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progenitor



**GENEALOGICAL SOCIETY OF THE NORTHERN
TERRITORY INC.**

The Family History Place



GENEALOGICAL SOCIETY OF THE NORTHERN TERRITORY INC

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PROGENITOR

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FRONT COVER: Overland Telegraph Construction Party.

J.A.G Little, R.C. Patterson, Charles Todd, and A.J. Mitchell at Roper River in 1872

Photo by Samuel White Sweet (SLSA B-417)

From Facebook

SESQUICENTENARY of the OVERLAND TELEGRAPH LINE

On 22 August 1872, 150 years ago, the construction of the Overland Telegraph Line was completed.

This line, comprising a single wire that connected Port Augusta with Port Darwin was achieved in less than two years. The terrain traversed was inhospitable, ranging from the dense marshlands in the north, to the harsh arid deserts of Central Australia. This remarkable achievement has been described as one of Australia's greatest ever engineering undertakings.

The construction was overseen by Sir Charles Todd, who wrote:

"We have this day, within two years, completed a line of communications two thousand miles long through the very centre of Australia, until a few years ago terra incognita believed to be desert."

Sir Charles Todd returned to Adelaide via train from Burra on 30 October 1872 where he was greeted by a large crowd.

Todd was a scientist, not a bushman, and by returning to Port Augusta overland, rather than by the luxury of a steamer from Port Darwin, was an indication of his determination to complete and personally inspect the length of the line.

This line enabled direct contact between Adelaide and Darwin for the first time and would later be connected to an underwater cable that would connect Australia to the world.

When one compares this to the NBN rollout, which has been in progress for over 11 years and is still not complete even with all the resources that are available today, one can only be amazed at this remarkable achievement.

THE TERRIBLE DROUGHT ON THE BARKLY TABLELAND – LATE 1901 EARLY 1902.

The loss of the Mailman Fred Stibe and John Hehir and the Drovers from Warwick, Henry Hopkins and son are set out hereunder to indicate how drought can be dangerous for those travelling with stock where waterholes are scarce.

The case of Fred Stibe and his colleague and an aboriginal girl - all perished near Lake Brunette and the case of the two drovers from Warwick in Queensland perished in the same drought near the Ranken River, NW of Austral Downs.

Michael John Hehir was born in 1853 at Burren, County Clare in Ireland to parents John Hehir and Catherine Maddigan. His family spoke of him as Michael, who came out to Australia in 1869 and lived at Bendigo, Huntley in Victoria etc. It is not known from the record when John Hehir stockman first came to the Territory before 1901, but he joined Fred Stibe, the mail contractor in early December, 1901 at Powell Creek with a native lubra to venture into the Australian bush during a terrible drought, which was to take the three lives of Stibe, Hehir and aboriginal girl Fanny.

Fred Stibe tendered in 1901 for the Katherine to Anthony Lagoon Mail Service for 300 pounds per annum, a six weekly service commencing on 23 May, 1901 and fitting in with the Borrooloola to Camooweal mail service. Stibe left Katherine on 29 July, 1901 for Anthony Lagoon and the Katherine correspondent to the N T Times recorded that: 'we are very fortunate in securing a man like Stibe as a mail contractor as he is eminently suited to the task.' The Overland Telegraph or the Postmaster General expressed some concern on 10 January, 1902 about: 'A missing mailman – F A Stibe. He was reported as steering a course from Buchanan Downs past Coolunje Waterhole to Lake

Corella' By 17 January 1901 Stibe is reported with 6 horses and a European name Hehir with three horses. Stibe on 31 January, 1902 was reported as a young man aged 29 and a thorough bushman as leaving Powell Creek on 12 December, 1901 for Anthony Lagoon with Hehir and a native lubra. They had limited water and tried to push on to Corella Lake 50 miles away. No trace was evident by Mounted Constable Kean on 13 January. Stibe was quoted as 'going across country 50 miles and he did not know the way. A later report by MC Kean on 7 March stated that Stibe proceeded to Renner Springs and in company with John Hehir and a Brunette lubra named Fanny went through Munkaderry Waterhole to Buchanan Downs to Coolunje Waterhole.

On 21 March, 1902 the mail contractor Stibe missing since December 'had fallen victim of the cruel fate which at one time and another overtakes so many travellers in the Australian bush. The mails were found intact and the search MC Kean was continuing – one dead horse with a bell and hobbles on neck - a mile on – three dead horses – two miles further on two more and six miles from there – the mail pack and seven dead horses. In this pack was a valise belonging to Hehir containing papers.'

Mr Prentice of Buchanan Downs and Mr J A G Little feel that great credit must go to MC Kean and MC Jordan. Stibe had taken the pack off which was found a few yards from the horse. The first horse found was 18 miles from water and was the animal ridden by Stibe. 'Poor Stibe and Hehir and the aboriginal girl must have perished.

In May 1902 Mr JAG Little reported from Darwin that ' the name of the poor fellow whose remains have been found appears to incorrectly given as HARE – the name is apparently HEHIR. Police have found the remains of Hehir about a mile and a half

south of the spot where the mail was finally recovered. A dead horse with the lubra's saddle on was also found a few years distant from Hehir's body which was recovered underneath a large tree. The sale of packsaddle horses at Pine Creek was held on 20 May 1902 – the estate of Fred Stibe. 'The remains of Stibe's body and the lubra was found 13 miles south east of where Hehir's body was found within 6 miles of water. The throat of one of the horses was cut lying under a tree. There were two large holes scratched in the ground and the fingers of both Stibe and the lubra Fanny had been worn down in doing this. Two waterbags and a quart pot were found close by the bodies, the latter one containing traces of blood.'

The terrible deaths had occurred in a bad season, where water was scarce and travel out bush was extremely dangerous. The Testamentary Causes Jurisdiction Notice of 25 July 1902 records the death of Frederick Albert Stibe (late of Katherine), Mail Contractor and John Hehir (late of Newcastle Waters) drover, who had died in late December, 1901. John Hehir's death is recorded as Cert 366/5 in the NT and it seems to be the man known by his family as Michael John Hehir, born in County Clare, Ireland in 1853. When he came to the NT and Newcastle Waters is not clear, but based on the above information, he would have been 49 years at the time of his tragic death with Stibe and lubra Fanny in the bush near Brunette in 1901.

NTR Times & Gazette 26/4/1901:9/8/1901, 10 Jan, 17 Jan 1901: 7 Mar, 21 Mar 1902: 25 Apr, 1902, 2 May, 20 May, 1902: 13 June, 1902: 25 July 1901.

- (1) Death in the Bush, NT Times 9 May 1902 – Hopkins and son
- (2) The Drovers Keith Willey, 1982
- (3) GSNT Correspondence Mrs Robin Haynes, Cootamundra, Nov 1992.

George Kyriacos, brother of ‘Jimmy the Greek’

During my research into Dimitrios Kyriacos I discovered the story of his brother George who also spent part of his life in Darwin.

On his 1923 naturalisation application, **George Kyriakos**, brother of Dimitrios, states that he is a restaurant keeper resident in Darwin employed by Mr D. Kyriakos.

Born 21 October 1880 Castelorizon, Greece, Kyriakos arrived in Fremantle WA per the SS *Seydlitz* from Port Said on 6 October 1912. Later in these papers he claims to have arrived in Perth in 1914 where he had a fruit shop registered under the name of George Kyriakos Pitparazas (Pitpazaris) in Peer St (Pier St). He claims to have lived in Perth for 3 years and 7 years in Darwin.

In Kyriakos’s notice announcing his intention to apply for naturalisation, printed in the *Northern Territory Times and Gazette* dated 16 January 1923, he states that he is now residing at Doctor’s Gully. Over 1, 000 Greeks arrived in Darwin between 1914 and 1919. There was a boom at the start of WW1, and when Vestey’s Meatworks started.

George worked with his brother trading as Kyriakos Bros. at the Darwin Cafe from August 1919 to April 1921 when Dimitrios (known as James Kyriakos or Jimmy the Greek) took over sole control. As noted above George was employed by his brother in 1923. In 1926 George was in partnership with Michael Rampotis for 2 months in the running of the Cosmopolitan Lodging House.

George had married Christina Kailis on 1 September 1919 in Darwin and by 1923 they had three children – Mary (3 years), George (1 year 11 months) and Mick (9 months). Another child, Evangelia, was born in November 1923. Unfortunately, she died in 1926.

According to a newspaper account published in the *Northern Standard* Tuesday 30 March 1926, page 2, On arrival at the cemetery, it was found that no arrangements had been made for

the burial. One of the carmen had to go to the Town Hall to find out which plot the child was to be buried in. The Town Clerk said he was too busy when reminded that it was his duty to attend to the matter. The carman also pointed out that there were no tools available, and the authorities had no-one there to fill in the grave. The carman returned to the cemetery at which place the town clerk arrived on his motorcycle and the burial was proceeded with. A relative inquired if the grave was to be filled in. The Town Clerk gave them no satisfaction, so another carman intervened and was told it wasn't his business. It is alleged that the Town Clerk was 'putting it over' these Greek people. Eventually the Town Clerk decided to have matters attended to in the customary manner.

Perhaps the trauma associated with Evangelia's death, and the botched burial experience contributed to George's decision to leave Darwin in 1926. According to George's son, Jack George Kyros (formerly Kyriakos) the family left Darwin and returned to Perth because his father, a red-head, had skin cancer.

Electoral Rolls for 1931, 1936 and 1937 show George Kyriakos as a fruiterer of 101 Milligan St. Newspaper articles record accidents where George's fruit barrow was damaged in June 1930 and March 1934.

The family increased with the birth of Evelyn, Agapitos (Herb) and John. The last two were born in 1930 and 1933 respectively in Perth.

George was not finished with Darwin as he petitioned in the Supreme Court in 1937 for the return of £31/6/8 from the Council which was the residue owed to him after it sold his property (section 366) in 1934 for failure to pay rates. An order was made for the return of the money.

Jack Kyros said the family moved to Kalgoorlie in 1938 owing to the economic conditions brought on by the Depression. Kalgoorlie was experiencing a mining boom with high prices on of-

fer for gold and the town was growing so this would have been a good move on the part of the Kyriakos family. Electoral Rolls of 1943 and 1949 show George (fruiterer) and his wife Christina living at 97 Wilson St, Kalgoorlie. Also, resident there is Eva Kyriakos.

By 1954 George and Christina have moved to Melbourne where one of his sons lives and the electoral roll of that year shows them living in Coburg. No occupation is listed for George. He died in Melbourne 18 April 1956 and is buried in Greek B, Grave 8891 at Fawkner Memorial Park.

Ruth Sheridan

YOUTH'S CRUEL FRANKNESS

From "The Land" Friday 2 October 1931

We are so used to having visitors to Sydney make those familiar farewell speeches about our hospitality, our harbor, our girls, and ourselves, that the frankness of young Bethany Litchfield from Darwin took all the wind from our sails this week.

Bethany is 18 years old, and with her brother Boyne, one year older, had made an overland car trip from Darwin via Alice Springs, Adelaide and Melbourne to Sydney. What she told us frankly was that she liked Darwin best of all, that she wouldn't say Sydney harbor was so much better than Darwin's and that the big cities were too lonely, too crowded, and too dusty and noisy for her.

"Give me Darwin," is her motto, and she has set off with her brother for that town, via Brisbane and Cloncurry. Some adventure for two youngsters, anyway, and here's to their pluck!

A MARABOUT SCARF.

Chronicle Adelaide
SA Saturday 13
March 1926



A short length of marabout – about 15 inches long by four inches wide – may very easily be fashioned into one of those smart and cosy little scarfs that are so popular. A half-yard of printed silk, crepe de chine, or georgette will suffice, and should be cut in half lengthwise, and the two pieces joined. The centre join of the material should be placed to the centre of the piece of marabout, and the material gauged to fit it, leaving the long ends floating from each side. The edges of the scarf may be picot-edged or else given a hem of plain material in the dominant colour of the pattern.

WARTIME ROLES

A common theme when researching family history is wartime service, usually focussing on combat roles in the forces. Often the contributions of family members in non-combat roles are almost forgotten or not as valued. Here are some of my HARRISON relatives who 'did their bit.'

My father's uncle, George Henry Harrison jnr (1885 – 1948) was a well-known and respected storekeeper in Hay, NSW when he tried to enlist for service in World War 1. He was rejected for overseas service but joined the home service and became the quartermaster and sergeant of the guard at Trial Bay German Detention Camp.

N/348/23

W.S. 5.

COMMONWEALTH OF AUSTRALIA.
War Service Regulations, 1916.
PRELIMINARY MEDICAL EXAMINATION.

This is to certify that Harrison, Fred Arnold
(NAME)
(Occupation) General Store Keeper
(Address) Hay

has this day reported under Part IV. of the Defence Act 1903-1915 and has been classified—

Unfit for all Military Service;
~~Doubtful;~~
~~Temporarily unfit through sickness or accident. To report again for further examination.~~

Strike out Classes other than the one in which Recruit is placed.

The above-mentioned will be required to again report for medical examination by the Medical Referee Board when called upon to do so.
Any change of address in the meantime is to be notified to the Military Registrar at Hay

Place Hay
Date 10/10/16.

Right thumb print.

Signature of recipient Fred A Harrison

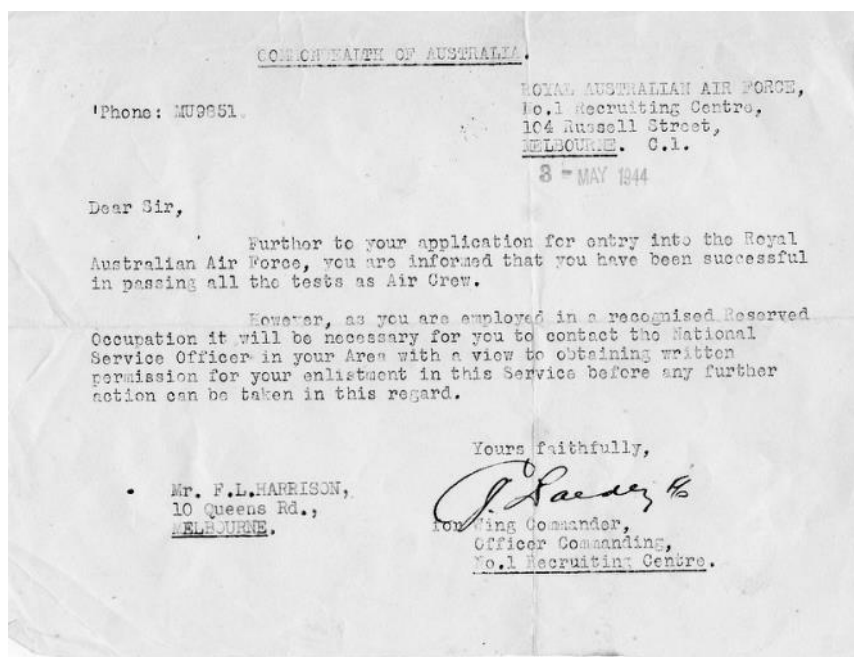
Medical Officer. W. S. 5.
Military Registrar. W. S. 5.

NOTE—This certificate must be delivered up to the District Medical Referee Board and will be retained by that Board.

His brother, my grandfather, Fred Arnold Harrison (1887 – 1964), failed the medical when he tried to enlist in 1916. His contribution was to photograph all the local lads who signed up to fight.

My aunt, Eva Winifred Harrison (1918 – 2000) joined the Australian Women's Land Army, growing and harvesting food, doing the jobs of farmers and agricultural labourers who were away fighting. A photo is available from Flickr showing her in a group of women at Gosford, NSW in 1942.

My father, Fred Lloyd Harrison (1921 – 1994) was accepted as air crew in the RAAF in 1944, subject to his employer releasing him as shown in the letter below.



However, Monsanto, which was making sulpha drugs for the treatment of malaria, suffered by many Australian troops, particularly in New Guinea where Harrison's brother was serving, would not let him go.

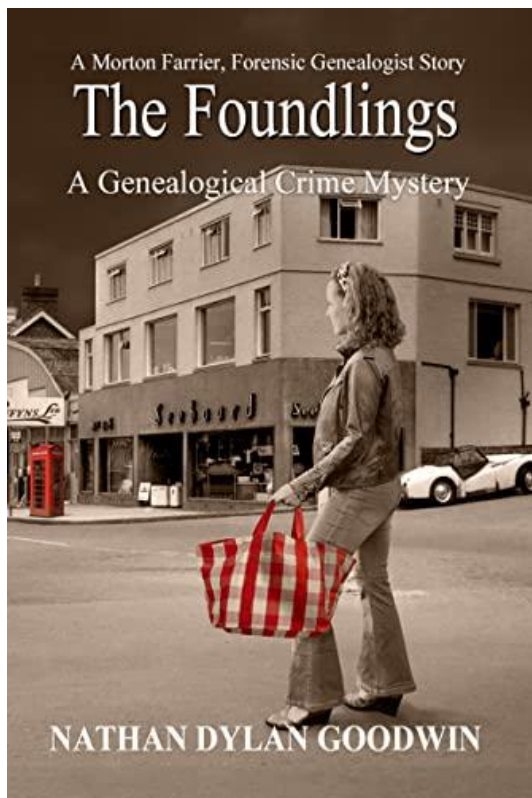
As a child I was always disappointed on Anzac Day when I had no medals to display unlike most of my peers. When I asked: What did you do in the war, dad? His reply was 'I made drugs for soldiers who had malaria, and we didn't get medals for that.' I wish I'd been able to say that my family kept people alive in war-time by feeding them and treating disease.

Ruth Sheridan (nee Harrison)

GENEALOGY TRIVIA:

If you figure there's 25 years between each generation, 500 years ago there were 1,048,576 people involved in creating YOU!

***YOU* are special**



BOOK REVIEW

A Morton Farrier, Forensic Genealogist Story

THE FOUNDLINGS

A Genealogical Crime Mystery

By Nathan Dylan Goodwin

Copyright © Nathan Dylan Goodwin 2021

Ninth novel in the Morton Farrier Genealogical Crime Mystery Series

So having received a Kindle for my birthday – way beyond ‘61’ Nathan – I have been busy wasting hours each day reading mindless books while escaping from housework and gardening, pretending it’s just too cold!

All that changed when I received the book, *The Foundlings* by the extremely talented Nathan Dyland Goodwin, he who thinks ‘61’ is old! It seems an actual book will always beat a ‘Kindle’ version, hands down.

This book is complex, challenging, and intriguing. Three abandoned babies – make that four – an auntie who is actually the mother, a halfsister or two, a crazy grandfather suffering from post-traumatic stress disorder, a pregnant wife, a cute little daughter and a rather sad Christmas tree! And a six day time frame. What could possibly go wrong.

I needed a sheet of paper to keep everything clear when I started this book but became so involved in the story line that it was quickly scrapped. The two story lines marched together well – the past events reflected Morgan's present day research. All the clever research elements were used to solve the mystery. DNA results fleshed out with BDM's, newspapers, census results, photos, interviews and even the dreaded "Miss Deidre Latimer – hell's chief archivist", who makes a wonderful return!

There are many 'gasp' moments in this fabulous book. It all wraps together so well but also leaves open some ethical questions about how much do we really want to know. I, for one, would want to read everything but know others might not want to see what is in the extended report!

Read this book and make your own decision. It is a terrific book and well worth keeping the Kindle plugged in. Bring on Number 10

Mim Regan

"If you cannot get rid of the family skeleton, you may as well make it dance."

George Bernard Shaw

Book Review

Devon journeymen: tracing five generations of the Heard Family from a small village in Devon, England to the Great Australian Outback by Matthew

Heard, a descendant, is a recent donation to our library. This book outlines the lives of John Heard, the thatcher; Samuel Heard, the farmer; John Samuel Heard, the coach driver; William Ashley Heard, the saddler and Norman Ivor Heard, the carpenter and their immediate progeny within their social context. They are journeymen in the sense of being skilled workers and in the sense of journeying from their homes to make new lives in Australia.

The contributions of women to our history are not always acknowledged. In this book the author has made good his promise that it be a 'tribute to wives and daughters of the Heard men.'

The book's layout and organisation are an excellent model for anyone writing a family history. First and foremost, there is an index of names and clear table of contents allowing the researcher to easily locate information about the person of interest. Photographs, maps, and news articles are clearly reproduced, acknowledged, and captioned.

Beyond the usual details of births, deaths and marriages, the text makes the families come alive as they are embedded in the social, economic, environmental, political, and cultural contexts of the time and place. We learn of the push/pull factors for immigration, occupations, domiciles, and exploits.

For example, Samuel and Louisa Heard take up the offer of a bounty to migrate to Australia. Explanation of the scheme and the background to its implementation is provided to round out

this story. Conditions and rations aboard ship, the dangers facing ships as they neared land and the process for leasing land are also outlined. We also learn of the physical and psychological effects of events such as the Great War and loss of children on these families. So, the reader can understand how these pioneers lived, overcame challenges, and contributed to their new home.

Instead of numerous endnotes or footnotes giving background, this information is embedded into the text and highlighted. So, for example, the reader learns more about King Island shipwrecks and at the relevant place in the story.

The epilogue acknowledges the help given by the Genealogical Society of the NT in locating the last resting place of Heard's grandfather and details of his life after he left his family in Queensland.

Despite having no known connections to this family, I found that many of the experiences described resonated with what I know of my ancestors, particularly in descriptions of place at various times.

Hence this book can be read for general enjoyment to gain an insight into Australian history, for researching particular people and as a model for writing family history.

Ruth Sheridan

Eventually all Genealogy buffs come to their Census



Advertiser South Australia 3 August 2022

Eyre Peninsula

Pioneer motor coach operator Sylvia Birdseye made her mark on the Eyre Peninsula as one of the first women in the state to hold a commercial driver's licence.

Mrs Birdseye, who died in 1965, has been honoured for the work she did to open up the region.

Transport Minister Michael Wright announced Route B91, the Cowell – Cleve – Lock – Elliston road, had been named the Birdseye Highway.

Sylvia Birdseye was a pioneer motor coach operator on Eyre Peninsula who introduced overland mail and passenger bus services to the peninsula in 1928 and was one of the first two women in South Australia to hold a commercial driver's licence.

She became a famous figure on Eyre Peninsula and beyond and has achieved legendary status for her many exploits.

Ms Birdseye was a 20th century pioneer, opening up links between Eyre Peninsula and the rest of the state and carving a niche for herself in a male dominated industry.

Naming a road after such an extraordinary woman allows travellers to discover our local history and the role women like Sylvia Birdseye played in building rural communities.



SWAGMAN ON THE ROAD. COBAR, NSW. 1953.

This marvellous photograph was taken by Axel Poignant (1906/86) in 1953.

According to Poignant, the swagman's name was George Meredith and he was working his way from Paroo in Southern Queensland to Wilcannia and then Menindee in Western NSW, a distance of 750 kms. He expected it would take him several months.

Poignant met up with George near Cobar in NSW.

The bike wasn't ridden, it had no chain or pedals. It was simply used to carry his worldly goods – tent, pots and pans, food & water and some books - and presumably, to roll on it downhill.

In later years his bike was converted to a cart with half 44 for a tray and shafts to pull it with. Not sure where this was done but he said the station mechanic did it for him and that it was spot welded because that was best. He had brass bed knobs all over it and a place for every thing, an old man then . Would have been around 1963 ish near Womboin Stn on the Marra creek. NSW.

I was a kid then but I remember his words of wisdom. "Never race yourself off the face of the earth."

Often wonder what became of him.

History remembers only the celebrated, Genealogy remembers them all.

PORT FAIRY

WESTERN DISTRICTS HOLIDAY NEWS AUTUMN '95

Port Fairy (historically known as Belfast) is a well preserved 19th century shipping port, where history can be seen at every turn. At the mouth of the old port, on the estuary of the River Moyne, lies Griffiths Island. The Island was named after John Griffiths, who established Port Fairy's whaling industry on the island in the 1830's.

Dead men do tell stories. By Jenny McLaren

Dead men, and women, do tell stories at least in Port Fairy.

Theirs are the tales of bushrangers, crooks, villains, ghosts and ordinary folk. And everybody, it seems, wants to hear them.

Among the headstones of the historic Port Fairy cemetery, local genealogist, Maria Cameron is bringing history back to life.

Conducted by the local Port Fairy Belfast Genealogical Group, of which Maria Cameron is president the walks have been so popular that local Shire of Moyne Tourism manager Howard Nichol believes the value of genealogy as a tourist drawcard has been underestimated.

In the town where history and historical ambience are the essence of its charm, the cemetery walks provide a personal history lesson for the visitor.

The Group is planning to honour one of the cemetery's most notorious characters at Easter, with an official headstone unveiling.

Known only as “Dick the Bushranger”, the story goes that he was shot in the neck at eight yards by Port Fairy’s Constable Wigmore on February 12, 1859, after failing to surrender. His crime was stealing a pocket watch.

After more than 130 years Dick will now have the honour of a headstone erected by the townspeople of Port Fairy, proud at last to claim him as one of their own.

Here lies DICK , Bushranger.

Feb 12 th 1859

SHOT BY POLICE. DID HE DESERVE THIS ?



But there's none like the spine-tingling tale of the tragic drowning of young Claire Lydiard to send shivers down the spines of Maria's eager audience.

On June 27, 1898, just one day short of her seventeenth birthday, Claire, the daughter of Port Fairy businessman George Lydiard, rowed out onto the Moyne River at nearby Rosebrook to pick watercress.

The girl toppled into the river and drowned, her body later recovered and taken into the nearby bluestone cottage owned by family friends.

The kitchen where her body was laid was later converted to a bedroom by subsequent owners, a bedroom where the ghost of a pretty young girl in Victorian dress is said to haunt the present occupiers to this day.

A reliable witness to the hauntings, just a few years ago, positively identified the ghost of Claire from a photo.

Not all the stories are as chilling.

To say that Lloyd Rutledge had a spot of bad luck is probably an understatement. In fact legend has it that the unfortunate Lloyd was truly cursed.

Young Lloyd was just 32 when on December 17, 1859 he died after slipping down stairs and breaking his neck.

As if that wasn't bad enough for the grieving family, on the day of Lloyd's funeral, the horse drawn hearse was left stranded when a bolt of lightning sent the carefully groomed and plumed horses scattering.

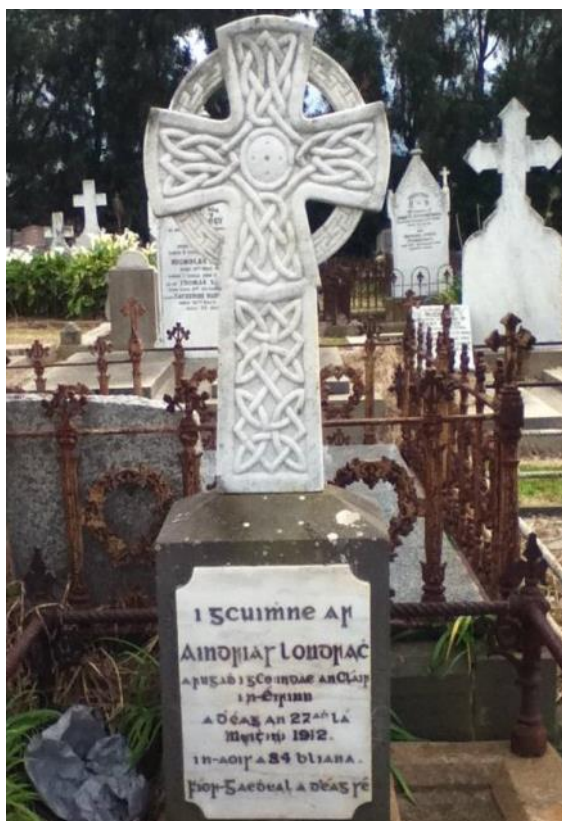
But when the coffin finally made it to the cemetery on the shoulders of the footsore pall bearers, there was still more misfortune ahead for the luckless Lloyd.

The coffin slipped from its ropes, sending the dear departed unceremoniously into the open grave, head first.

In the cemetery a great many of the graves are unmarked, the oldest recorded headstone dates back to August 23, 1847, and was erected by Mary Kerby in honour of her husband William who died aged 38.

The styles of headstones are also diverse; some featuring ornate sculptures of Merri stone are believed to be the work of the master sculptor Walter McGill.

The last word should to Andrew Landers. On a small white headstone, his brief epitaph inscribed in Gaelic translates as 'He died a true Irishman'.



**Inscription in Irish,
using old script;
translation - In
Memory of
ANDREW
LANDERS**

**Born Co Clare
Ireland**

**Died 27th June
1912**

Aged 84 years

**HE DIED A TRUE
IRISHMAN .**



LONELY GRAVES NORTHERN TERRITORY.

03 March 1885

John Urquhardt aka Urquhart a Stockman died at Hay's Store, Roper River. John was travelling from Queensland to Western Australia with cattle of Durack and Hills. John shot himself whilst delirious with fever. John's wife was reported as residing at Collingwora Queensland.

Reference NT BDM 21/134/1 SAGG Page 526, 30 August 1885, Intestacy Files 1885-1911, BTM Index, Janet Leather Index, NT Lone Graves, Pine Creek Police Day Journals, SA Death Index, NT Pioneer Register. SAGG Death Index, NTTG 16 May 1995 page 2

05 March 1872

Daniel Cavenagh aka Kavanagh aged 25, a Bullock driver died at Roper River. Daniel had been on the "*Bengal*" as a member of Charles Todd's Construction Party on the Overland Telegraph Line. He was buried a short distance from the camp, the flags of the "*Bengal*" flew at half - mast as the Roman Catholic service was read over his grave. Daniel came from West Maitland, New South Wales.

Reference NT BDM 2/1/1 An End to Silence page 138-9, Janet Leather Index, SA BDM Death Index, Not recorded in the NT BDM, NT Lone Graves

22 June 1949

Richard Henry aka Dick Hayes born in 1907 in Queensland. He worked at Roper Valley Station, he was a well accomplished horseman in the Queensland horse team and competed in such events as the Royal Sydney Show. In 1937 Dick with his family - wife Mary Elizabeth, whom he married in 1935, with sons Ralph, Maitland aka Lynn and Milton, they travelled to the Northern Territory for Richard to take up the position of Manager of Waterloo Station owned by the Vestey Company. During the war years Dick transferred to Rosewood Station. In 1948 he moved to the Roper Valley Station near Mataranka. Dick became ill at Roper Valley Station and died in Darwin Hospital aged 42. Dick's body was returned to Roper Valley for burial. The grave with a metal plaque on a concrete mount is on the right hand side as you drive into Roper Valley Station. Sighted in 2003 by Janet Leather.

Reference Qld BDM Birth C003839, Horsebells & Hobblechains page 21. Anglican Church Marriage Index, NT Lone Graves, Northern Standard 01 July 1949, Janet Leather Index, BTM Index, NT Pioneer Register

Reference Qld BDM Birth C003839, Horsebells & Hobble-chains page 21. Anglican Church Marriage Index, NT Lone Graves, Northern Standard 01 July 1949, Janet Leather Index, Index, NT Pioneer Register



ADAM THOMSON JOHNS

Adam Johns was born in Adelaide on 1 July 1841 to parents Isaac Johns (ca. 1815-1853) and Agnes Cochran Thomson (1818-1849). He was baptised on 3 October 1841. He had a brother, John (1844-1916) and a sister Elizabeth Margaret (1846-1884).

The South Australian Police Gazette in 1871 published a Missing Friends notice for Adam Thomson Johns who 'left Adelaide in 1851 with his father Isaac Johns who died at the Bendigo diggings in 1853. [Johns] afterwards went to the Lambing Flat diggings and was last heard of in 1864 when he was working on a station at Killara on the Darling.

According to the Northern Territory Times & Gazette:

'[Johns] came to the Territory first in 1873, and in November of that year a party of five, viz., Adam Johns, Phil. Saunders, A. Grant, S. McBride, and S. Meaker discovered the Union reefs and were awarded the prospecting claim. ... They were the discoverers of the Mount Tolmer tin country, but their gains from this were in the long run probably not worth counting. ...

For three years Mr. Johns conducted the operations of the Spring Hill G. M. Co. with much credit and to the entire satisfaction of the owners. His last work was the planning and erection of the entire Zapopan Co's plant, an undertaking most successfully carried out ...

In the year 1882 Mr. Johns accompanied his mate on an expedition to Western Australia, going by boat from here to Cossack, and thence overlanding it through the Kimberley district back again. On this memorable exploratory trip, gold was first discovered at Kimberley, but owing to the privations of the party and the terribly low state into which Mr.

Mr. Johns had fallen, the explorers had to get out of the locality as quick as possible. Again, a few years ago they left - together for golden W.A., but it was not long before Adam bid that booming land good-bye and returned to the Territory.

Johns died near Brock's Creek on 19 September 1896 when his buggy capsized in the creek and Mr. Johns was killed instantly. He held the position of Chairman of the Northern Territory Mining Board from its inception up to, we believe, the time of his death.

See Northern Territory Times and Gazette (Darwin, NT: 1873 - 1927), Saturday 24 March 1883, page 3 for more information on Saunders and Johns' expedition in WA.

Sources



This grave 60 km south of Tennant Creek thought to be a PMG worker.

Northern Territory Times and Gazette, Friday 25 September 1896, page 3

BDM/NT/DI and BDM/SA/DI

AH MOON

Chinese man, **Ah Moon**, was born circa 1863. He was a fisherman who was struck by lightning and killed while fishing at Elizabeth River NT on 28 December 1893. He was pushing the boat along in shoal water paying out the seine when a flash of lightning struck him dead. The boat was also damaged to such an extent that Moon's mates had to caulk it with their clothes before they could return to Palmerston. An inquest was dispensed with.

The location of his burial is unknown but believed to be near his death place.

Sources

1894 'Notes of the Week', *Northern Territory Times and Gazette* (Darwin, NT: 1873 - 1927), 5 January, p. 2.

From Waler data base on Facebook

On the 1st September 1901, the Wilcannia to White Cliffs mail coach was stuck up. It was night, there was a good moon but clouds obscured it as the coach drew up to the Five Mile gate.

A passenger on the box, Mr. Kantor, got down to open the gate in the dark, when a shot rang out - he was shot through the forearm, and had the presence of mind to run behind the leaders for shelter, shouting to the driver he was shot, and hanging his money, which he had in a small bag, on the hames to escape the notice of the robber.

A tall masked man appeared, in cap and overcoat, and pointing his revolver at the coachman, made sure no-one would move. Coachman Andrew Pedrana had to get down, he tied the reins to the brake first.

A cyclist turned up, he was robbed of his bicycle. After an hour of destroying the mail, the robber went off on a bicycle, with the other bicycle as his "pack-horse". No-one had any sympathy for him, because he'd needlessly shot a man, even although it was not fatal. When he was finished, the coach was made to go on, leaving the strewn mail on the ground; recovered next day. He'd missed far more valuables than he'd found, papers saying he was "a feeble attempt to ape Ned Kelly."

A black tracker was employed. He did a great job, even tracking where the second cyclist had come from (as it transpired, the uncle of the robber! but who got off in court for aiding and abetting) and finding the robber had cleverly backtracked a few times. He then found where most of the loot was stashed. William Tomlinson, a miner, was the robber and had some in his room at a local hotel that another uncle owned, and some

on his claim, and some down his mine shaft. He'd even buried "convulsive fits of excitement" after capture.

Tomlinson was sentenced to 10 years jail for the robbery; his pleas that his firing was to scare them, not hurt anyone, meant the attempted murder charge was dropped. Kantor's wound was not serious, he recovered. Tomlinson maintained he was innocent even after sentencing.

Mail coaches to Wilcannia were robbed several times, as many came in from mining areas - it was the greatest coaching centre in the state in those times - 14 weekly coaches, 10 roads, 10 stock routes coming there.



'Mail coaches, Wilcannia, New South Wales heading for White Cliffs and Bourke, circa 1900 - also a bicycle postie.'