours.

One of our members, Norman Gibb, responded to my call for help in the office in the previous Newsletter. We are indeed grateful for any help during opening hours at First Fleet House. Whilst we process on an average 100 new members per year, and considering a fair percentage of that membership is in the Sydney region, it could be a *natural* assumption that we could presume that some new members would take an active interest in the day-to-day running of the Fellowship.

We have a number of vacancies on the Executive – we are really concerned that within the next decade, or before, we will require leadership for the membership committee – we will in the very near future need the services of an archivist. Please, we need new blood.

Ray Meredith, the Chairman of the Hunter Valley Chapter of the Fellowship has put forward to the Executive a number of suggestions concerning the future operations of the Fellowship. Your Executive is investigating these

proposals in detail and I believe the implementation on some will be vital to the Fellowship, to carry us forward to the turn of the century and beyond.



## MARK THIS DATE

The President's reception on 17 March last found five or so members of the Executive greeting two new members. **Please, would you make a note, old and new members, Sunday 21 July – your President would like to meet you.**

In Fellowship  
Peter

### THE OTHER SIDE OF HUNTERS HILL

#### WALK

**SUNDAY 23 JUNE 1996**

**1.30PM**

This leisurely two-hour walk through interesting, historic Hunters Hill starts from the

**TOWN HALL**

**Alexandra Street**

(meeting time 1.00pm)

The cost will be  
**\$5.00 per head.**

The walk takes in places of interest such as the Congregational Church, Lindhurst, Loombah, Corio, Jenoa and Woodbank.

### BUY-A-BRICK FUND

Fellowship of First Fleeters, Northern Rivers Chapter, Lismore; L. R. Boyd; Alice Clarke; Herbert Collingwood; Deslie Cox; Joan Cox; Cynthia E. Curry; Thora Eales; Thora Eales; Ian J. Harvey; A. Hillman; W. M. Hughes; G. A & I. M. Knight; Rachel Legge; Robyn E. Leo; Charles A. Marsland; R. Round; Kenneth John Sibraa; E. D. Stafford; Cynthia Jean Thompson.

## MEMBERSHIP REPORT

### FOR THE PERIOD 11 JANUARY TO 27 MARCH 1996

We extend a warm welcome to new members joined during this period – 12 adults, seven juniors, one spouse associate.

ELIZABETH COLE: Mr John Blakiston Martin; Mr Rodney Erland Martin.

JOHN CROSS: Mr Gabriel Dallas Maitland Mead (jun.).

MATTHEW EVERINGHAM + WILLIAM TUNKS: Mr Joshua Scott James Christian (jun.).

EDWARD GOODIN: Mrs Susan Martin Biddle (sp. Mr Barry Mervyn Biddle).

JOHN HERBERT – DEBORAH ELLAM: Miss Sandra Anne Herbert.

JOHN HERBERT: Mrs Una Amy Camplin.

WILLIAM HUBBARD: Mr Ronald Francis Cohen.

HENRY KABLE – SUSANNAH HOLMES: Mr Kenneth Stanley MacDonald.

PHILIP GIDLEY KING: Mr Jack Isaac Reedy (jun.).

NATHANIEL LUCAS – OLIVIA GASCOIGNE: Miss Rhyanon Iredale (jun.); Mr Rhys Gwilym Iredale (jun.).

ANTHONY ROPE – ELIZABETH PULLEY: Mr Peter Arthur Haynes.

JOHN SMALL – MARY PARKER: Dr Kathleen Mollie Gillen AM.

WILLIAM TUNKS: Mrs Lynne Rhonda Hughes; Mrs Sandra Kay Turk; Miss Samantha Amy Turk (jun.).

THOMAS WILLIAMS: Mrs Winifred Ellen Graham.

ELIZABETH YOUNGSON: Mr Lachlan John Short (jun.).

NOTE: Modification for Membership Report 27 July – 23 August 1995.

EDWARD HUMPHRIES: Miss Katharine Jane Turner Graham (jun.); Mr Jared Thomas Turner Graham (jun.)



## ADDITIONAL FIRST FLEET ANCESTORS

Michael Murphy, marine to John Small and Mary Parker for Nancy Joan Johns (#6375), Gregory Stuart Johns (#6376), Susan Louise Hannibal (#6377), Kristine Louise Rubenach (#6378).

Ann Forbes, convict plus John Cross, convict to Matthew Everingham and William Hubbard for Kathleen Ivin (#5721), Stewart W. Ivin (#5722), Craig A. Ivin (#5723).



## DEATH NOTICES

Deepest sympathy is offered to the families of the following:

JOHN MOORE BONE (#1035) died suddenly in Sydney. Loved husband of the late Vivienne Bone. Dearly loved father, father-in-law grandfather and great-grandfather of John, Lynette and Narelle, Reinhold, and families. A foundation member of the Hunter Valley Chapter and a one-time President and Vice-President. Descendant of First Fleeter Andrew Fishburn.

WILLIAM JOHN (Jack) CROSS (#1617) passed away 12 November 1995. Widower of the late Madge Cross, father of Kathleen Smith (Lurnea), Barbara Wigmore (Fairfield), John Cross (Epping), Yvonne Martin (Stannifer), Julie Lawton (Palm Beach Qld), Tony Cross (Five Dock), Stan Cross (Avoca Beach) and Norman Cross (Eleebana). Descendant of First Fleeter John Cross.

BLANCHE DEAN (#316), died 2 January 1996, at a Castle Hill nursing home, aged 81. A loving mother, grandmother and great-grandmother. A very caring person, she looked after her bed-ridden mother in her own home for some 30 years. Blanche was a life member of the Fellowship. Descendant of First Fleeters Joseph Hatton – Ann Colpitts.

STANLEY WILLIAM FIELD (#5493), of Lithgow, passed away on 17 February 1996, aged 76 years. A loving father to his family. Descendant of William Douglas – Mary Groves.

WILLIAM MAURICE HUGHES (#4481) of Beacon Hill, passed away 23 January 1996. Descendant of John Nicholls.

IRIS BETSY MOWAT (#4883) of Epping, Victoria, passed away 8 December 1995 after a short illness. Beloved wife of William Trevor, devoted mother of John, David, Geoffrey and Gai and grandmother to eight loving grandchildren. Descendant of First Fleeter Frederick Meredith.

LIONEL JAMES NORVILL (#1109) of Murrurundi, passed away 5 January 1996. Devoted husband of Enid. Descendant of Andrew Fishburn.

LESLIE T. WOODS (#5624) passed away on 30 October 1995. Descendant of First Fleeter Andrew Fishburn.



## BIRTHS

A warm welcome for the following New First Fleeters:

ANNA MARGARET BOSMAN (F.F. Robert Forrester) 13 March 1996 and THOMAS OLAF ANDERSON (F.F. Robert Forrester) 24 March 1996, grandchildren of Paula Bosman (#4663).

NATASHA PETA DOHERTY (F.F. John Nicholls), 3 November 1995. Second child to Sandra and Peter Doherty, granddaughter for Shirley (#3705) and Kevin Doherty. Seventh generation Australian.

JOSHUA ROD KNIGHT (F.F. Peter Hibbs), 29 November 1995. Son of Julie Ann and Bruce Ian Knight, grandson for Joyce Knight. Eighth generation.



## WHERE ARE YOU?

I am interested in contacting fellow descendants of First Fleeter Elizabeth Cole and would appreciate receiving letters or phone calls.

Graeme 'Bushy' Martin, 17 Maurice Street, Aldinga Beach, South Australia 5173. Phone (085) 566100.

## DAYTIME FELLOWSHIP

The Annual General Meeting of the Daytime Fellowship took place on Wednesday, 6 March 1996, at First Fleet House.

The election of office-bearers for the ensuing year resulted in the following committee:

**Convenor:** Douglas Oakes

**Secretary:** Anne Davidson

**Treasurer:** Ioyce Rixon

**Social Secretary:** Phyllis Selby

During general business, Phyllis Selby asked for more support for the trip to Macksville from 6 May to 12 May, there is still plenty of room for more travellers.

Possible trips suggested for the year ahead were a week-long trip to Dubbo, day-trips to Goat Island, the new Herald building, and another journey up the Hawkesbury River. It was suggested that the Christmas Dinner could be held at a venue in Manly.

Information about the proposed events will be given in issues of the Newsletter.

It was noted with satisfaction that the Daytime Fellowship was able to make several donations of aids for the Fellowship such as computer software, etc, and a book on the trips of the Lady Juliana.

After the luncheon, Betty Goodger, formerly of the State Library of New South Wales, gave a talk called 'A Passage to Australia.' This was a study of the diaries of passengers on ships journeying from Europe to Australia during the eighteenth century. Most of the passengers were immigrants.

## DAYTIME FELLOWSHIP

Wednesday, 3 July

### SOUP and DAMPER DAY

Time: 11.30am

Meeting 12 noon

Lunch 1.00pm

Exciting speaker

Cost \$3.00 includes lunch and afternoon tea.

**PLEASE COME AND BRING YOUR FRIENDS**

## First Fleeters on Tour Again! A Happy Annual Holiday

Monday, 6 May to Sunday, 12 May 1996

centred on the Mid Coast Motor Inn, Macksville

**There are still a few vacancies available – enquire quickly**

**Price \$405 p.p.**

Please send Pensioner Travel Voucher or Senior Card No. with money to Fellowship of First Fleeters, First Fleet House, 105 Cathedral Street, Woolloomooloo 2011.

Phone (02) 360 3788 or (02) 360 3988.

THE XPT LEAVES CENTRAL AT 11.00AM.

*A package tour at the Mid Coast Motor Inn includes:*

- Accommodation on a twin-share basis in air-conditioned unit with direct dial phones, colour TVs, refrigerators and all the features you would expect at a first-class establishment.
- Meals served in the 'Poplars' licensed restaurant. Guests enjoy hot breakfasts and three-course evening meals.
- Full use of all motel facilities including guest lounge, laundry, swimming pool and barbecue.
- Tours are by Luxury Coach.

*(The Mid Coast Motor Inn reserves the right to alter the tour content without notice due to road, weather or for any other reason.)*

### WHEN WE SAY FAREWELL TO MACKSVILLE:

Up bright and early, we enjoy our breakfast before being transported to the station to catch our chariot home. THE XPT LEAVES MACKSVILLE AT 8.48AM ARRIVES CENTRAL 4.30PM.



## HAPPENINGS with Laurel and Brenda



At daylight the teams were fed and away we went finding seats the best way we could amongst the bags of flour, sugar and other merchandise.

We eventually arrived at the terminus of the Joadja Creek railway line. Everything was transported on to wagons, each carrying a load of about two tons [2.04tonne] and drawn by horses. Three horses to three trucks. The drivers were Steve Stringer and George Hill."

The experience of John McKim, later a foreman with the Company, was dramatic. In 1887, the nineteen-year-old Scottish labourer arrived in Australia on board the sailing ship Northampton, after a voyage of 104 days. After alighting from the ship, he wheeled his belongings several miles (4km) along George St, Sydney, to Redfern railway station (then the main Sydney terminus).

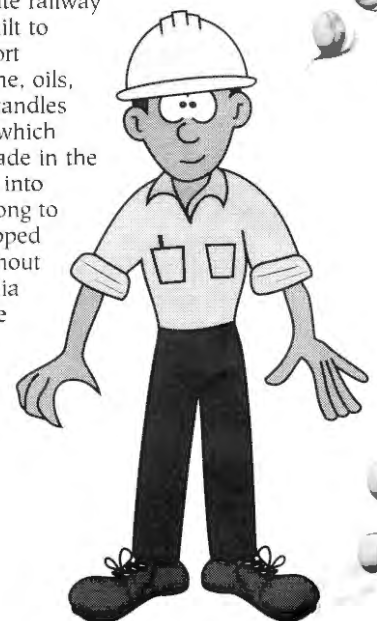
He used a wheelbarrow because there were no trams and the only other means of conveying luggage from the wharf to the railway station was by horse-drawn vehicle - to the young immigrant an undreamt of extravagance.'

Leonie Knapman (1988), *Joadja Creek The shale oil town & its people 1870-1911*. p 40

How fortunate are we today with our sealed roads, motor cars and motorways.

The company established a township in the valley providing the miners with housing rented at 1-2/- (shillings) a week, schools for the children, also a dairy, orchards and stores, this made Joadja self supportive.

A private railway was built to transport kerosene, oils, soap, candles (all of which was made in the valley) into Mittagong to be shipped throughout Australia and the world.



With an early start on Saturday 23rd March, the two of us piled into our little car and headed down to the Southern Highlands along the M5 freeway, our excursion for the day was the old decaying ghost town of JOADJA CREEK, situated some twenty-seven kilometres on the Goulburn side of Mittagong. Joadja is now privately owned and only opened to the public every three or four years. To those who have never heard of Joadja the following is a brief outline of its beginnings and existence between 1870-1911.

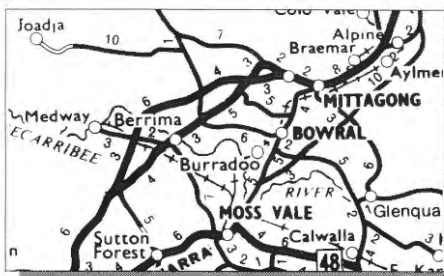
In the mid-1800s the Australian Kerosene Oil and Mineral Company employed experienced Scottish miners, many of whom along with their families were brought directly from Scotland, to work for a wage of three pounds a week; their passage was initially paid by the Company and was then repaid by a weekly deduction of five shillings from their wages.

Surviving the rigours of the journey to Joadja was not easy. One miner, newly arrived in Australia in 1878, described the trip to the valley before the railway was completed:

"I arrived in Sydney from Scotland by the full-rigged ship Hereford on September 25, 1878. I arrived at Mittagong by train on the 28th and after waiting at The Coach and Horses Inn I realised that this was not our destination, so we had to find two teamsters, Ike and Mo Moses.

We left at 4pm and had travelled about four miles [6.4km] when the teams came to a halt. I wanted to now if this was Joadja Creek, but the teamsters only smiled and said that it was only half way.

We camped as best we could. There were two other families, Mr and Mrs George Hyndes, their four sons and one daughter, and Mr and Mrs Alexander Cairns and their two sons and one daughter.



About 1890 Joadja was experiencing difficult times brought about by industrial discontent and strikes throughout Australia. The North American oil companies had made great inroads into the Australian market introducing superior products at cheaper prices. In 1904 the Federal Government removed the duty on imported kerosene making it cheaper than the local product, this affected the company very much and by 1911 the Australian Kerosene Oil Company was liquidated, all equipment, stock and land were auctioned off. (Knapman, 1988)

Driving through Mittagong about 9.30am and following behind a stream of cars obviously all heading in the same direction, reminding us of the "Pied Piper", we turned off the M5 on to Joadja Road, which eventually turned into a dusty dirt track, "Goodness Gracious," our comforts had to go, so off with the fresh air, as we were being choked by the dust thrown up by the parade of cars in front of us. By the time we reached the bottom of the valley the car had changed from a dark midnight blue colour to a dirty shade of greyish white.

Signs everywhere asked us to have correct money ready, but alas, nowhere was it displayed or indicated 'HOW MUCH' correct money was. Eventually we reached a very nice volunteer dressed in orange overalls, telling us it would be \$5 each, we handed him correct money and in return we were rewarded with a small piece of paper displaying a map of the route, directing which way to go so as not to get lost.

Our first stop was again behind a queue and like everyone else feeling the effects of a cool morning and a two hour drive, took in the view of a row of yellow and green portaloos which blended nicely into the countryside. After this pit stop we made our way across the freshly mown paddock where stalls had been set up for the weekend. The smell of brewing coffee spelt morning tea, we found some chairs and a table and sipped the coffee, which washed down the dust that seemed to have settled in our throats, this was really pleasant with the sun shining on our faces as a band of Scottish Pipers played old favourites, entertaining us in the background.

Following as closely as possible to the numbers listed on the map, we made our way to the Director's Cottage, then proceeded to No.2 the Manager's Cottage, used by the orchard manager

who looked after six thousand odd fruit trees, this is the only building still intact. The School of Arts built in 1886 was next on the map, only a skeleton of its former splendour remains. This building was used for general entertainment, the Masonic Lodge also used the hall, extending it by building rooms on the back for their meetings. From here we spent about three hours wandering through the crumbling buildings, a Bakery, General Store, Hotel, Post Office, Boarding House and Stables, Refinery, Brickworks and the Cemetery on the hill to name just a few. One could not help but notice the beautiful scenery of the surrounding valley with its clusters of trees changing from summer to autumn colours of greens and golds

**‘Looking at this old historic township you had to stop and wonder, who were these people and what were the dreams of these hard working miners and their families, the pioneers of this settlement.’**

to reds and purples and little stones to step across the running stream, where once a bridge existed. Looking at this old historic township you had to stop and wonder, who were these people and what were the dreams of these hard working miners and their families, the pioneers of this settlement.

We followed a mass of people roaming from one point to another and we finally made our way back to the main area, where we had a steak sandwich for lunch, as usual the good work of the Rotary Club was ever present with Rotarians cooking BBQ's and serving hot tea, coffee, sandwiches and cold drinks, all at a reasonable cost, the moneys raised will hopefully help the FRIENDS OF JOADJA who have formed a group with a view to possibly purchasing the valley in an endeavour to ensure the security of another vital part of Australia's heritage.

If you would like to help save this piece of Australia's heritage by contributing your professional expertise (legal, accounting, management, fund raising etc) pledging a financial contribution, or helping out in working bees and other on-site activities please contact Leonie at the address below.

This they say, could well be the last time Joadja will be open to the public as it is now up for sale. If it is privately purchased and not opened to the public in the future, the remaining historic building and ruins could be lost to all Australians.

About three o'clock we decided to call it a day, once again joining the "Pied Piper" line of cars exiting the one way track out of the valley.

Whilst driving along the M5 and thinking we were in a fog, from the look of our dirty vehicle, we spied a car wash outside Campbelltown and stopped to give the car a well-deserved wash, with us both looking forward to the same experience on our arrival home.

A wonderful day, and well worthwhile.

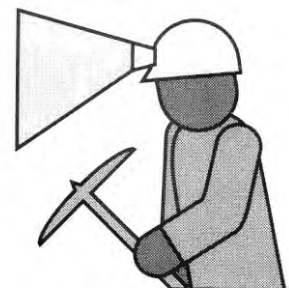
We wish to sincerely thank the author for permission to use extracts of her book in this column.

Anyone with any information, photographs or descendants of Joadja, please contact her at the given address.

PS: In the back of the book is a list of approximately two thousand descendants of Scottish miners and workers from the valley. Only one hundred copies are left at a cost of \$25, plus \$4.90 postage sent to Joadja Research, 59 Regent St, Mittagong, 2575.

Whilst talking to the author we discovered both she and her husband Greg descend from First Fleeters. Leonie from John Nicholls and Greg from Robert Forrester.

REF: (1) L. Knapman, (1988) *Joadja Creek the shale oil town & its people 1870-1911*. Sydney NSW. Hale & Ironmonger.



# SMALL FAMILY REUNION

SUNDAY 13 OCTOBER 1996

*The theme for the Small Family Association reunion will be the bicentenary anniversary of William Small's birthday.*

William Small was the fourth child of First Fleeters John and Mary Small. He was born on the 14 December 1796 at Kissing Point. He was baptised on the 27 December 1796 at St. Phillip's Church, Sydney.

William Small as a young man learnt the art of bootmaking. On 8 May 1820 he married Charlotte Melville at Richmond.

Being troubled with a recurring digestive problem all his life William gave up his bootmaking business to join the police force. Although not happy in the force he soon rose to the rank of an Inspector. Leaving the police force after 10 years service he returned to the land.

In 1834 he acquired a property near Bridge Street, Ryde. The property was called Williamdale and the building still stands to this day.

On 23 September 1885 Charlotte died and was buried at St. Anne's, Ryde. They were blessed with 10 children. Elizabeth, William, Robert, Thomas, John, Samuel, Henry, George, Susannah and Andrew.

William Small in 1888 was invited by the Governor of New South Wales, Lord Carrington, to attend the country's centennial celebrations, he being the oldest locally born resident at that time.

William Small died at his home on the 9 November 1891 aged 94 years and is buried with his wife at St. Anne's, Ryde.

The Small Family Association's committee will be having a special exhibition in St. Anne's Memorial Hall on the 13 October 1996 for the family of William and Charlotte Small and all their numerous descendants. They are seeking help from any descendant for the loan of any family memorabilia for

the exhibition, be it a photo or any other item of interest that will add to the display. Please bring the items with you on the day and ask for any of the committee members as every little will help to add to this exhibition.

The Small Family Association has had the family exhibition revamped, family photos copied and exhibited in uniform style. Any person requiring a copy of their ancestor's photo from the family exhibit please see John Pollock on the day and he will organise a copy for you.

Sunday 13 October 1996 will be the twenty-sixth anniversary of the family reunions to celebrate the wedding of John Small and Mary Parker on 12 October 1996. The day will start with the display of the family exhibit at 10.00a.m. to be followed by the Annual Meeting at 11.00am, lunch at 12.30pm and the Thanksgiving Service at 2.30pm in the historic St. Anne's Church, Ryde. The lessons will be read by descendants of William and Charlotte Small.

**DOUGLAS OAKES**  
*Secretary Small Family Association.*



# FIRST FLEETERS BURIED OVERSEAS

Since 1976 when the Fellowship started placing plaques on First Fleeters memorials over 90 have been found in New South Wales, Tasmania, Norfolk Island and England. Permission has been given to place plaques on 87 of these memorials.

Mollie Gillen in her book *The Founders of Australia* names the burial sites of the following First Fleeters outside of Australia and Norfolk Island and if there is a memorial the Fellowship would like to seek permission to have a plaque attached identifying the interred as a First Fleeter.

William Balmain (1762-1803) died 17 November 1803, buried St. Andrew's, Holborn, England.

Arthur Bowes Smyth (1750-1790) died 31 March 1790, buried Tolleshunt D'Arcy, Essex, England.

James Meredith died 9 July 1841, buried Monmouth, Wales.

Jacob Nagle (1761-1841) died 17 February 1841, buried Canton, Ohio U.S.A.

Elizabeth (Needham) Mark (1761-1825) died 3 January 1825 at the Star and Garter Tavern, Portsmouth, England.

James Plowman (1750-1811) died 22 June 1811, buried Horsham, Sussex, England.

Alexander John Ross (1779-1800) died 29 June 1800, buried Brentford, Middlesex, England.

Robert Ross (1740-1794) died 9 June 1794, buried Brompton, near Gillingham, England.

Watkin Tench (1758-1833) died 7 May 1833, buried Devonport, England.

Henry Waterhouse (1770-1812) died August 1812, Parish of St John the Evangelist, Westminster, England.

Henry Lidgbird Ball (1756-1818) died 22 October 1818, buried Mitcham, England.

Dennis Considen died 29 December 1815, at Cumberland Street, Parish of St. Marylebone, London, England.

William Dawes (1762-1836), died Antigua, West Indies.

James Scott, died/buried 1796 Portsmouth, England.

The Fellowship would like to obtain further information on these First Fleeters and in particular details of their actual burial sites and whether there is an actual memorial for any of them. The addresses of persons and locations to whom we might write for further details would be most helpful.

Help is sought on this project from our members who may live within the vicinity of these locations, or have relatives and/ or friends living nearby,

for their cooperation in visiting the areas to investigate and advise the Fellowship of their findings.

**DOUGLAS OAKES**  
*Convenor Plaques Committee*

# 'THE STRANDS OF ANTHONY ROPE AND ELIZABETH PULLEY'

Consideration is being given to a Reprint (NOT an Update) of the popular history.

Many people have phoned and written for copies which I was unable to supply. A reprint will only be available IF SUFFICIENT ORDERS ARE PLACED.

Any person interested please send a stamped, self addressed envelope for details to Sylvia Taylor, 44 Coorabin Crescent, Toormina 2452.

Please advise friends and relatives who may be interested. If any member of a Family History Society can place a notice in their newsletter (at no cost) it would be greatly appreciated.

**THIS IS NOT A COMMERCIAL VENTURE AND I NEED TO COVER ALL COSTS.**

**Sylvia Taylor (#5595), (066) 532483**

## AUSTRALIA DAY WEEKEND 1997

Australia Day, 26 January 1997, is a Sunday. The Fellowship's Australia Day Luncheon will be held on Saturday, 25 January 1997. The venue will be the same as 1996, the Holme and Sutherland Building at Sydney University, but will be on the ground floor not the third. Information about cost of tickets and the guest speaker will appear in later Newsletters.

Family groups are asked to form a party to be with us on this day. The Committee has been concerned at the drop in numbers attending over recent years and it was felt that an earlier notice of the event would help increase the numbers.

The Garrison Church at the Rocks will be having a special anniversary service on 26 January 1997 at 10.30am and has asked us to come and join them on this day.

The service starts with a procession of family group flags, including the Fellowship's banner. Please try to join with us on this occasion at the Garrison Church. If your family group has a banner please bring it with your family and friends.

Over the years a number of 'Fellowshippers' on Australia Day have met at Darling Harbour to witness the celebrations, anyone wishing to join with us at any of the functions please ring the office during business hours for further information.

## FELLOWSHIP OF FIRST FLEETERS NORTHERN RIVERS CHAPTER

### 8-DAY TOUR TO NORFOLK ISLAND

8 June to 15 June 1996

COST \$1,716 per person, twin share  
(Single Supplement \$445 p.p.)

For information, please apply to:  
Northern Rivers Chapter  
MR BILL HUNT  
(066) 212152

Note: Airfare is not set and is subject to increase.

## The Heritage Significance of St Anne's Churchyard

At the dedication of the plaque on the headstone of Edward Goodin at St Anne's Church, Ryde, on 14 January, Mr Kevin Shaw, President, Ryde District Historical Society, said:

I would like to take this opportunity to make a few remarks about the churchyard.

It stands on land granted to William Jones on 24 January 1792. Jones was another First Fleeter. The grant was 30 acres and stretched from Blaxland Road to Morrison Road and from Church Street to William Street. William Jones may have sold his land or just lost interest in it. Whatever the story, John Small, another First Fleeter, had acquired it by the mid-1820s.

John Small gave the northern 15 acres, from Victoria Road to Blaxland Road, to the Church. In exchange, he received another block of land to the north of Pope Street, as well as the construction of a new house. This was home for the Small and Devlin families for many years and stood between the church and Willandra.

In 1826, the nave of St Anne's was built as a combined schoolhouse and church. 1826 was also the year that Anthony Bryan and Abraham Paine died and they are two of the earliest burials in the churchyard. Before that, people were buried on their own properties.

The Field of Mars cemetery was opened in 1890 and St Anne's was officially closed in 1900. However, there were still illegal burials until about 1910. In 1907, Edward Terry of 'Eastwood' was buried here with his family and the undertaker paid a fine of 10 pounds.

There are several First Fleeters and Second Fleeters buried here, along with two Premiers of New South Wales (William Forster and James Squire Farnell), a Premier's wife in the person of Lady Eleanor Parkes, and of course Maria 'Granny' Smith. The churchyard is a heritage site of at least State importance and is listed separately from the church by Ryde City Council, the National Trust and the Australian Heritage Commission.

The headstones were transcribed in the 1940s and again in the 1960s. There were considerable losses in both headstones and inscriptions between these times and, of course, much greater losses since then. In 1993, the Parish of St Anne, under the management of Mr Colin Dagwell, began a project to conserve what is left of the graveyard.

The Ryde District Historical Society is keen to assist with this project in any way it can and encourages other interested parties to offer assistance as well. Such parties include the Fellowship of First Fleeters, the Small Family Association and Ryde City Council.

## TUNKS DESCENDANT ASSOCIATION

The last meeting of the Association for 1995 was held at the Keg Restaurant at Parramatta on Saturday, 2 December.

The meeting went well with the election of officers resulting in: President, Mr Richard Chalmers; Vice-President, Mr Rick Brett; Secretary, Mrs Nola Tunks; Treasurer, Mrs Sue Tunks; Archivists, Mrs Patricia Baxter and Mr John Baxter. Mr Richard Chalmers is still to edit the Tunks Talk newsletter for the time being.

The only sad note of the meeting was officially farewelling the retiring members of the committee. A number of 'charter' members of the committee did not stand again and, after 14

years for some, it is understandable that they would feel in need of a rest.

We regretfully acknowledged this need but praised the effort and devotion displayed by Joyce Cowell, Naida Jackson, Hazel Liebau, Dudley Tunks, Myrl Skinner, Alan Skinner and Cynthia Curry. As President at this stage of proceedings, I made a presentation to those present, and sent the others by mail, of a certificate marking the occasion.

Under the guidance of the new President, the Association looks forward to an active new year with the new committee.

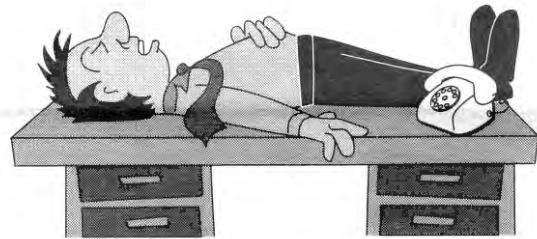
# ENTERPRISE BARGAINING?

*It is 1996 and the 'in thing' appears to be work-place negotiation where a trade-off is made for better working conditions and pay for increased productivity. What's new?*

*In Sydney Town 140-odd years ago, back in 1852, similar negotiating brought dramatic changes to the work-place.*

*A firm of merchants and ships chandlers saw the necessity for change and drew up the following list of Rules for Clerical Staff:*

1. Godliness, Cleanliness and Punctuality are the necessities of a good business
2. On the recommendation of the Governor of this Colony, this firm has reduced the hours of work, and the Clerical Staff will now only have to be present between the hours of 7am and 6pm on weekdays. The Sabbath is for Worship, but should any Man-of-War or other vessel require victualling, the Clerical Staff will work on the Sabbath.
3. Daily prayers will be held each morning in the Main Office. The Clerical Staff will be present.
4. Clothing must be of a sober nature. The Clerical Staff will not disport themselves in raiment of bright colours, nor will they wear hose, unless in good repair.
5. Overshoes and Topcoats may not be worn in the office, but Neck Scarves and Headware may be worn in inclement weather.
6. A Stove is provided for the benefit of the Clerical Staff. Coal and Wood must be kept in the locker. It is recommended that each member of the Clerical Staff bring four pounds (1 3/4 kilos) of coal each day during cold weather.
7. No member of the Clerical Staff may leave the room without permission of Mr Ryder. The calls of nature are permitted and the Clerical Staff may use the garden below the second gate. This area must be kept in good order.
8. No talking is allowed during business hours.
9. The craving for tobacco, wines and spirits is a human weakness and as such is forbidden to all members of the Clerical Staff.
10. Now that the hours of business have been drastically reduced, the partaking of food is allowed between 11.30am and noon, but work will not on any account cease.
11. Members of the Clerical Staff will provide their own pens. A new sharpener is available on application to Mr Ryder.
12. Mr Ryder will nominate a Senior Clerk to be responsible for the cleanliness of the main office and the Private Office, and all Boys and Juniors will report to him 40 minutes before Prayers and will remain after closing hours for similar work. Brushes, Brooms, Scrubbers and Soap are provided by the Owners.
13. The newly increased Weekly Wages are as hereunder detailed: Junior Boys (to 11 years) 1/4, Boys (to 14 years) 2/1, Juniors 4/8, Junior Clerks 8/7, Clerks 10/9, Senior Clerks (after 15 years with the Owners) 21/-. The Owners hereby recognise the generosity of the new Labour Laws, but will expect a great rise in output of work to compensate for these near-Utopian conditions.



**1996 Negotiation !!!**

## EARLIEST RECORDED MUSLIMS IN AUSTRALIA

*Ali H. Williams (#6294)*

During my research into my own family history, which established the fact that my ancestor was Thomas Williams, a marine who arrived on Friendship with the First Fleet on 26 January 1788, I stumbled upon the following information which may be of some interest.

Most people who came to the Colony of New South Wales in the early years either came free or as convicts. According to Government records, the Musters of 1802, 1811, 1822, and the Census of November 1828, there were listed a number of Mohammedans, the term used for Muslims at the time. It should be noted that at the time of the first Muslims in the Colony of New South Wales, the Colony had only been in existence for 13 years.

A person by the name of Rhamut, aged 23, came free on the ship Favourite in 1801. He was later listed as a land owner residing at Evan, one of the original districts of the County

of Cumberland which is bounded by Bringelly, South Creek, Richmond Common and the Nepean River.

William Boxo came on Mary Ann in 1805 as a convict. The 1828 Census indicates that he had been granted a ticket of leave (Partial Pardon) and was working as a dairyman for John Thorn at Goulburn Plains. The 1814 General Muster only lists his name as Boxo.

In 1816 a family named Wooden, William and his wife, came free on the ship Kangaroo.

Abraham Cullen, a convict aged 23 years, later listed free by servitude and working as a servant residing at Evan, came on Frederick in 1817.

John Bono came free on the ship Active in 1820 and was listed in 1828 as a footman to the well-known John Macarthur, prominent in the early sheep-breeding industry of the Colony.

Satim, aged 25, came free on Louisa in 1828 and was employed by John Maughan as a servant residing at George Street, Sydney. Marnie, aged 23, came free on Louisa in 1828 and was also employed by John Maughan as a servant residing at George Street.