



The Skeleton

THE
NEWSLETTER OF THE
AUSTRALIND FAMILY HISTORY SOCIETY
(INC.)

Affiliated with WA Genealogical Society (Inc.)



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WE'RE ON THE WEB

www.australindfhs.org

THE AUSTRALIND FAMILY HISTORY SOCIETY INC.

Library and Research Centre

Situated at: Australind Library Complex,
off Paris Road, Australind WA 6233

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Australind WA 6233

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Single Membership **\$35**
Joint Membership **\$45**

Single Membership (Senior over 60) **\$25**
Joint Membership (Senior over 60) **\$35**

LIBRARY HOURS

Tuesday 10 am - 4 pm
Wednesday 10 am - 4 pm
Thursday 10 am - 4 pm

Non-member charges

Use of library \$5 per session

A researcher is available to conduct
research on behalf of the Society

Contact Mr Alan Reynolds via the Library on
9796 1050 or email: alindfhs@iinet.net.au

Research

Initial Fee \$10 for 2 hrs
Additional \$ 5 per hr
Photocopying and Postage extra



Your Contributions . . .

Please email articles for the next newsletter to the Australind website with
'Newsletter' in the Subject line or leave in the tray at the Family History
Library: alindfhs@iinet.net.au

Deadline for the receipt of articles for next edition of the *Skeleton*.

15th March 2019



Disclaimer

The Society does not hold itself responsible for statements or opinions expressed by authors of papers published in this newsletter. The accuracy of offers, services or goods appearing here cannot be vouched for by the Society. The Editorial Team reserves the right to condense and edit articles to meet the approved size limits of our newsletter.

Dear Santa Claus
Please bring all of my genealogy
friends health & happiness, &
a stocking filled with
genealogical treasure!

Love Anne & Jayne



Message from the Editorial Team

_Hi Everyone,

Here we are again, our last newsletter for 2018 filled with interesting articles for you to read over the Christmas break. Check out the Christmas Quiz on page 8 too!

This is a special year for the Royal Flying Doctor Service celebrating their 90th birthday. Anne has written two stories on West Australians' involvement with the RFDS in its early stages

We held on Saturday, 10th November 2018 another DNA Talk by Cate Pearce (Genetic Genealogist). Again we had good attendance, which shows that more and more people are interested in finding family members in this way. Of course we will notify you of Cate's next presentation. Have you done your DNA test?

We would like to thank Lorraine Carlson for sending in her story on "William Moriarty" on page 13 & 14. Have you a similar story you want to put in *The Skeleton*? We love your contributions.

Wishing you all a very Happy Christmas and we hope to see you all again next year.

Anne & Jayne
The E-Team

*We've attached the Renewal Membership form for 2019

DATES for your DIARY

Closing Tuesday 4 December 2018.

Reopening Tuesday 22 January 2019

Committee meetings: Last Friday of the month. 10am. AFHS Library.

WAGS Library open Mon 9:30 - 20:00
Wed-Fri 9:30 - 14:30 Sat 13:00 - 17:00
www.wags.org.au

TIP: Don't forget to bring along your USB thumb drive to save files from your web research.

AFHS SERVICES

Library Visit

Affiliated Societies - no charge (show membership card)
Non members - \$5 per visit

Membership

1 Jan 2018 – 31 Dec 2018.

Computer Use

Internet Access -includes Ancestry.com + Find My Past and many more.

All users	\$2 per hr
Printouts	30c each
Burn CDs	\$1 each

Micro Film/Fiche Readers/ Pro Scan

All users	\$2 per hr
Printouts	30c each

Photocopying

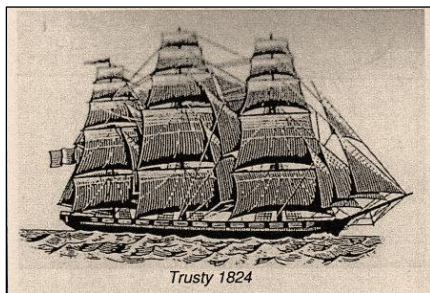
A4 B&W single	20c	Double-sided	30c
A4 Colour single	30c	Double-sided	50c
A3 B&W single	30c	Double-sided	60c

Ring Binding

Up to 50 sheets	\$2
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Laminating

Please ask at desk



On 6th December 2018 it's the 176th Anniversary of the arrival of the Trusty ...

As this newsletter is distributed, it is a timely reminder for us to remember the 156 new settlers who arrived on 6th December 1842 on the ship *Trusty*, following a 127 day voyage from Gravesend, England. It can be imagined that it was a huge relief to arrive after such a long voyage with all their expectations of a future ahead of them; which sadly may not have eventuated given the ultimate failure of the Australind settlement. However, many of these arriving at the settlement went on to settle in other areas, raising families and leaving many a long line of descendants throughout the State.

Here are some snippets from newspapers/gazettes of the day.

You may find your ancestor's name amongst the list of passengers but be aware that some names may be incorrectly spelt/recorded:

Source: "South by Southwest: The descendants of William J Wood and Sarah Hurst" by Anthony Wood, Barbara Pursell & Beverly Cheriton

The Trusty's arrival

ARRIVAL AT AUSTRALIND.—On the 6th December, the Trusty, John Elsdon, Commander, from London. Out four months and two days. Passengers—Cabin, H. A. Allen, Esq., M.D. Surgeon Superintendent in charge, and lady, J. Ferguson Esq., Henry Dey, Esq., and A. J. Orr, Esq.

STEERAGE—James Arber, William and Elizabeth Arnold and three children, John and Elizabeth Bishop and five children J. Bath, W. and M. Bass and two children, Edward and Charlotte Clayfield with five in family, John and Rebecca Corston, John and Emma Delaporte, John Forsayth, William and Margaret Forrest, Gavin and Mary Forrest, and four children, Alfred Frost, Reuben and Anne Gardner and six children, Jesse and Jane Gardner and four children, John and Marianne Heritage, and eight children, Elizabeth Henderson, William and E. Howells and one child, Joseph and Rebecca Hamblin, Joseph Hooper, J. and H. Jarvis and one child, J. and E. Jones, J. and M. Johnson and one child, J. and A. Kenworthy and three children, E. and A. Letts and one child. Mr. Letts, J. and M. Lack and three in family, Thomas and Clarissa Mackay and four children, James and M. McCourt and two children, A. McAndrew, J. and D. Neal and one child, A. Nicholson, J. and W. Place and 4 children, S. and M. Pridaux and two in family, Thomas and M. Ryder, E. Ricketts, F. and A. Spence, W. Spenser, W. and A. Smith, and one child, H. and E. Tyler, W. Vance, J. and S. Wills and 7 in family, I. and A. Wear, and 7 in family, C. and J. Wines and four children, John and C. Wear, J. Walker. Born on the passage, two.

Perth Gazette, 10 December 1842

EMIGRATION GAZETTE AND COLONIAL ADVOCATE.

No. 42.—AUGUST 6, 1842. 3

PUBLISHED EVERY SATURDAY.

(PRICE SIXPENCE.)

AUSTRALIND—WESTERN AUSTRALIA.

On Saturday last 156 Emigrants embarked from the depot at Deptford on board the Western Australian Company's chartered ship *Trusty*, of 500 tons burthen, bound direct for the Company's settlement of Australind.

The vessel dropped down to Gravesend the same day, where, on Monday the 1st instant, the Emigrants were inspected by Lieutenant Lean, R.N., the Government officer appointed for the purpose. During this day the ship was visited by ladies and gentlemen desirous to see the arrangements made for the accommodation and comfort of the passengers, and they expressed their admiration of the complete manner in which the vessel was fitted, of the excellent quality of the provisions supplied to the Emigrants, their cleanly and respectable appearance and orderly behaviour, and the happy feeling which appeared to pervade the whole party.

John Chapman, Esq., one of the Directors and Deputy Chairmen of the Company, arrived on board the ship about one o'clock, when the Emigrants were at dinner, and examined and approved their fare. Dinner being finished, all hands were drawn up around the deck of the vessel, and Mr Chapman addressed them at considerable length, in very impressive terms of affectionate advice and concern for their welfare, concluding with best wishes for their prosperous passage to the distant region for which they were about to depart, and for their happiness and success through life in the country of their adoption.

The earnest attention evinced by every listener to this pathetic address, and the becoming sentiments to which it gave rise, afford a strong example of what the minds of the labouring class of Englishmen, in the present day, are capable, if well directed.

Mr. Chapman and the other visitors soon afterwards took final leave of the Emigrants, who spent the remainder of the day in much cheerfulness, and early on the following morning (Tuesday) the ship got under weigh for their destination. We understand all the Trusty's cabins were engaged by capitalists, (purchasers of the company's land) proceeding to settle at Australind, and that they individually signified their entire satisfaction with the accommodation provided for them.

We believe that the settlement of Australind is gradually and successfully advancing, and that it is destined soon to become the favoured resort of the Anglo-Indians.

Emigration Gazette, 6 August 1842



This year marks the 90th anniversary for the Royal Flying Doctor Service.



Three Men And The Flying Doctor Service

*Rev John Flynn >> Jimmy Darcy
>> John Clifford Peel*

Ninety years has passed since the Flying Doctor began operations from Cloncurry, Queensland - a service that took many years of campaigning and bequests from supporters of John Flynn enabling an efficient medical service for those living and working in remote Australia. John Flynn noted in his work with the Australian Inland Mission (AIM) that the inhabitants of outback Australia were being overlooked, describing their isolation 'as the awesome silence of the outback'. Flynn's observations inspired him to seek a solution for these inadequate services.

Flying to the far-flung areas of Australia was seen by many as implausible in 1916 but Flynn continued on his quest to improve conditions for those of the inland. Flynn of the Inland as he was known.



Australian Inland Mission
Alice Springs

Rt. Hon. L. Hughes.
Parliament House.
Melbourne

19th April 1916

My Dear Prime Minister,

The brave pioneers living in these practically uninhabited parts are now entirely cut off from doctors and nurses.

None but the men, women and children who live in the 'never never' can appreciate the great benefit and boon an ariel medical service will bring to them.

The people of the 'never never' and the people who help to keep the big commercial centres together, and those who live in the big cities and towns of Australia must realize what these men outback have done and are doing.

I remain yours sincerely
John Flynn.

A tragic incident in the Kimberley of Western Australia gave more emphasis for the need for an aero medical service when in July 1917, Jimmy Darcy, a stockman was severely injured as his horse fell. This accident occurred 50km south of Halls Creek and 3,000km from Perth. An arduous journey was taken by his mates in transporting Jimmy to Halls Creek where the only resident with medical knowledge was W J Tuckett, the local Postmaster who quickly realized Jimmy's condition was dire. An acquaintance of Mr Tuckett's was a Dr Holland in Perth who he contacted by telegraph enabling him to perform with much trepidation surgery on Jimmy. The only medical implements on hand a pen-knife, razor and morphine. "Make a stab wound one inch deep, one inch long, half inch above pubic bone" Dr Holland via telegraph "okay can do this if it's absolutely necessary" Mr Tuckett sent back. The surgery was a success but Jimmy wasn't out of danger as complications set in requiring Dr Holland to travel North by steamer, across land in a Model T Ford, then horse and sulky, a journey of almost two weeks. Sadly Jimmy had died the day before Dr Holland arrived.

Jimmy Darcy's life and death tragedy reported nationwide highlighted John Flynn's campaign to bring medical care to remote Australia.

Further support came via a letter written on the 2nd November 1917 from a young man John 'Clifford' Peel of the AIF who had a keen interest in aviation and John Flynn's work. Peel agreed with Flynn's idea of an aero medical service writing to Flynn that if he wanted more information on the logistics of this operation to let him know.

What followed was a letter later published in the Transcontinental paper 8th November 1918:-

<h3>A Young Australian's Vision.</h3> <h4>Aeroplanes for Inland.</h4> <p>Aviation is still new, but it has set some of us thinking, and thinking hard.</p> <p>Perhaps others want to be thinking too. Hence these few notes.</p> <p>The first question to be asked is sure to be, "Is it safe?" To the Australian lay mind the thought of flying is accompanied by many weird ideas of its danger. True there are dangers, which in the Inland will be accompanied by the possibility of being stranded in the desert without food or water. Yet even with this disadvantage the only reply to such a query is a decided affirmative. Practically all the flying for the last three years has been military flying, and men have taken, and are taking, risks that will be quite needless in commercial or private aviation in the future; and if we study the records available, and deduct accidents that occurred while the pilot was "stunting" over enemy territory, we will find that the number of miles flown per misadventure is very large, while the number of accidents per aeroplane per annum is very small.</p> <p>As in every new adventure there are initial difficulties, so in establishing the aeroplane in the Inland. The first and greatest of these is cost.</p>	<p>Everything is dear by the time it gets Inland, and the question to be settled is: which is the least dear? In this calculation we must reckon time, men, material and efficiency, in terms of £-s-d.</p> <p>With aeroplanes I venture to say that, given proper care, the upkeep is relatively light; while the cost of installing compares very favourably—if we realise that to run a train, motor car, lorry, or other vehicle, roads must first be made and then kept in repair, whilst the air needs no such preparation.</p> <p>The capital expenditure in Europe (according to an eminent English authority) before a motor car can be run is £6,000 per mile, for a train £24,000 per mile, and for an aeroplane about £600 per mile. The problem of overhauls and major repairs present another great difficulty. Most people realise that motor engines require delicate treatment and special machinery when being overhauled. The question of ways and means remains to be solved.</p> <p>Landing ground may present some difficulties in certain regions, but these will be found where needed.</p> <p>Machines for Inland work will need to have a large radius of action, say a non-stop run of at least 700 miles, so that the fuel carrying capacity will be large.</p> <p>Many of these and other difficulties loom very large, as we view them from the distance, but with the progress of aviation, and the more universal use of the motor car, many of them will automatically disappear.</p> <p>With a machine doing ninety miles an hour, Darwin is brought within twelve and a half hours of Oodnadatta (excluding stops). It takes little imagination to see the advantage of this to the mail service, government officials, and business men; while to the frontier settlers it will be an undreamt of boon as regards household supplies, medical attention, and business.</p> <p>From Oodnadatta, Alice Springs is about three and a half hours' trip. Overland it takes nine days—long ones too.</p> <p>The credit side of the ledger I leave for those interested in the development of our hinterland to compute. Sufficient to say that the heroes of the Inland are laying the foundation stones of our Australian nation.</p> <p>We will do our share proportionately as the sense of our brotherhood with our fellows directs our thoughts and actions.</p> <p>J. Clifford Peel, Lieutenant, Australian Flying Corps, A.I.F., in the "Inlander."</p>
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Signed J Clifford Peel - Australian Flying Corps, AIF (at sea 20th November 1917)

(This newspaper article can be viewed in trove.nla.gov.au)

John 'Clifford' Peel would not see his ideas come to fruition as he was killed in action on the 19th September 1918 aged 24 years. After his death Flynn sent a condolence letter to Cliff's mother, she replied saying her son planned to be a medical missionary sadly that was not to be but his idea promoted by John Flynn made the Flying Doctor possible.

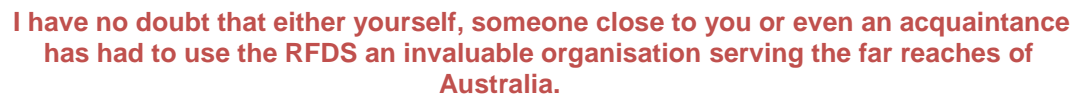
John Flynn's missionary work with the Australian Inland Mission (its purpose to minister the spiritual, social and medical needs of people in the outback) continued on after Darcy's tragic tale whilst John wrote impassioned articles and collected medical stories until having persevered for so many years his vision of a flying medical service was finally launched in 1928.

THE ROYAL FLYING DOCTOR SERVICE (RFDS)

"If you start something worthwhile nothing can stop it"
John Flynn



This RFDS memorial plaque is at Old Halls Creek Pioneer Cemetery

[illegible]

Santa Claus Under the Southern Cross



It all happened a way back in the days of the old wooden sailing ships. Captain Cook had come back to England with the story of his discovery of the big continent under the Southern Cross. Then it was decided to form a settlement in the new land and when old Santa Claus heard about it he decided that he must be represented in Australia. There are bound to be some children there he thought. But he realised he himself could not for in those days the sea voyage occupied nearly six months. So it was that Santa's brother came to Port Jackson with the First Fleet and he has stayed in Australia ever since.

I met him first when I was very young and that is not so very many years ago. I was at the time quite old in fact nearly six to be precise. I had wandered down to where the little billabong ran through the bottom paddock. A tall poplar tree reached upward to the blue sky its leaves all golden with the yellow dust of autumn. Tiny bluebells bowed to red poppies around my feet as I passed by. A flash of crimson and blue skimming the billabong was my friend Kingfisher.

That night I saw his picture in a picture-book and mother told me his name was Santa Claus or Father Christmas as I had known him. Only he was wearing a big red cloak and fur lined hood instead of the open red shirt and battered old hat I had seen him in today.

So, that is how I know. We have been firm friends ever since, Santa's brother and I. He came to see me every Christmas Eve until I grew up. He spends most of his time between Christmases fishing along the banks of rivers and creeks outback, or tramping along the bush roads looking for the homes of new children to visit next Christmas Eve.

[illegible]

1. Electric Christmas lights were used in 1854, 1912 or 1942?
2. Two of the reindeers are named after weather phenomenon. Name the reindeers.
3. Which country can be credited with the creation of the Christmas beverage "egg nog"?
4. Which country does St Nicholas originally belong to?
5. Traditions of Christmas around the world will tell you that Santa Claus is known by many names. What is the French name for Santa Claus?
6. When was the first Christmas card sent? Who designed it?
7. What are the two names for Santa Claus?



December 2018

This year marks the 90th anniversary for the Royal Flying Doctor Service.



REMARKABLE FLIGHT NURSE

Robin Elizabeth Miller 1940-1975

'The Sugarbird Lady'

A young woman who left her mark on the history of the Royal Flying Doctor Service (RFDS) here in Western Australia was Robin Miller, fondly known by the indigenous children of the North of this state as 'the tchooger bird lady', Sugar Bird Lady.

Robin was the daughter of Dame Mary Durack author of 'Kings In Grass Castles' (an account of the pioneering Durack Family of the Kimberley region of Western Australia) and Captain Horace (Horrie) Clive Miller OBE and aeronautical engineer.

Having a keen interest in flying like her father, Robin obtained her commercial pilot's license whilst at the same time training as a nurse, and with these combined skills approached the West Australian Health Department with her desire to fly to remote areas of the State to administer the polio 'sabin' vaccine. At the time 1967 the vaccine wasn't reaching these areas (it had been available since 1955). Permission was given, and flying her own aircraft a single-engine Mooney MK 20E, she commenced her mission dispensing the vaccine to the many isolated communities of Western Australia. The children would look out for the plane, watch her disembark, then Robin would dispense the vaccine by mouth in sugar cubes. Hence Robin's nick-name 'Sugar Bird Lady'. Her mission was completed in 1969 having administered 37,000 doses of vaccine and flying 69,200km.

She later became a well-respected flight nurse with the Royal Flying Doctor Service despite the initial hostility of male doctors.

"She was so used, for example, to doing things like flying in through a thunderstorm to an outback station where there was nothing you could really call a landing ground, and getting down there and then picking up someone who had perhaps been gored by a bullock, you know, with a great wound in the abdomen, getting them into the aircraft, and flying back to Perth or Broome or wherever it was where the nearest hospital was, but she was, er 'Well, you know, what's so interesting about that?' - *Michael Page (publisher)*

Another tale tells us of Robin's flying solo her passenger a woman in labour and about to give birth. Not an issue for Robin, "just put the plane on auto-pilot whilst I deliver this baby." Once back on air-to-base Robin announced "now have three passengers on board!"

Aside from her dedicated health care work (well-known for treating eye diseases such as trachoma) in the Kimberley and Pilbara regions of WA, with the RFDS her passion for flying never faltered when in 1970 she received the Nancy Bird Award as Australia's Woman Pilot of the Year, then in 1973 competed in the trans-continental American Air Race known as the Powder Puff Derby. Again with her husband Harold Dicks,

Robin flew with the RFDS up until her untimely death in December 1975 aged thirty-five.

"I just remember her as a dear and affectionate sister who was always there for us all, and the wider public of course. She gave her life to serve others."
- *Patsy, her sister.*

- Robin's aircraft carried the registration VH-REM (Romeo Echo Mike) her own initials Robin Elizabeth Miller REM.
- Her aircraft also carried her name.
- 1976 she was posthumously awarded the Paul Tissandier diploma by the Federation Aeronautique Internationale and the Brabazon Cup by the Women Pilots' Assoc of Great Britain.



Memorial to 'The Sugar Bird Lady'



"For what we are about to receive, he said gravely and for what Rachel has already eaten make us truly thankful."



An Australian Christmas

Australians have a special way
Of spreading Christmas cheer,
Ploughing snow is a big no-no,
We have sun over here,

Christmas pud is a pav instead,
While lunch is on the beach,
Cold ham replace turkey,
And we have three servings each,

Kangaroos help Santa out,
"Cause reindeer just won't do,
For they don't know the bush so well,
Roos just bound on through.

Forget the fur lined boots this year,
Thongs are what you need,
Rudolf will have to sit it out,
While Skippy take the lead.

But don't worry, have no fear,
Santa's used to us down here!



Family
Find Descendants
Research and More Research
Requires Patience Time for Results
Found Them!
(Cinquain Poem)

WEB CORNER



*** Remember to visit our own AFHS Website administered by Chris Riley**

- Australian Cemeteries – <http://www.australiancemeteries.com/>
- Australian Newspapers – <http://trove.nla.gov.au/newspaper>.
- Australian War Memorial – <http://www.awm.gov.au>
- Convicts To Australia – <http://www.convictcentral.com>
- CORAWEB – <http://www.coraweb.com.au>
- FAMILYSEARCH – <https://www.familysearch.org>.

>>>>>>>



** WELCOME TO OUR NEW MEMBERS **

742	Fay French	Australind
743	Kathleen Phillips	South Bunbury
744	Frederick Phillips	South Bunbury

>>>>>>>



LIBRARY – LATEST ACQUISITIONS

Many thanks to the generous people who have donated books to the Library.

A Century of Opportunities Bunbury Senior Hospital 1918-2018	Graham Houghton
Early Bunbury	Phyllis Barnes

Check out our Facebook page.....



Check Out a Library Book

***REMINDER TO ALL MEMBERS -**
*We have history books available
for loan from our well-stocked library.*

WILLIAM MORIARTY

by Lorraine Carlson



William Moriarty was born around 1814 in County Kerry, Ireland to William Moriarty and Margaret Godsil. Margaret was sister to Sir Arthur Godsil. She came from a wealthy family but was disowned by her English Protestant families when she married an Irish Catholic.

When William (Snr) died quite young, William and his two sisters, Mary and Margaret, were reared by their father's brother Michael, who owned a glove factory in Sheffield, England. William attended college and the girls boarded at a convent in Ireland. Family tradition includes mention of William's part in the Carlist War in Spain.

Whilst her son William was away fighting the war, Margaret's needlework was her only means of support. Sadly when William returned home he found that his mother had starved to death (unsupported by her brother and siblings).

Aged 26, William boarded the *Island Queen* and sailed for Port Leschenault, Australind where he landed on December 10, 1840. The ship's master, in his letter to the Governor, claiming the emigrant bounty, describes William as a bricklayer. More specifically, he was part of a surveying team - either an assistant surveyor or a "chainer". The "Perth Gazette" of 19th December 1840 lists the men passengers as "Mr Austin, nine assistant surveyors and 13 chainers". Rations on the *Island Queen* were distributed every second day and were alternately "a bottle of wine or a bottle of porter". Chainers' pay was 2/6 per day.

A land grant at Australind was made to William but he did not develop the land. The inn he built at Australind was destroyed by flood waters. Then, probably because it was decided to move the main settlement to Bunbury, he did not remain at Australind.

He had paid his bounty (passage) by 1843 and was working as a labourer at Picton where on 29th January 1843, he married Ann Wear at the Picton Church. The marriage was solemnized by the Rev. Wollaston, in his capacity as Colonial Chaplain. This marriage was childless and Ann died within a few years in December 1847 of enteritis. Ann (18 years) had arrived on the *Trusty* with her parents in December 1842.

On 27th October 1846 William advertised for 20 acres at Wonnerup near Forrest Beach and in 1848 he requested a depasturing license for land in the Sussex district. Life was hard in those years and in 1850, whilst working for James Knight of Capel River, he returned home to find his house had been broken into and robbed. William, with others, ferried goods to ships out from Forrest Beach thus saving the shipping companies the expensive fees to dock in Bunbury.

Around 1853, and after several letters to the Colonial Secretary it was agreed that the haphazard manner of allocating land without planning for roads resulted in a new road being laid to allow William access to his farm. In 1860 William acquired a further adjoining 100 acres. He later purchased other parcels of land including 762 acres around the Yallingup area.

After being on his own for about 10 years, in 1851 he travelled to Fremantle where an immigrant ship was due. He declared his intention to marry "the first girl off the ship", and this he did, so it is believed.



Julia (Johanna) Wilde had left the ship at Fremantle when her brothers continued on to the Eastern States. She obtained a position as "Ladies Companion" to the Harbour Master's wife. Colonel Bruce's family were staunch protestants and changed Johanna's name to the English version Julia. She stayed with them until she married William in Perth on 3rd November 1851 and was later blessed with ten children: William, Michael, Sarah, Edward, Thomas, John, Arthur, Margaret, Richard and Mary Angela. Their property was near Forrest Beach and the Kinsella family lived opposite. In April 1868 William purchased another 50 acres of land.

Julia, with neighbouring women and the children, would often walk from Ludlow to Busselton to attend church.

Stories were often told of how Ned and Tom Moriarty were riding their horses along Forrest Beach when they heard a baby cry. They found a young Aboriginal woman and baby hiding in a tree. There had been some skirmishes in the area and she had been there 2-3 days. The men coaxed them down and took them back to the farm where they were cared for until well enough to travel to look for her tribe. Tom was to come across the young Aboriginal boy several times over the years.

William was, for some time, working with a gang of convicts on the roads near the Cokelup Swamp close to Busselton. During that time he helped in the escape of the Irish political prisoner and famous poet, John Boyle O'Reilly in 1869. Being both educated men and enjoying poetry, they had become quite friendly. It is believed that William may have helped in hiding O'Reilly down the well in Dardanup, near where Ann's family had their farm. William also spoke of how he gave O'Reilly civilian clothes and drove cattle across the road to hide the convict's boot prints (an arrow was carved into the sole of convict boots so they could be easily tracked by the Aboriginal trackers).

(Whilst holidaying in Ireland many years later, great grand-daughter Grace met friends of the great grand-daughter of Captain Anthony who sailed the "Catalpa" to free the other Fenians from Fremantle Prison.)

William later retired from farming to run the Ludlow Post Office. Bridget (Kinsella) who married his son Thomas, took over as Post Mistress some years later. William and Julia purchased a wattle and daube house and farming land as a wedding present for childhood sweethearts Bridget and Tom who were blessed with 9 children.

William and Julia's daughter Sarah (Rutherford) was the first lady school teacher at Karridale around 1873. She also taught in other Government schools at Bunbury, Augusta, Boranup and Hamelin. Sarah, with her sister Mary Angela, used to ride horseback from Karridale to Ludlow in one day.

William and Julia moved to Bridgetown where they both died - William (abt. 79 years old) on 16th March 1893 and Julia (68 years old) on 27th October 1897. Both are buried in the Catholic portion of the old Bridgetown cemetery.

"Part of the above account is according to what Grace (Moriarty) Lloyd, the great grand-daughter of William and Julia Moriarty remembers."

**Ref: State Archives of WA, Colonial Secretary's Office.
Bunbury, Busselton & Capel Historical Societies (Inc.)**

** In our next edition we will be continuing on with another story from the Moriarty family*

"LIFE IS LIVED FORWARDS ...BUT UNDERSTOOD BACKWARDS"

(Quote sent in by Richard Elphick)



CAN YOU HELP?



This column of *The Skeleton* is to help members trace those 'hard to find' ancestors.

*We will print your requests for help here in this column
but all correspondence is to be between you and the people
who can assist you using your email addresses.*

We have received an enquiry from a white bearded gentleman who lives in Australia 'under the Southern Cross', who's looking for his older brother who resides on the other side of the world. The brothers both wear red outfits and work long hours sharing an important job in making children happy all over the world.

Does anyone know his whereabouts??

>>>>>>>>>>

Dear Santa



Don't bring me new dishes
I don't need a new kind of game.
Genealogists have peculiar wishes
For Christmas I just want a surname!

A new washing machine would be great,
But it isn't a desire of my life
I've just found on ancestor's birth date,
Now I need the name of his wife.

My heart doesn't yearn for a ring
that would put a real diamond to shame
What I want is a much cheaper thing
Please give me Martha's last name!

To see my heart singing with joy
Don't bring me a red leather suitcase
Bring me a genealogist's toy
A surname, with dates and a place!



XMAS QUIZ ANSWERS:-

XMAS QUIZ ANSWERS: 1. 1854, 2. Donner, which means thunder in German and Blitzen which means lightning, 3. England, 4. Turkey, 5. Père Noël, 6. 1843. Designed by John Horsley. 7. St Nicholas and Kris Kringle, both came from the Dutch who settled in New York.