



A.N.D.F.H.G. Inc. News Sheet

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AUDITOR	Shirley Bulley	LEGACY USERS GROUP CONVENER	Shirley Bulley

From the Committee

Hello Members,

The Committee are still active and keeping in touch with each other during this unprecedented time and adhering to the Government warnings about contact and social distancing. Our rental premises at Ann Street is out of bounds as it is classed as a Museum and therefore a place for social gatherings. We just have to go with the flow and hope in the not too distant future we can all get together once more and enjoy our Group. We do not want to hear of any of our members being sick because of this horrible unseen virus.

We need to take this opportunity of doing something positive with our family history research whilst at home such as organizing our paperwork and scanning unseen photographs. It is a good time to go back over old work to see if any mistakes had been made and corrections done.

On a lighter note, our quarterly newsletter is here and has some really interesting articles for you to read, especially FindMyPast Archive goes Global. Also, transportation has been a big factor in most people's family history, so the article on Trials and Transportation makes good reading.

Our thanks once again to Ann Tribolet for some interesting facts about her family in the days of Cyclone Tracey in the Northern Territory and the arduous trip to New South Wales.

We do hope to see you all in the not too distant future and we can get back to some normality. Our website and Facebook page are still active and our mobile phone is still available for any queries or questions you may have.

Stay well everyone!

Regards ANDFHG

Disclaimer

The Adelaide Northern Districts Family History Group Inc. does not accept any responsibility for the opinions or the accuracy of the information contained in this newsletter

Findmypast's Newspaper Archive Goes Global

Findmypast and the [British Newspaper Archive](#), have today announced a major new development in their project to digitize the British Library's vast collection of historical newspapers.



Following the recent addition of brand new titles covering Canada and British India, including some of the first English language-newspapers ever to be printed in these regions, Findmypast will continue to add thousands of pages from a variety of Commonwealth publications throughout 2020.

[Findmypast's newspaper collection](#) now contains over 36 million pages from over 1000 [titles](#) covering England, Wales, Scotland, Ireland and beyond. Spanning over 300 years (1708 – 2009) years of local, national and world history, it contains over 3.2 billion names found within notices of births, marriages and deaths, obituaries, advertisements, letters, news reports and much more.

In the coming months, newspaper enthusiasts can expect to see a variety of new additions from Canada, India, Pakistan, Jamaica, and Barbados added to the collection. Researchers will soon have the ability to instantly access millions of articles in titles such as the Toronto Daily Mail, Hamilton Daily Times, Times of India, Calcutta Gazette, The Jamaica Mercury & Kingston Weekly Advertiser and more.

This exciting development marks the latest step in Findmypast's drive to help researchers across the globe transform their understanding of historical events both great and small, while adding color, context and depth to their family history research.

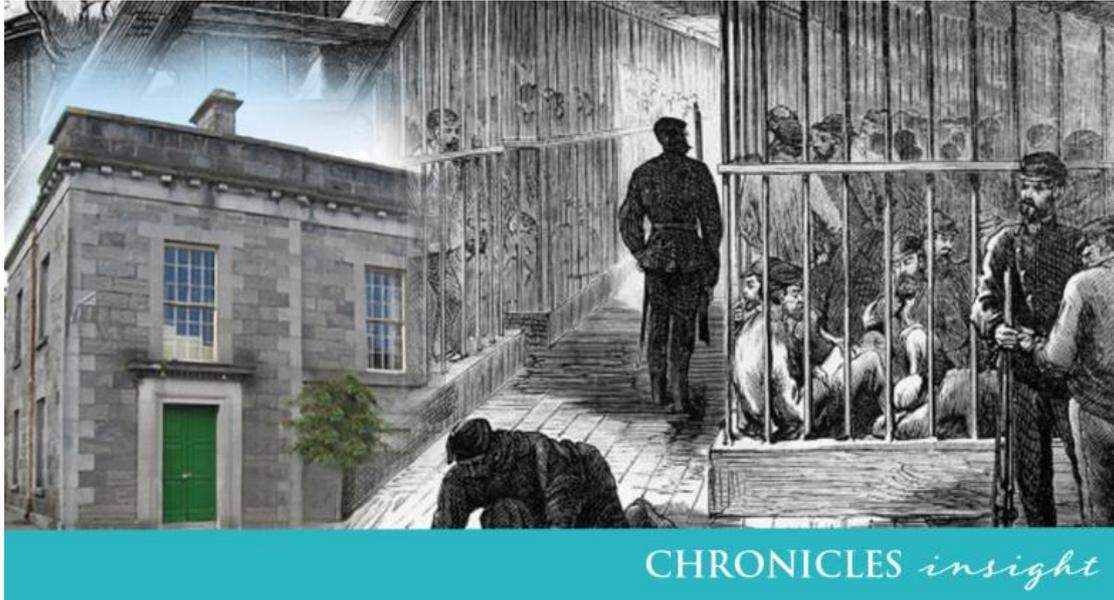
The past 12 months has seen a dramatic increase in Findmypast's rate of newspaper digitization, with over 5.9 million pages containing roughly 533 million names made available to search online since January 2019.

Today's announcement builds on Findmypast's historically strong coverage of the UK and the millions of pages recently added from Scottish and Irish titles.

Tamsin Todd, CEO of Findmypast, said; *"We are delighted to be working with our partners at the British Library to welcome these new international titles to our collection. Newspapers supplement the facts of our family histories with rich stories – in them we might find a picture of the place an ancestor lived or worked, or what was happening in sports and politics and entertainment on the important days in their lives. With its new international reach, the British Newspaper Archive is becoming an ever more useful source for the social historian and family researcher alike."*

Chronicles Insight - Trials and Transportation

Throughout the years of the Great Famine, hunger, disease, and the Workhouse were not the only threats faced by the people of Ireland. There was also rampant crime, as desperate people were forced to beg, borrow, and steal what they could in order to survive. These minor offences often resulted in a sentence of Penal Transportation.



The sentence of Penal Transportation was carried out in Ireland from 1791 to 1853. This form of punishment involved the removal of convicted criminals from the land of their birth and relocating them elsewhere, most commonly to Australia. Many people in Australia who have a claim to Irish ancestry can trace their roots back to a person who was sent to a far away land as punishment for their crimes. These infractions vary in severity from armed robbery to the theft of barely enough bread to survive the day. Penal Transportation was put in place as a way of punishing minor crimes without having to resort to the barbarism of capital punishment, as the public feeling towards hanging became increasingly negative.

Yet a sentence of Penal Transportation did not necessarily mean that you would never see your family again. Female convicts were often permitted to bring their children with them. The wives and families of male convicts could also petition to follow them as free immigrants to Australia. Children themselves were also subject to the threat of Penal Transportation as the records show that the sentence was given to children as young as 12 years old. At a time when the country was struggling to feed its population, and the Union Workhouses were far beyond maximum capacity, it is hardly surprising that the magistrates took the opportunity to send as many hungry mouths away as possible.

Kitty McHugo

Kitty McHugo from East County Galway was tried at Portumna Court on the 27th of December 1848. She and her two brothers, as well as another woman, were convicted of theft, having stolen two sheep from a local farmer. Kitty and her associates were sentenced to Penal Transportation. She was sent to Hobart in Tasmania, where a number of “female factories” existed. These were manufacturing sites where specifically women were put to work, often making textiles or other such gendered roles. Once women had served their sentences, they were eligible to be hired for paid work, and so with the cost of a return journey, and the lack of opportunity in Ireland, it is unlikely that Kitty, or those like her, would have made the voyage home.

Michael Seery

Michael Seery of Castletowndelvin, County Westmeath, was convicted of armed burglary on the 10th of March 1832. He was sentenced to Penal Transportation and left for New South Wales on board a ship called the Roslin Castle on the 8th of October of that same year. His wife, Bridget, applied to the courts to join her husband, along with their young daughter Winifred. Her request was granted and the pair arrived in Australia two and a half years after Michael left. The family then settled in New South Wales. They went on to have a further seven children, including a set of twins. Micheal received his ticket of leave which would have allowed him to work for himself, but a re-offence meant that the ticket was cancelled. In 1849 he received a Conditional Pardon, which meant that his life sentence was removed, but he was not permitted to return to Britain or Ireland. He purchased 30 acres of land and died a respected member of the community.

The Blockade of The Neptune

The people of Australia were becoming increasingly disgruntled with the continued use of their new country as a penal colony. Yet when attempts were made at alternative routes, there was often a serious backlash, as in the case of The Neptune.

In 1849, a ship called The Neptune set sail for South Africa. The ship carried almost 300 prisoners. It was intended that they be put to work on a number of essential construction projects in Cape Town. However, the locals had other ideas. Not wanting to become another penal colony like New South Wales, they protested the arrival of the prisoners, and even went so far as to blockade the ship that carried them so that it could not enter the harbour. Not only were they keeping the prisoners at bay, many of whom, it bears mentioning, would have been on board the ship for very minor crimes, but they were also denying the 55 crew members access to adequate supplies and fresh water. The blockade went on for five long months during which time the people on board the ship received little sympathy or aid from the people of Cape Town. One man who did try to help them was Mayo native

Robert Stanford who sent supplies to the ship, but his charitable nature was met with disdain in the community and his entire family was shunned, though Queen Victoria commended his kindness and granted him a knighthood.

The crew of The Neptune eventually realised that the people of Cape Town were not going to relent. So they changed course for Tasmania where the prisoners were put to work and carried out their sentences.

Journey's End

As the population of free immigrants in Australia grew, so too did a distaste for the use of the country as a Penal colony, and it was due to the protestations of these locals that Penal Transportation was largely stopped in 1853, with a few exceptions in later years such as the sentencing of those involved in Fenian activities. The sharp rise in popularity of Penal Transportation had served its purpose by easing the burden on the Poor Law Unions and removing many families from a country that was struggling to keep its children fed. By the time that Penal Transportation was halted, entire communities had been established in Australia by the families and descendents of convicts. Many of these strong Irish communities still exist in Australia today, and it is with open arms that we welcome the descendents of the transported to their ancestral home to commemorate our shared history.

Source: Ireland XO



Church of England to Launch a 'Google Maps for Graves' Within Five Years Enabling Family Historians to Search for Burial Records and Locations in an Online Database

Thousands of cemeteries across the UK will be imaged and mapped over the next five years to create a comprehensive database of British burial sites.



Historic England

The Church of England project hopes to immortalize the tombs of millions of people buried in Anglican graveyards as well as those interred on unconsecrated land. Maps and photographs will be uploaded



ENGLISH HERITAGE

alongside burial records in a searchable database at some point before 2026.

You can read more in an article by Joe Pinkstone in *The Daily Mail* web site at: <https://dailym.ai/2PKq8zx>.

Source: Eastman's Online Genealogy Newsletter

Book Review: The Family Tree Irish Genealogy Guide

The following book review was written by Bobbi King: The following book review was written by Bobbi King:

The Family Tree Irish Genealogy Guide
By Claire Santry. Family Tree Books. 2017. 238 pages.

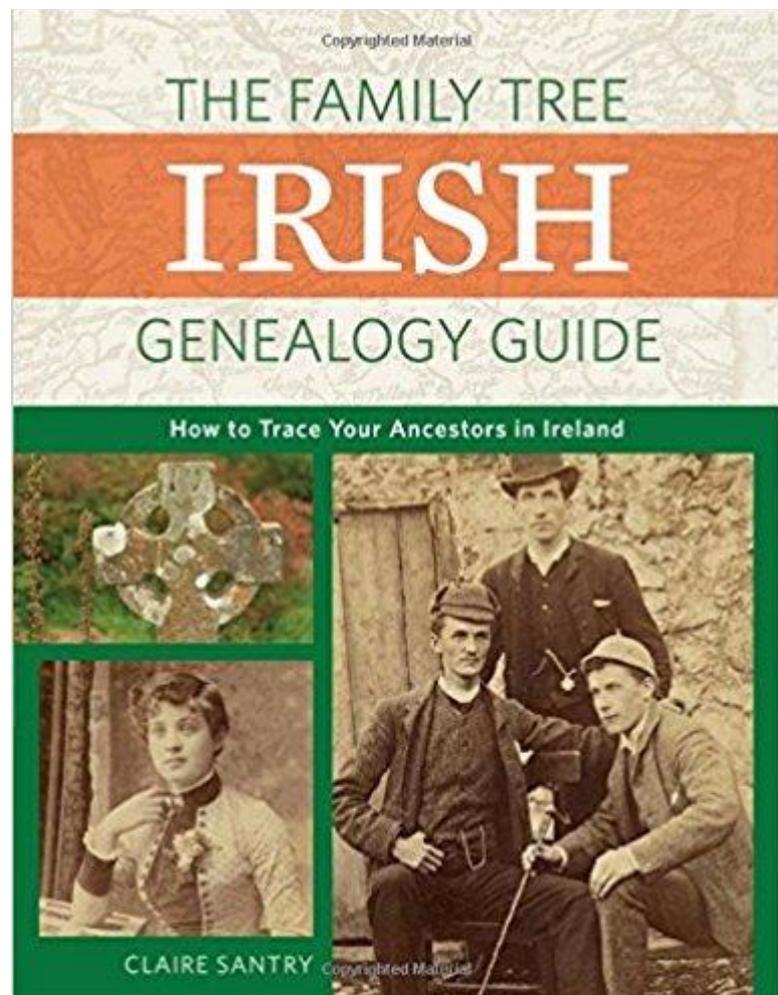
For years, Ms. Santry avoided research of her Irish ancestors because she believed that a 1922 fire had destroyed all Irish records. Once she realized the myth for the obstacle that it was, she launched her family search.

She believes Irish research it a whole lot easier nowadays, what with the availability of online records, along with the myriad libraries and archives that still hold valuable old registers. Ms. Santry's experience led to writing the *Irish Genealogy Guide* which she promises "will give you a thorough grounding in genealogical techniques and point you towards the records you need to search, both in the United States and in Ireland. It's full of tips, essential explanations about the collections, and strategic advice."

The book is comprised of:

Part 1: Linking Your Family Tree to Ireland

Chapters are:



- Discovering Your Irish Heritage
- Jump-Starting Your Irish Research
- Identifying Your Immigrant Ancestor

Part 2: Getting to Know the Old Country

Chapters are:

- Understanding Irish History
- Understanding Irish Geography
- Deciphering Irish Names and Surnames
- Civil Registrations
- Church Records
- Census Records
- Land and Property Records
- Printed Records
- Probate, Law & Order, Military, and Occupation Records

Part 3: Using Advanced Sources and Strategies

Chapters are:

- Putting It All Together
- What To Do When You Get Stuck

Appendices are

- Latin in Irish Catholic Parish Registers
- Irish Genealogy Research Societies
- Irish Graveyard Research
- Archives, Libraries, and Other Repositories in Ireland
- County and Heritage Genealogy Centers
- Publications and Websites

Irish Genealogy presents a broad and inclusive guide to Irish research. I think it would be immensely useful for beginners and advanced Irish sleuths alike.

The Family Tree Irish Genealogy Guide by Claire Santry is available from Amazon at: <http://amzn.to/2uRhx43>.

Source: Eastman's Online Genealogy Newsletter

A FAMILY STORY

In 1973, I began researching my family history. Over the years this search has been made much easier with the availability of many sources of information and the fact that more people have an interest, and are now willing to part with stories, experiences and, or, documentation of important events.

In the beginning, I did seek out old aunts and uncles for their help, and nowadays, as they are all gone, I find that I have become the old aunt with the family information. Many stories have been told to me and some are quite memorable, but this one in particular is a story of courage and endurance amidst chaos during a time of confusion after nature's onslaught.

My cousin and her husband were living in Darwin for 12 months when Cyclone Tracy hit on Christmas Eve in 1974. The story of their escape from the ferocity and intensity of the cyclone was printed in the *RAS Kennel Control Journal* of February 1975.

The story mentions how my cousin and her husband, like everyone else at the time, lost everything but the clothes on their back. They did however, manage to save their six dogs and because animals were not being flown out to places of safety, my cousin and her girlfriend, decided to take themselves with their dogs and leave Darwin by car. My cousin's husband was stationed in Darwin with the Army and had to stay behind to help with the evacuations and the clean-up. So, just two days after the cyclone hit, and with only the army clothes given to them to wear, my cousin and her girlfriend, both driving their own cars, began the incredible 2,500 miles (over 4,000 km) drive back to Sydney.

As they drove through Darwin for the last time, the sight of the devastated city seemed almost unreal, and the problems ahead of them with now 10 dogs and a cat between them, did not seem to cross their minds. They spent the first night at Pine Creek where the Country Women's Association was providing food and refreshments for the many people leaving Darwin. They were also given plenty of buffalo meat for the animals which had been provided by a local property owner, as nearly every car had animals with them. The days were long and hot with no air conditioning, but the animals behaved while the cars were moving with the wind in their faces. They stopped often to give the animals a run and a well-deserved break. On the third day they arrived at Mt Isa, where my cousin's father met them at a checking station. He had flown from Sydney to help them drive the remaining 1,500 miles (over 2,400km). Heavy rains from Cyclone Tracy were continuing and three trucks got bogged which had everyone, with the animals, waiting several hours for graders to clear the roads. The group finally found themselves back on the road stopping several times at country towns to give themselves and the animals plenty of breaks. They found all the townspeople friendly and very helpful; some even offering them money. The dogs were becoming accustomed to living in the cars, and were quite happy to have a couple of runs during the day and to sleep while the cars were moving.

Seven days after leaving Darwin, they all arrived in Sydney safely, with only the clothes they were wearing. The dogs and one cat were all in a fairly good condition considering the cyclone just days previously, and the long tiring trip to Sydney. This is one of my favourite family stories; a story of determination and endurance. A tale which portrays the kindness from strangers to those in need, and how we are all willing to help when faced with danger and confusion.

from ANN TRIBOLET

The UK Census Dates

The census was taken on the following dates:

10 Mar	1801	No longer exists, with a few exceptions
27 May	1811	No longer exists, with a few exceptions
28 May	1821	No longer exists, with a few exceptions
30 May	1831	No longer exists, with a few exceptions
6 June	1841	Now available to the public, details below
30 March	1851	Now available to the public, details below
7 April	1861	Now available to the public, details below
2 April	1871	Now available to the public, details below
3 April	1881	Now available to the public, details below
5 April	1891	Now available to the public, details below
31 March	1901	Now available to the public, details below
2 April	1911	Now available to the public, details below
19 June	1921	Expected to be released by TNA in January 2022,
26 April	1931	Destroyed during WW2
29 September	1939	(WW2 Registration) Now available to the public.
8 April	1951	
23 April	1961	
25 April	1971	
5 April	1981	
21 April	1991	
29 April	2001	

Census returns are held at:

- The National Archives
 - For England and Wales only
- District Libraries, County Record Offices and FHS research rooms
 - normally have copies of the returns for their own area
- LDS
 - have copies of the census microfilms. These usually need to be ordered unless you are visiting a branch of the LDS in the same area as the returns in which you are interested.

It is advisable before making a trip to a library or record office, to check the exact whereabouts of specific census returns in order to avoid a wasted visit. Also some libraries may have a limited number of viewers and a booking may be necessary

Source: <http://www.genuki.org.uk/big/eng/Census>

Extracts from "The Australian Letter-writers Companion and Address Book" published in 1987 by Angus & Robertson Publishers:

"THE FIRST AIRMAIL SERVICE"

The first official airmail service from Australia to the UK was inaugurated in Melbourne on 23 April 1931. Mail originating in the southern States was flown from Melbourne to Sydney, where it was transferred to another aircraft holding New South Wales and New Zealand mail. (The New Zealand mail had been shipped to Sydney.) The mail was then flown to Brisbane where it was loaded onto the Qantas aircraft "Apollo" which contained the Queensland mail. The "Apollo" left for Darwin on 25 April 1931 on the last Australian leg of the airmail flight.

At Darwin, twenty-five mailbags weighing about 300 kg were loaded onto Kingsford Smith's aircraft "The Southern Cross", and on 27 April 1931 Kingsford Smith left Darwin for Burma. The mail bags were then transferred to an Imperial Airways aircraft, "City of Karachi", which left Karachi on the same day. On arrival at Karachi, on 6 May 1931, the mail bags were consigned to the regular Imperial Airways Karachi to London mail plane. The plane arrived in England on 14 May 1931."

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(08) 8258 5495
133 Whites Road
Salisbury North 5108



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