



ALBURY & DISTRICT HISTORICAL SOCIETY INC BULLETIN



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REPORT ON MARCH MEETING (9.03.2015)

It was a pleasant Autumn evening in Albury when our Vice President June Shanahan recounted the tale of Patrick Keighran's violent start to life in a troubled Ireland leading to his transportation to Australia on a voyage involving mutiny, death and flogging. As happened with many convicts the Keighran family made the most of the opportunities that the new colony offered and became prosperous and upstanding members of the community.

Our Webmaster Greg Ryan then paddled us up the Murray and the Darling Rivers with the little known story of the original steamer, the Cumberoona, which was built in Echuca in 1866. To illustrate his presentation Greg brought with him a replica of the PS Cumberoona (from the Albury LibraryMuseum collection), built by Geoff Hensgen of Lavington which won the model competition in 1985 run by the Albury Regional Museum. The question was posed as to why Australian paddle steamers had side paddles compared to the American rear wheelers. The answer being manoeuvrability in our narrower water ways. Kate Benson from the Border Mail will be attending our next meeting to speak about the historical articles that have been running in Tuesday's papers. These articles have been useful in raising the profile of the Society and have certainly increased traffic on our website and Facebook page. Michael encouraged anyone with a journalistic bent who was interested to contribute a story of 300 to 350 words.

**NEXT MEETING
WEDNESDAY
13 APRIL, 2016
7.30pm at Commercial
Club Albury**

'Albury and the legacy of Gallipoli.' Looking at the local effects of the 1915 campaign and the subsequent 1916 entry onto the Western Front, 100 years ago this year.

Speaker: Doug Hunter

**ALBURY LIBRARY-
MUSEUM
NATIONAL HERITAGE
WEEK:
DIGGING UP ALBURY'S
PAST
SUNDAY 17 APRIL
BOOKINGS ON
60238333**

Page 2 Albury's Own Steamer
Page 4 The Keighran Family
Page 8 A Convict in the Family?

ALBURY & DISTRICT HISTORICAL SOCIETY INC

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<www.alburyhistory.org.au>

For your reference A&DHS account details are:

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Meetings: 2nd Wednesday of the month 7.30pm usually at Commercial Club Albury.
Committee meets 3rd Wednesday of the month 5.15pm at the Albury LibraryMuseum.

ANNUAL SUBSCRIPTION

Single: \$25
Family: \$33
Corporate: \$50

Research undertaken \$25 first hour.
Enquiries in writing with \$25

ALBURY'S OWN STEAMER - THE CUMBEROONA, 1866-1889



PS Cumberoona

All Photographs Courtesy: South Australian Library

Albury was first reached by water when PS Albury arrived on October 2, 1855. The bank was crowded with people and the Sydney Morning Herald proclaimed: "HURRAH! Hurrah! for the steamer Albury. Free trade forever! The long-looked-for come at last!"

The river quickly became a highway for passengers and produce to and from Albury. In 1895, reminiscing in a letter published in the Ovens & Murray Advertiser, George Mott, former owner of the Border Post wrote "Large fortunes were made by some steamer proprietors who freighted their own vessels, and realised double and treble the cost price in Adelaide of the goods they brought up."

In July 1866, the steamer Cumberoona was built at Echuca for the Albury Steam Navigation Company. Mott reported that John Hore was the principal shareholder and other shareholders included four one-time Mayors of Albury, William M N Edmondson, James T Fallon, George Day and Kenneth McLennan. The vessel was named after John Hore's Cumberoona property, the name coming from an Aboriginal word meaning 'crooked river.' She was built by George Linklater of Echuca (born Aberdeen, Scotland), an iron hulled, side paddle vessel, 108 feet (33.2 m) long, weighing 142 tons and designed to carry 75 tons, driven by a pair of engines of eighty horse power, by Tennant, of Leith, Scotland, fitted by Messrs McCall & Black, Melbourne, who also constructed her boiler.

On June 20, 1866 the Riverine Herald (Echuca) reported: "On Saturday afternoon the launch of this fine steamer, built at Echuca for the Albury Steam Navigation Company, was safely accomplished the launch attracted a goodly concourse of ladies and gentlemen to witness it, and to partake of the hospitality of the owners At about three o'clock, all being in readiness, the usual christening ceremony was performed by Captain Mace's little daughter, and the Cumberoona glided off the ways into the river with perfect safety, amid the cheers of the assembly, who then proceeded to indulge in the conviviality usual on such occasions, and toast followed toast in rapid succession."

An advertisement in the Melbourne Argus claimed "The passenger accommodation is considerably superior to any boat on the river. Her saloons are elegantly and comfortably fitted, and her other accommodations will be found equal to any." The vessel had a separate cabin fitted up for ladies and a stewardess on board - the trip from Echuca to Albury cost £4.

Her maiden voyage from Echuca to Albury in July did not go as planned - the vessel hit a snag and sank. It was reported that "The forward cabin and portion of the deck are out of water, but the aft saloon is submerged, and there is about three feet of water in it." Repairs had the Cumberoona back on the water and she finally arrived in Albury on August 23, 1866 with Captain James Mace at the helm and a public holiday was proclaimed in celebration.

In July 1868 a barge, the Howlong was launched in Echuca for the owners of the Cumberoona. The barge would accompany her on her trips up and down to Echuca - rail had arrived in Echuca

CONTINUED: ALBURY'S OWN STEAMER - THE CUMBEROONA, 1866-1889

in 1864, so cargo would be transferred off for rail to Melbourne and supplies for Albury loaded. However, because of fluctuating river levels, the Murray was only navigable for about seven months of the year, and snags were always a hazard on the river, the Border Post reporting on August 5, 1866 that "Six wrecks on the Murray have taken place in about the same number of weeks. The Endeavour was sunk once, the Lady Darling thrice, the Cumberoona once, and the Beechworth once." Many thousands of pounds were spent by Victorian, NSW and South Australia governments on snag removal.

The Albury Banner of September 1872 reported a busy few days in and out of the Port of Albury: "The Jane Eliza and barge arrived at Albury on Saturday (21st), and left on her downward trip on the following Wednesday with a full cargo of wheat, taking in all about a thousand bags. The Elizabeth reached here on Sunday (22nd), and on Tuesday cleared out with some four hundred bags of wheat. On the 27th came the Cumberoona laden with 50 tons of goods for local merchants. She has since departed for Echuca with a cargo comprising 784 bags of wheat, 150 of oats, wool, wine, tallow and hides."

The Cumberoona was a fast steamer, the Albury Banner reporting in October 1867 that she covered 68 miles from Albury to Howlong in three hours. Then in November 1871 the Banner reported "One of the fastest passages, if not the fastest on record, has been made by the Cumberoona. She left Albury on Thursday (26th October), for Echuca, and was back again at her moorings here the following Tuesday night 31st. This remarkably quick work included stoppages of all kinds, and the loading and unloading of full cargoes each way."

However her speed got the Cumberoona into trouble in October 1869 - with a barge in tow, she collided with the Wahgunyah while trying to overtake in a narrow part of the Moira Lakes near Barmah. George Skinner, a young man steering the barge, was thrown overboard and drowned. Captain Mace was found culpable and had his master's certificate suspended for 12 months. In 1871, Mace became proprietor of the Star Hotel Echuca. Other masters of the Cumberoona included Edward Barnes and Gus Pierce.

A wharf at Albury was completed in May 1871. However, in May 1878, the Sydney Mail reported that "Since the opening of the railway few steamers come above Howlong and the Albury wharf, useless and deserted, is quietly rotting away." The wharf remained a sad relic of the 'Port of Albury' until it was finally demolished in 1896.

The river trade had peaked in the early 1870s, but rail links to Echuca (1864), Wodonga (1873) and Albury (from Sydney in 1881) saw a rapid decline in river trade. The Albury Banner of November 21, 1874 reported that "The railway has driven steamers from the Murray." By the 1890s, river trade as far as Albury had all but ceased.

The Cumberoona was sold in June 1873 by the Albury shareholders to Whyte, Counsell & Co, Wholesale Grocers and Wine & Spirit Merchants of Adelaide. Perhaps the Albury men could see the 'writing on the wall' for the river trade with the rail link to Wodonga almost complete. The Cumberoona continued to trade on the lower Murray, Darling and Murrumbidgee Rivers.

In January 1877 the Cumberoona hit a snag on the Murrumbidgee at Maude (below Hay) and sank. It was reported that she was a total wreck and was breaking up. However by July she had been towed to the Mannum dockyard on the Murray, she was repaired at a cost of about £1000 and was back on the water in November 1877.

A sad ending - after plying the river trade for over 20 years, the Cumberoona was heading up the Darling in June 1889 loaded with flour and woolpacks when she hit rocks at Christmas Rocks, about 40 miles from Wilcannia and sank. It was reported that just her funnel was out of the water. After efforts to refloat her failed, she was abandoned until in February 1892 and after complaints from skippers of other vessels about her blocking the river, the wreck was blown up with dynamite. The remains of the Cumberoona are still buried at Christmas Rocks.





The Grave of Thomas Keighran and his wife. Albury Cemetery

PATRICK KEIGHRAN AND SOME OF HIS ANCESTORS.

BY JUNE SHANAHAN

Patrick Keighran was born in County Leitrim, Northern Ireland in 1769. In 1793, when Patrick was 24 years old he was charged and convicted with the political crime of being a Defender and administering unlawful oaths and he was transported for life to Australia. His profession was a Tailor.

The group that he was involved with was the Defenders who were formed in the mid 1780's by Catholics in response to the failure of the authorities to take action against the Protestant Peep o' Day Boys. This group launched night time raids on Catholic homes under the pretence of confiscating arms which Catholics were prohibited from possessing under the terms of the Penal laws. The Defenders did not have a centralised leadership but were organised in loosely connected local cells and were limited by their lack of firearms. They sought to obtain them by raiding the big and small houses of the ascendancy.

In January 1793 the Annual Register reported that forty farms had been raided for weapons near Dundalk, County Louth. However County Leitrim saw the most Defender activity with raids on Carrick-on-Shannon and Manor-Hamilton before eventual defeat at Drumkeerin in May 1793. Catholics who were prohibited were transported to Australia for life on the "Marquis Cornwallis". Patrick Keighran alias Keoghan, set sail from Cork, Ireland on 9 August 1795 sailing via St Helena, Cape of Good Hope, reaching India on 11 Feb 1796 with 163 male and 73 female prisoners on board, the final destination being Sydney Cove, Port Jackson, New South Wales. Transportation to the new colony had only begun four years previously from Ireland and the master and co-owner of the ship, Irish born, Captain Michael Hogan, was known as a strict disciplinarian. However details of the true horror of life on board the Marquis Cornwallis only came to public light in latter years when the ship's log for 1795/96 came up for auction after years in private ownership.

The log details shows how the ship left Cork in 1795 bound for Sydney. Just four weeks later on 9 September, as the ship neared the Cape Verde Islands off the West Coast of Africa, the convicts were planning a mutiny in conjunction with one of the ship's guards to seize the vessel and take it to the newly independent America. However, the plans were leaked. Two prisoners told the Captain that a plot to seize the ship had been formed and Sergeant Ellis was the ringleader. A prisoner informer heard that the women prisoners were to convey knives to the male prisoners and put pounded glass into the crew's food. Hogan and his officers however forestalled the plan and brutally quelled the rebellion by shooting convicts as they tried to storm the deck.

According to the log and records by Captain John Brabyn, who had command of the military guard on board the ship, the plot was uncovered after Captain Hogan received a note that two of the prisoners wished to see him. Not only were a large number of the prisoners on board implicated, but so too were at least two crew members, Sgt Ellis and Private Lawrence Gaffney. According to Sgt Ellis they had secreted a number of knives, swords and pistols for use by the mutineers and the plan was to seize Captain Hogan and kill him during one of his weekly inspections of the prison below deck. At the same time Ellis and his fellow conspirators among the soldiers were to attack the officers remaining on deck and serve arms to the convicts as they rushed the deck. The prisoners, realising their plans had been discovered strangled one of the informers and, swarming the fore hatchway, attempted to smash down the barriers and force their way on deck. Captain Hogan and his officers, each armed with a pair of pistols and a sword, took up positions at the prison door, firing into the crowd of prisoners and eventually driving them back to their cell. Although no prisoners were killed outright, a number were badly wounded and

CONTINUED: PATRICK KEIGHRAN AND SOME OF HIS ANCESTORS.

seven later died. The voyage of the Marquis Cornwallis was particularly brutal even by the standards of the time. One prisoner was confined to the Poop and his head shaven. Sgt Ellis was hand-cuffed, thumb-screwed and leg bolted to one of his supporters, and the two men transferred to solitary. Sgt Ellis died nine days after the mutiny from his wounds, still chained to the other man. Retribution was severe, forty two of the male convicts were severely flogged for their part in the conspiracy and a further six of the women prisoners were also punished although it is not noted what sentence they received for their involvement in the plot.

The prisoners gave no further trouble and the Marquis Cornwallis arrived at Port Jackson, Sydney on 11 February, 1796. Captain Hogan was forced to remain in Sydney for three months while a magisterial enquiry was held into the mutiny. He was later exonerated of any charges of 'undue harshness' in his response. He later returned to England and onward to Capetown, where he made his fortune as a merchant and, it is reputed, as a slave trader, before moving to the United States and serving as Washington's first consul to the newly independent Chile.

Despite the violence, those being transported, 73 of whom were female were by no means hardened criminals. They included political prisoners from Ireland, then ruled by London, a 12 year old boy convicted of highway robbery and women sentenced to transportation merely for stealing gloves or sugar. It's a shocking tale of failed mutiny and swift, cruel retribution of a story of the convict transport the Marquis Cornwallis and the fate of it's pitiful human cargo.

After all that Patrick had been through he set up a tailoring business at the Rocks in Sydney.

In July 1806 he received an issue of 40 gallons of beer, it must have been some compensation or payment for a favour.

In 1810, 27-year-old Patrick married Limerick convict Catherine Conway (Born 1774) in St. Phillip's Anglican Church Sydney. They signed the register with "x" (their marks). Catherine had been tried in Limerick in 1798 and sentenced to transportation for seven years, it appears an appeal was made against her transportation but this was rejected and she arrived on the Minerva in 1800. She had 3 children, the youngest born after her arrest, there is no record of the children arriving with her, but in the 1814 Muster it was recorded that she had children with her.

The family were living at the Rocks where Patrick had his business as a tailor until he was granted 60 acres of land at Airs, Campbelltown on March 1811. The children of Patrick and Catherine Keighran were, John (1802), Patrick (1806), James (1808), Thomas (1810), and Catherine Jnr (1816). Catherine Keighran aged 36, and her infant daughter, Catherine Jnr both died in 1816.

By 1812, Patrick and his sons were solid farming citizens at Airs, Campbelltown. The sons were prominent in all sports in their teens and were stock drovers. They were responsible for opening up the South Land to Argyle County and points South and Westward of the Cook-Bundanoon ranges. (Tumut River). They were permitted to draw cattle from Government herds on credit.

In 1813 when Patrick subscribed to a fund for building a Court house in Sydney he gave Airs as his address. On 16 April, 1819 Patrick Keighran died aged 50. His burial was registered at St Phillips, Sydney. He was listed as being Free. Patrick was buried at the cemetery site where the Sydney Town Hall now stands and his remains were removed to Malabar before they started to build the Town Hall. It has been written that after Patrick's death his son John went to live with Andrew and Elizabeth Hume, parents of Hamilton Hume Appin Road. At the time of their father's death the family were living on 30 acres in Campbelltown.

A document at the State Archives authorises the Keighran boys (18 and 16) to pick-up cattle and horses with two others and a Mr. William Davis to drove them through County Argyle to the country south and west of the Bundanoon Range from the Cowpastures. Cowpastures has its own story, the First Fleet had on board two bulls and four cows that were on loaded at the Cape of Good Hope. They were grazed on the lush grasslands along the Georges River. However the guard went home for a meal and on return the herd was gone. A search was organised but no trace was found, it was feared the natives had taken them. Little did they know the Natives were terrified of cattle and climbed trees to get away from them, a search party was sent to look for them along the Nepean and Georges Rivers. Finally they were discovered on November 18, 1795 grazing on lush grasslands which became known as Cowpastures. From that day it was retained as a holding yard for all the livestock in the Colony.

In 1825 Patrick Keighran's eldest son John married Catherine Byrne, daughter of Hugh Vesty Byrne & Sarah Dwyer.

CONTINUED: PATRICK KEIGHRAN AND SOME OF HIS ANCESTORS.

In 1827 John Keighran applied for a land grant of 10 acres at Little Forrest Bargo, for the purpose of erecting an Inn in the bushranger-infested Bargo Bush. He was Licensee between 1831 and 1844. He had been granted 2 acres on the condition he erected an Inn and stable to accommodate the needs of respectable travellers. John also opened a mill when he took possession of the land in 1830, and it was licensed on 29 July 1830. The mill was used for all grain in the area in the early days until rust ruined all the crops. He remained the owner until 1845. The mill closed in 1875.

The sandstone from the Mill building was used to build a feature wall at the R.A.E. Memorial Chapel at Moorebank Military Chapel, Holsworthy, which opened in August 1968.

There was a notice in the Sydney Morning Herald in 1845 from Mr. John Keighran saying "he begs to return thanks to his friends and the public generally, for their patronage whilst he kept the Inn at Bargo and wanted to inform them that he was retiring from that establishment, it was his intention, on the 1st August, to commence business at his house in Campbelltown, as a wholesale Carcass Butcher and General Commission Agent and being determined to do business on the cheapest scale, he would be able to supply the trade, to families, or contractors with the best meat on the most moderate terms...."

John and Thomas had a 14,000 acre property at Brungle which was situated in a beautiful valley 16 miles east of Gundagai near the Tumut River with hills rising to three hundred metres. It was ideally situated and the Keighrans ran beef and dairy cattle. For cash they sold their by-products of cheese, cream, butter, lard and tallow in Campbelltown and Sydney.

It was in the eastern part of Brungle, that the Tumut and Murrumbidgee Rivers joined to make a much stronger Murrumbidgee. After the 1840's drought they moved their cattle to Dudal Cooma swamp, which meant Aboriginal "for sweet water." now known as Henty in Southern New South Wales. They erected a hut on Mumble Hill so they could view from a distance any approaching trouble. Aborigines and wandering white men were an unknown factor.

Land Commissioner Bingham granted them the land because they were living there. He was stationed at Tumut and knew the Keighran's well, this may have had something to do with the grant. Bingham always travelled in full dress uniform- loved food and good living- when he arrived at a squatter's house he pitched his tent and his personal cook would prepare meals for all.

1845: A committee was formed in Campbelltown for the purpose of erecting a bridge over the Nepean River at Menangle, thus giving residents a more direct access to Goulburn and Gundagai. John Keighran was a member of the fund raising committee, with his brother-in-law, John Healey as treasurer. Construction started in 1845 and was completed in 1846.

1851: John leased his racetrack to the Campbelltown Turf Club. John was passionately devoted to horse racing and developed his 60 acre own private racetrack just outside Campbelltown. He leased it for the sum of five shillings a year to the Campbelltown Turf Club. Race meetings proved a bonanza for local inns, drawing a large influx of visitors to town. On 4 May 1858, the railway from Sydney to Campbelltown was opened, the train left Sydney at 1.15pm and arrived at Campbelltown at 3.00pm. The Official representatives at the opening were John Keighran, Charles Morris and Joseph Leary.

1858: John died on 10 August at Campbelltown. He was one of the oldest and much respected citizens. "Mr. Keighran was a native of Campbelltown and one of the most energetic of it's inhabitants, in promoting its advancement and the comfort and welfare of his friends and neighbours. May he rest in peace." He was buried in the family vault at Campbelltown. John's death notice stated he died after a few days of illness. John's vast estate was left to his wife to be divided amongst his children.

John Keighran's will dated 10 August 1858 - refers to John Keighran, gentleman... lists properties held by Keighran, including "Glenalvon", 60 acre racecourse, 30 acres Bryan's farm, 50 acres Hudson's farm, 50 acres Smith's farm, also 2 lots adjoining Roman Catholic Chapel, mill, cottage and premises known as White's cottage, Lithgow Street; 3 allotments with cottage thereon in Berrima; 4 acres near Glenfield on Liverpool Road, 2 houses in Dixon Street, Sydney; town land in Parramatta; Bargo Inn and 50 acres nearby; 100 acres Bong Bong; Lot Cnr. Allman and Lane Street, Campbelltown with the butcher's shop erected thereon, etc.

He had 5 sons and 10 daughters. One daughter, Mary Ann Keighran- Born 1840 in Bargo, New South Wales, Australia and died 1922 in Elsternwick, Victoria had married George Coventry Thorold, in Albury in 1866. A son, John Austin Keighran had six children born in Albury in the 1860s.

CONTINUED: PATRICK KEIGHRAN AND SOME OF HIS ANCESTORS.

Patrick Keighran Junior was 9 when his mother died in March 1816. In Feb 25 1823, Patrick is listed as a servant of William Davis of Sydney, a united Irishman and prominent Catholic layman. Davis with the help of Patrick and three convicts drove 209 cattle through the Cowpastures. He is listed in the Colonial Secretary's Index 1788 - 1825 with a permit to proceed with cattle through the Cowpastures and Argyle to the Country south west of the Cookbundoon Range.

Patrick Jnr was a great horse trainer, being trainer and part owner of Mormon, who came 2nd two years in a row in the Melbourne Cup of 1861 and 1862, 2nd to Archer. He also won the 1st Ballarat Cup in 1864 with a horse called Playboy.

Thomas Keighran was born on the 9th March, 1810, in Sydney, He married Ellen or Helen Martin from Yass, in 1842 and he died on the 16th January, 1872 at Henty aged 62 years. He and wife Helen are buried at the Albury Pioneer Cemetery. Thomas and John Keighran sought grass after the 1840's drought, which affected the whole of NSW. They brought their stock, mainly cattle, down from Brungle, 16 miles east of Gundagai near Tumut, to the Doodle Cooma Swamp. They built a shepherd's hut on "Mumble Hill." "The first person to take up an area of land where Henty stands on was Burke: he owned Buckaringa or "Bucki" as it is known today. Burke objected to them being there, but they won the day with Land Commissioner Bingham ruling in their favour. This was in 1847... In 1848 Thomas took up Dudal Comer which had 60,000 acres and was west and south west of Henty and north of Round Hill and included the site of Henty township. A considerable area still remains with his descendants, despite it being much reduced by development. Mr Thomas Keighran held the lease when it was first noted in February 1850. The exact date of the formation of his run is uncertain, but it is known that he had lived there for some years. Thomas Keighran and John Keighran appear to have been associated with this property from the very early days. The rent was increased from 10 to 23 pounds in 1865 and the following year the area was given as 16,000 acres, estimated to carry 640 head of cattle. The lease was still held by Thomas Keighran in 1871.

There is no doubt that Tom Keighran was known to Dan Morgan. They both came from Campbelltown - Appin district, south west of Sydney. All the other stations around "Doodle Cooma" had felt the taste of Dan Morgan's anger. He had visited the Posts in the east (Cookardinia), "Round Hill" in the south (Culcairn), in the west "Wallandool" (Pleasant Hills) and in the north, "Mittagong" (Yerong Creek). Each had suffered according to the "justice" Morgan dealt out to his enemies and informers. About 1890, Tom Keighran Jnr built a shearing shed of corrugated iron. It was ground level and the only protection for the sheep would have been inside the shed. The position of this shed is where the Henty Golf shed is today. There were eight shearing stands, eating, and sleeping quarters. There are 6 Keighran family members buried at Henty.

In the 1860's the Keighran family were living around Jindera with the opening up of land under the Robertson Act.

James Arthur Keighran was born 1808 married Eleanor Layton 21 Dec 1837 at Redbank, Camden NSW. James and Eleanor seemed to have moved around Southern NSW during their married life. In later years James lived at Jindera. They had 6 children who all had connections with Albury and district. James died at Wooragee on the way to Beechworth from a broken neck, ten minutes after falling from a horse in 1854. At the time of the accident he was accompanied by his nephew John Austin Keighran. James eldest son James Jnr married Mary Anne Walker in Albury and died in Sydney. Their third son John Joseph Michael was born in 1845 at Jindera, he was the first resident to be married in Jindera which was then known as Dight's Forest. He married the daughter of Mr. G.H. Greene. John Joseph was a resident of Jindera for 62 years and during that time he occupied many prominent positions in the building up of the village. He was secretary of the School of Arts for 25 years, pound keeper for 23 years, mail contractor for 32 years and health officer for Hume Shire for ten years. He always took a prominent role in public matters for the welfare of the village. He died in 1922 at Jindera at the age of 77 years. When he died he left 7 sons and 5 daughters and 65 grandchildren and two great grandchildren. There was a large attendance at his funeral.

Special thanks to Greg Ryan for his research assistance and to Barbara Keighran for sending me some information about the Keighrans.

EXPLORE YOUR CONVICT PAST

A new photographic exhibition that unlocks the history of 40 living Australians and connects them with their convict heritage is on show at the LibraryMuseum until 5 June.

As part of exhibition activities, Albury residents can get help to trace convicts in their own families.

The exhibition, *A Convict in the Family?*, by documentary photographer Mine Konakci explores the connection between convict settlers, their living descendants and the petty crimes that changed the course of their family history.

The photograph subjects are ordinary Australians who are shown in modern settings with an item representing the petty crime that saw their ancestor sentenced to transportation from England to the new colony.

Konakci says many of Australia's early convicts suffered disproportionately by today's standards in comparison to their crimes.

"A minor crime such as stealing a loaf of bread, resulted in transportation to a new colony and a new path in their family's history," she said.

"As a photographer, what interests me is the impact that the theft of objects - most of a relatively small value - had on people's lives.

"By photographing the descendants with a representation of the item stolen by their ancestor, I have drawn a link to their family's untold history."

A Convict in the Family? is a travelling exhibition by Sydney Living Museums.

Entry is free. Tracing the convict in your family - LibraryMuseum

Date: Thursday 14 and 21 April

Time: 11.00am – 12.30pm

What: Is there a rumour in your family that an ancestor was a convict? Now's your chance to investigate. Find out where to start and how to dig further into the records, including those on trial and transportation, penal settlements, emancipation, and families of convicts.

RSVP: Please call 02 6023 8333.

JOURNEYING THROUGH THE JOURNALS

'Argyle Bulletin' – Goulburn – Feb'16.

The Kinghornes, Goulburn and the Shoalhaven.

'Link 'N' Chains' - Liverpool – Feb'16.

What are Chapman Codes?

'Murrumbidgee Ancestor' - Wagga Wagga – Feb'16.

A bag of Coins: Family History in a Money Bag.

'Placenames Australia' - Mar'16.

Toponymy. Part Two.

Why do placenames cause the community so much angst?
(The replacement of the name Sleepy Hollow by the second-hand name of Albury as, an example of communities sometimes feeling that their placenames are offensive to its citizens.)

'Royal Australian Historical Society Journal' - Dec'15.

Surgeons Journals: a source for Australian convict history.

'WWDHS' - Wagga Wagga – Feb/March'16. Sister Mary Nash

Website for Regional Archives.

<http://www.csu.edu/research/archives>



Convict uniform and two caps
NSW 1830–1849 The pieces
are stamped with the infamous
broad arrow that signified
British Government property.



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