



**Sutherland Shire Historical Society**

**Quarterly Bulletin**

SUTHERLAND SHIRE HISTORICAL SOCIETY

C/- 9 Animbo Street,  
MIRANDA,  
N.S.W. 2228.  
30th September, 1968.

Dear Member,

You will notice a change in the format of our quarterly Bulletin, which I have made this issue, to comply with certain postal regulations as well as improving the style of presentation and which if successful will give the Society considerable savings in postage.

Enclosed is a list of our activities for the fourth quarter 1968, which the Council hopes will receive your full support.

A donation of \$10 was made to the Elizabeth Farm Museum Trust, which is a most worthy historical cause, aimed at preserving Australia's oldest surviving building, which saw, as the home of John Macarthur, the beginnings of the sheep industry in the earliest years of the Colony.

The Society was represented by a display of historical items at the Burraneer Bay School Fete, held on Saturday, 17th August, which helped to give publicity to, and create interest in, the Society.

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N. Horwood.  
Hon. Secretary.

SUTHERLAND SHIRE HISTORICAL SOCIETY.

Programme of Activities for the Fourth Quarter 1968.

Meetings: Our General Meetings are held on the second Friday of each month at 8 p.m., in the Auditorium of the Sydney County Council Showrooms, Eton Street, Sutherland,

- Friday, 11th October : Members Night -  
Mrs. M. Hutton-Neve "Sutherland House Sylvania".
- Mr. J. Walker "The Story of the Gould League".
- Mr. N. Horwood "The naming of Sutherland - a rejoinder".
- Friday, 8th November : Archdeacon C. Goodwin  
"The History of St. Phillip's".
- Friday, 13th December : Mr. R. Stuckey  
"The Story of Hunters Hill".

Excursions : Saturday, 12th October - All day bus excursion to Campbelltown. Saturday, 14th December - Excursion to Fort Denison.

## SUTHERLAND SHIRE HISTORICAL SOCIETY

Edited by:  
M. Hutton Neve

Bulletin No. 9,  
October 1968.

### WORONORA FUNERAL TRAINS

The Woronora Cemetery was opened for interments in 1895, serving not only the slowly growing Sutherland' District but also the fast-increasing St. George District. A few years later a funeral train service was inaugurated, this being the second -- the initial funeral train (or "mortuary train") commenced running to Rookwood in 1864, leaving from the station at Eveleigh (= Redfern).

"Funeral trains were run with great decorum, no speeding or whistling being permitted, and mourning was encouraged by the care with which the most uncomfortable cars were selected for the trains, which stopped for inordinately long periods at the intermediate stations".

Coffins from these intermediate stations were placed on trestles at the extreme end of the station platform for convenient loading, at first into the passenger luggage vans, for until 1909 these had no separate "coffin chamber".

"The short branch line from Sutherland to Woronora Cemetery, 38½ chains in length, was built by day labour and completed on June 30th 1900 but was not opened to traffic until July 13th 1900.. The arrangements at the Woronora Cemetery Terminus consisted of a single platform 440 ft. in length and an engine run round loop, but there were no signals.

"Throughout its existence this cemetery was served by an afternoon train originally at 2.10 p.m. ex Sydney Station, calling at all stations and conveying ordinary passengers -- still a steam train after electrification. A rail motor from Sutherland covered the last expiring years".

The funeral train allowed approximately an hour for the service before de-parting from Woronora about 4.0 p.m. to return to Sydney.

The opening of Tom Ugly's Bridge in 1929 facilitated the use of road transport, and the increasing motor hearses decreased the demand for funeral train services. The last funeral train -- or more strictly the last passenger train having a "hearse car" attached -- ceased shortly before the 2nd War; and the Woronora Cemetery Branch Line was officially closed on May 23rd 1947. A few years--later the branch line was dismantled, and about 10-12 years ago the cemetery station platform was demolished.

The railway branch line left the cemetery about opposite where the south end of Linden St. now officially joins East Parade ("officially", because this end is an unmade road); today, a neat cottage is built across this portion of the old branch line, but it is still possible' to trace the branch-off from the main railway line where it crossed East Parade.

-- condensed from Bulletin No. 128, June 1948,  
The Australian Railway Historical Society.

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The Warren is a small local district in the suburb of Marrickville, on the west side of Cook's River between the Illawarra Rd. and the railway line, The name derives from the Cook's River home of the Hon. Thomas Holt -- before he built "Sutherland House" at Sylvania.

BIRD ARTIST CAYLEY AND THE SHIRE

The well-illustrated book "What Bird Is That?" by Cayley, the most complete work of its kind ever produced in Australia, ranks high amongst the ornithological books of the world. Many of our readers probably know that Neville W. Cayley lived the latter part of his life at Avalon and died there in 1951, but few perhaps knew that the famous ornithologist-artist resided in the Shire for many years and probably did the major portion of his life's work in this area.

At present I am engaged upon the task of writing the "History of the N.S.W. Gould League of Bird Lovers, 1910-1968"; and would appreciate any first-hand information from local residents regarding Cayley's life and work. Anecdotes of his boyhood would be highly prized.

Cayley sold the copyright of "What Bird Is That?" to the Gould League and that body has found its purchase an extremely lucrative investment. Much of the organisation's work in bird protection and other conservation activities has been, and still is, financed from royalties paid on sales of the book both in Australia and overseas. These royalties also pay "The Neville W. Cayley Memorial Scholarship" grants, these encouraging promising young zoologists to specialise in ornithology. One of the products of this scholarship is Dr. Allan Keast, an ex-Rockdale lad, who came into prominence while Curator of Birds at the Australian Museum Sydney, and is today Professor of Zoology at Queen's University, Kingston, Ontario (Canada); and is recognised as one of the world's highest ranking ornithologists.

Neville Cayley's father was also an artist of considerable talent who specialised in studies of Australian birds. I understand that he frequently executed commissions in oil colours for local people. I saw four of these canvasses in the home of Mr. and Mrs. Keith MacCulloch at Lilli Pilli, before they left to reside at Dundee. Doubtless there are numerous others in the Shire (perhaps some paintings now discarded from modern homes).

Original Cayleys, by either the father or his illustrious son, would be appreciated for hanging in our Historical Society Museum when it is established.

In the book "Two Hundred Years in Retrospect: Kurnell-Sutherland, 1770-1970", which I have undertaken to edit for the Sutherland Shire Historical Society to mark the 200th anniversary of Cook's landing, I propose to give the Cayleys a niche in the gallery of famous men who left an indelible mark upon the history of the Sutherland Shire. I contend that they deserve mention in company such as Captain James Birnie, John Connell, Thomas Holt, Patrick Dolan, Charles McAlister, Joe Munro, Seymour Shaw, The Rev. Father Dunlea, Elias Laycock, Arthur Mailey, David Kirkby and Frank Cridland.

I would appreciate original information on any of the above.

- - John Walker, 182 Kingsway, Cronulla Phone: 523-4177.

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"Bottle Museum" : a hundred people attended the opening of a Bottle Museum at Bundarra (NSW) in July. The Museum contains 1200 bottles dating back to 1858, in sizes from six gallons to a half-teaspoon.

---- Sydney Morning Herald: 26/8/1968

DESCENDENTS OF "FIRST FLEETERS" - & OTHERS

I have been asked how one may go about proving descent from "First Fleeters" and also the Irish political convicts.

As there were about 4,470 (figures cannot be definitely fixed) convict arrivals in the first three Fleets, excluding civil and military personnel, and as there is little documented record of convict lives, established proof is almost impossible in the majority of cases. There are a few exceptions, as with a handful of the emancipated Hawkesbury farmers, and with a few prominent emancipist merchants.

It was not until 1856 that the registration of births marriages and deaths became law.

Few convicts were married in church by an Episcopal priest (i.e., Anglican, the only recognised religion until 1820, when Father Therry of the Roman Catholic Church arrived), The great majority took their wives under the old English "usage of marriage", i.e., Common Law, which the Anglican Church refused to recognise: and there are no records of Common Law marriage -- for it was union before adult witnesses. If the offspring of a Common Law union wished to marry in church, they were married in the mother's maiden name and not in her recognised Common Law surname. Therefore, the first step from such a marriage is to prove that Mary Jones (or say, William) was in reality the Child of Mr. William Smith and Mrs, Smith (nee Jones) by their Common Law union. Many other convicts, of course, simply cohabited.

In isolated cases emancipated convicts who could read and write (and there were very few in the early days). might have had a family Bible, and might have entered births marriages and death therein -- if they had had a calendar to keep track of the days and years -- and the Bible might have been preserved by one of the numerous (and probably unknown) descendents.

As the great majority of the convict First Fleeters (and others after them) were, illiterate few knew how to spell their names; spelling was as the convict-clerk guessed or as it sounded. The surname Judd, when slurred, became "Jurd"; Bayley could be Bailey or Baily; Sheehan -- as Sheen, Shean, and ever Sheedy; variations are unlimited. First, therefore, the original spelling of the convict's surname should be definitely established.

If it is known that the convict ancestor received a grant of land after emancipation, this may provide proof -- by carefully tracing all transfers from father to son under the Old Land Titles until 1856. If it passed out of the family before 1856 there would be no family records. From 1856 births, etc. may be traced at the Registrar-Generals Department.

As far as the Irish convicts (political or otherwise) were concerned, in many cases the transport Indents were not sent out with the ships -- some followed 12 years later; As the great majority of the Irish convicts were Catholics, most of them declined to be married in the Anglican Church and so took Common Law wives co-habited.

The fact that Grandfather Brown claims that his great-grandfather was transported, and that this is a family verbal record, means nothing; however, if one son in each generation was named after his alleged convict ancestor --

say, Samuel Ezekiel,, and the name of Samuel Ezekiel Brown appeared on a convict Indent, this is a fair supposition; and the later descendents of Samuel Ezekiel 1st might be traced from 1856.

Only a minute fraction of documentary evidence would exist from generation to generation of the 1788 convicts' descendents -- if that. If the ancestor "arrived free" in one of the three Fleets, then there is a reasonably good chance of tracing descent if an Anglican -- because of Church records prior to 1856,

For the first 75 years of settlement there was no official record of births marriages and deaths; family hearsay statements may offer some basis on which to probe; but without documentary evidence nothing can be established or proved.

--M.H.N.

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CORRECTIONS: John Connell jnr. and John Connell Laycock: see Bulletin No.6  
January 1968, p.2.

In discussing the history of "Fernleigh" at Burraneer Bay, it was stated that John Connell (jun.) and John Connell Laycock were cousins. As John and Margaret Laycock (nee Connell) were brother and sister, John Connell Laycock was of course the nephew of John Connell jun. -- not his cousin. I regret that I did. not notice this error when typing the copy, and sincerely hope I have not misled members through this inadvertent error, for which my apologies.

-- M.H.N.

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Mary Rabey (Reiby): (see Bulletin No. 6, p. 4): there has been much confusion concerning Mary Reiby and another convict Margaret Catchpole, with a similar conviction,

Mary Haydock, while dressed as a boy and aged 13, "stole" a horse for a short ride; was apprehended and sentenced at Stafford in 1790 to 7 years' transportation. She was of refined breeding and this fact, and her youth, attracted the attention of a young Irish East India Coy, officer on the transport.. "Royal Admiral" (arrived Sydney 1792), and he took the child under his care. Having placed her as a nursemaid in the home of Major Francis Grose, he returned to England, but came back to Sydney and married Mary Haydock at St. Philip's Church on Sept. 1st 1794, the Rev, Richard Johnson officiating. According to the signature in the Marriage Register of St, Philip's Church it definitely appears to be Thomas Raby - not Reiby They settled on his farm at the Hawkesbury; but by 1803 he was engaged in the river shipping business. After Thomas' death in 1811, Mary took over the management of all her husband's business interests. She died at Newtown May 30th 1855. According to the NSW National Trust, the Tasmanian branch of the family spelt the name Raby. According to Mr. Philip Geeves of the R.A.H.S., Thomas himself spelt his surname both as Raby and Reiby, but the latter spelling seems to have been adopted in Sydney,

Margaret Catchpole was an illiterate of the lower classes; she was sentenced to death at the Suffolk Assizes in 1797 for stealing a valuable blood horse which she rode to London and sold. The sentence was commuted to seven years' transportation, and she had been in gaol in Ipswich for 3 years pending shipment when she escaped. She was captured and-sentenced to life transportation. She arrived in Sydney on the "Nile" in 1801. After working as an

assigned servant, etc., she was pardoned in 1814., For many years she kept a store at Richmond and was also a local midwife. She did not marry, and little is known of her later years or of her death.

--- extract Dictionary of Australian Biography,  
ed. Douglas Pike: published 1966.

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BYE-WAYS OF HISTORY:

Forgotten Metropolitan Names: information taken from an old Street Guide; publisher and date unknown, but about 1917-18. Only two maps of the Shire were shown, viz., Sutherland and Cronulla areas.

- Dumbleton: Bexley district and railway station
- Elizabeth Farm:. Parramatta North
- Fern Hill: Hurlstone Park district
- Galston: Hornsby district; today, Galston is only a small area; named after a town in Scotland
- Golden Grove: part of Darlington
- Helsarmel: part of Leichhardt
- Kyle Bay: now Hurstville South
- Orange Grove: part of Leichhardt
- Rock. Lily; beach three miles north of Narrabeen
- Putney and Tennyson two small localities in South Ryde; these were for many years important district wharves serviced by ferries on the Parramatta River, The opening of the Harbour Bridge soon sounded the death-knell for most of these ferries.

Sydney Town in 1836: "in 1836 Sydney covered an area of about 2000 acres, and contained about 20,000 inhabitants; of this number 3,500 were convicts, most of them in assigned service, and about 7000 had probably been prisoners of the Crown, These, together with their associates amongst the free population, were persons of violent and uncontrollable passions, which most of them possessed no lawful means of gratifying; incorrigibly bad characters, preferring a life of idleness and debauchery by means of plunder, to one of honest industry. Burglaries and robberies were frequently perpetrated by convict servants More immorality prevailed in Sydney than in any other town of the same size in the British "dominions, . .

"The greater proportion of the public houses were kept by persons who had been transported convicts, and who were notorious drunkards, obscene persons, fighters, gamblers, receivers of stolen goods, receivers and harbourers of thieves, and of the most depraved of both sexes; and who existed upon the depravity of the lower orders"

-- extract: Report from the Select Committee on Transportation 1838

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The opinions expressed in this Bulletin do not necessarily reflect those of this Society.



Bye-ways of History: (continued):

Robert Campbell came to the penal colony of New South Wales in 1798 to investigate commercial opportunities for his firm of Campbell & Co. of Calcutta. He was. the "first man to come to the colony with a command of capital and the means of mobilizing colonial resources.

-- Merchant Campbell: Margaret Steven  
Oxford University Press (Melb.: 1965)

"Repeat Performance": Bidborough Village (Kent, Eng.) last July concluded celebrations to mark its anniversary as a Parish in 1218 -- all 750 years of them: Parish records and copies of the register of births marriages and deaths go back to 1593.

'Wool Industry': it was not until the late 1820s that wool became the colony's. major export and a channel for the development of private wealth.

Road Construction in 1805: "The whole of the Male Prisoners who have the Indulgence of holding Tickets of Leave are to assemble on Tuesday Morning next at Nine o'clock, in the Lumber Yard, Sydney, and at the Court-house Parramatta in order to perform a Task in the Repair of the Public Roads, of 35 rods each Man during the ensuing week. The road is to be 18 feet in the clear, with a Ditch on each side; and it is clearly to be understood that they will not be allowed to return until the whole of the Task is finished

.....By Command of His Excellency".

-- Sydney Gazette, July 14, 1805.

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GIRL GUIDES' ASSOCIATION LOCAL HISTORY BADGE: (for girls 11-15 years):. This merit badge requires that the girl have a general knowledge of the history of the area wherein she lives, and knows something of the background and lives of at least three prominent persons;. she must conduct her own research as far as possible, and write a short history or account of the area We are pleased to report that 13--year-old Barbara James of 1st Miranda Coy. is the first guide in the Shire to qualify for this merit badge. As part of the test, she wrote a very good little booklet, after having done her own research at the Miranda Shire's library; and in her oral exam, she displayed quite an interesting general knowledge of local background. It is to be hoped that other guides will now follow Barbara's lead.

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"THE-GEORGE & DRAGON INN" at Tunbridge Wells, Kent, is one of England's oldest and most picturesque Inns. Plastered, with oaken lathes and shingled roof, it was built about 1212 -- so that it has been catering to travellers for about 700 years:

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"BARRINGTON PROLOGUE": George Barrington was an educated Londoner and a notorious pickpocket. After several convictions, he was transported for seven years in 1791. He is credited with the composition of the following lines, said to have been spoken at the opening of the first Australian theatre in 1796.

"From distant climes, o'er wide spread seas we come,  
Though not with much eclat, or beat of drum)  
True patriots all; for be it understood,  
We left our country for our country's good".

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