

1. Introduction

Mary Jane Moore was my Great Great Grandmother. She married my Great Great Grandfather, William Fallows, at St John's Church of England, Albany on 18 August 1859. Mary Jane gave birth to seven sons (see Appendix 1).

Official records are in existence for Mary Jane's marriage, birth of her children and her death. No records can be found relating to her birth. Mary Jane's year of birth can be derived from her other records. She died at Albany on 6 December 1875, from pulmonary tuberculosis or consumption (on the death certificate – latin, *Phythiscus Pulmonitis*). The age is recorded as 32; thus she was born in 1843 according to the death certificate. However, the burial record (she was buried on 7 December 1875), from St John's Church of England, Albany shows her age as 36, making the year of birth as 1839. Mary Jane is buried in the Pioneer Cemetery, Albany in an unmarked grave of uncertain location.

There is a third alternative date of birth discussed in detail in section 4. This date is about December 1841, making her age at death as 34. This option has the best authenticating evidence and has now been used as the date of birth for Mary Jane's Ancestry profile. When she married William Fallows on 18 Aug 1859, she would have been 17.

Little is known of Mary Jane's origins, but vital clues are contained in the Marriage Certificate for William and Mary Jane. Her age is not stated, just that she is under 21. It shows that her residence at the time of marriage was Point King light house (see Appendix 2) and that her father was " - Moor", "soldier". The light house keeper in 1859 was Joseph Nelson, but no connection could be found with him or his family. However, evidence of a connection with William Hill, the previous light house keeper at Point King, and his wife Margaret Ann Hill (nee Ryan) and their daughter Priscilla Hill, soon became apparent:

- On the birth register for Thomas Edward Fallows (4th child of William and Mary Jane), the signature of the informant is Priscilla Hill and a note added (presumably by the registrar) says "Aunt to the child". Priscilla Hill* was a signatory to Mary Jane and William's wedding certificate but, more significantly, the primary signatory on the wedding certificate was William Hill. William Hill was the one who "gave away" Mary Jane Moore on her wedding day.
*Initially it was thought that there must be another Priscilla Hill who signed the marriage register and certificate, since Priscilla, William and Margaret Hill's daughter, was only 7 at the time. The conclusion was that they had allowed young Priscilla Hill to sign her name, right at the end of the adult witness signatures, where there was still a bit of space.
- Newspaper notices confirming the connection between the Fallows and the Hill families include:
14 January 1903, In Memoriam, HILL - In loving remembrance of our dear grandmother.
Inserted by her loving grandsons William and Thomas Fallows.
15 May 1897, In Memoriam notice by Matilda Gordon (nee Hill) – (sister of Priscilla)
In loving memory of my beloved nephew Albert Fallows, aged 22, who died on May 3 1896.
Inserted by his loving aunt Matilda Gordon.

Although Mary Jane is identified as "Moore" on her Marriage Certificate, there are other references where she was called "Hill":

- on the death certificate for William Fallows, where Thomas Edward Fallows is the informant, he gave the name of William Fallows' wife as "Mary Jane Hill"
- Birth Registration for Albert Richard Fallows (5th child, Reg. No. 15044) shows mother as Mary Jane Hill. Other children's registrations show Mary Jane Moor or Moore as mother

The question remains: why was Mary Jane living at Point King light house in 1859? She would have lived there with the Hill family when William Hill was the first light house keeper (temporary) at the end of 1858. It appears she stayed on there as a domestic servant to Joseph Nelson, the first permanent light house keeper, and his wife and five children, until her marriage in August 1859. Joseph Nelson had a prior connection to the light house, as an army engineer in charge of its construction. It is possible that William Fallows had a connection at this time, supplying timber from his saw mill for the construction of the light house.

While there is no record for Mary Jane's journey to Western Australia, there is for the Hill family. They were aboard the convict ship *Pyrenees*, which departed Torbay on 2 February 1853 and arrived at Fremantle on 30 April 1853. William Hill (ex 63rd Regiment) was one of the pensioner guards and is on the passenger list, along with his wife Margaret Ann (nee Ryan) and daughter Priscilla (11 months). Although Mary Jane Moore is not named on the available lists of passengers, it is apparent that she was with the Hill's, since she was 11 at the time. Coincidentally, William Fallows was also on the ship, but as a convict.

There is one more vital piece of evidence - the Marriage Register for St John's Albany. It shows the same information about Mary Jane's father i.e. " - Moor", "soldier". However, a pencilled note (feint and hard to read) was added (presumably by William Hill):
"The name of Mary Jane Moor's father was John Broughton Moor, sergeant in 97th Regiment"

Initially, this was of no help. Only general information could be found about the places where the 97th Regiment served, leading to conjecture as to where Mary Jane may have been born. Nothing could be found relating to "John Broughton Moor". The "was" in the added information led me to believe that, by the time of Mary Jane's wedding, John Moor was deceased.

It took a personal visit to National Archives (NA), Kew, London in 2017, to achieve a breakthrough. At NA, I examined Regimental muster records for the 97th. Sergeant John D Moore was among the names recorded in the musters. The most helpful information was his regimental number, which I hoped would enable me to find further information about him. However, the NA guidelines stated that in most cases the musters are the only available records for soldiers in the 19th century. Unless a soldier retired to one of the two pensioner barracks, at either Chelsea or Kilmainham, there wouldn't be any other information available.

2. Investigations Relating to Mary Jane Moore's Father

Back home, I checked the Fold3 database of military records. Amazingly, there were several records for John D Moore. This was due to the fact that he had not died in service, but had retired to the Kilmainham Royal Hospital. It turned out that his middle name was not "Broughton", but "Drought"! An examination of the Marriage Register showed that it was "Drought" all along. Not only that, John Drought Moore was living at the time of Mary Jane's marriage to William Fallows. John Drought Moore lived to the age of 67; he died at South Dublin on 3 Oct 1888. So, in actual fact, he out-lived his daughter Mary Jane.

The main record is a form recording the "Proceedings of a Regimental Board", where his entitlement to a service pension was assessed. His total eligible service was 21 years and 59 days, including overseas service at North America 1 year 11 months, Mediterranean 5 years, West Indies 3 years 4 months, Greece 5 months and Crimea 6 months. Not counting towards his service was one year when under age and deductions for time when under arrest. The Regimental Board stated that his discharge was "*in consequence of having completed 21 years service, and at his own request*". At that time soldiers were committed to 21 years service before they could leave the army. The Board also noted "with regard to the Character and Conduct of 2690 Private John Drought Moore" ..."*his character has been good. He has been four times tried by Court Martial for drunkenness, convicted, sentenced and imprisoned with hard labour and reduced to the ranks. He is in possession of a good conduct badge.*" The form also states his place of birth, Kilrush, County Clare, Ireland, but no information about next-of-kin.

The Board recorded John Drought Moore's "final description" when discharged in March 1859. He was 5 ft 0 inches high, fair complexion, brown eyes and brown hair. He was 38 years old and had no trade. His intended place of residence was Birr, Ireland. It wasn't until 1 Apr 1876 that he was admitted to Kilmainham.

John Moore's service record shows the dates when he was promoted, demoted and "in arrest". It doesn't show the dates of service according to the various places where he was posted. However, this information can be obtained from a detailed history of the 97th entitled *The 97th or Earl of Ulster's Regiment 1824 – 1881* by Lt Colonel H. D. Chaplin. By comparing these two sources, the dates of service and places where John Moore served can be accurately compiled.

There are two other sources which assist by giving background to John Drought Moore's service in the 97th:

<https://www.forces-war-records.co.uk/blog/2018/03/16/service-in-the-british-army> describes conditions in the British Army at that time

<https://archive.org/details/memorialsforcaptain00marsuoft/page/n5/mode/2up?view=theater> is a book entitled *Memorials of Captain Hedley Vicars*, by Catherine M. Marsh. Captain Vicars had the same overseas postings as John Moore. He died in the Crimea where he was just as well known as Florence Nightingale. The book was a best seller of the late 1850's. An interesting read.

3. Significance of Limerick – William Hill and Margaret Ann Ryan

In addition to an analysis of John D Moore service in the 97th Regiment, I have looked at William Hill's service in the 63rd Regiment. These two soldiers were not known to each other. They never served at the same place at the same time. They did have some places in common, but not at the same time. Those places were Limerick and Dublin in Ireland.

Limerick was the birthplace of Margaret Ann Ryan (confirmed by her death certificate). It is highly likely that she lived there with her parents until she met and married William Hill. Margaret was born at Limerick about September 1829. There is a baptism record for her, dated 17 October 1829. This shows her parents as Patrick Ryan and Ellen Nunan. The baptism took place at St John's Limerick. No other information can be found for Margaret Ryan until 1851, when at age 21, she married William Hill. William Hill was 38.

William Hill arrived in Limerick with his regiment in February 1851. Records show that on 29 January 1851, the 63rd Regiment embarked at Liverpool and sailed to Dublin. The Regiment immediately set off, marching to Limerick. The 63rd Regiment commenced moving back to Dublin on 6 May 1852. The last Division of the 63rd left Limerick on 18 May 1852:

Yesterday morning the last division of the 63rd, under Major Swyne, after a protracted station in Limerick, marched out of Castle Barracks to join headquarters in Dublin, played out by the band of the 14th Regiment, and accompanied by large crowds of people to the railway terminus.
Limerick and Clare Examiner, 19 May 1852

William Hill was therefore at Limerick, with the 63rd, for about 16 months, from February 1851 to May 1852. During this time he met and married Margaret Ann Ryan. No marriage record can be found, but it is reckoned that the marriage took place in June 1851, based on the date of birth of Priscilla. Priscilla was born, presumably at Limerick, in April 1852. Although there is no actual birth record, the timing of her birth can be derived from her age of 11 months when she was treated by the ship's surgeon aboard the *Pyrenees* in March 1853.

William Hill left Limerick with his regiment for Dublin in May 1852 and discharge proceedings started in Dublin on 4 June 1852. He was finally discharged as unfit for service, due to chronic rheumatism, on 28 June 1852. On 4 August 1852, Priscilla was baptised at St Thomas, Dublin. The family lived at Clarence St, Dublin.

About this time William Hill became interested in becoming a Pensioner Guard, as did many retired soldiers of his time. Many were enticed by free passage to Australia and a pensioner grant of 3 acres and a further grant of £15 for the erection of a cottage. William had previously served in Australia with the 63rd, at Van Diemen's Land (Tasmania).

The Hills, along with Mary Jane, then moved to England and William Hill probably began his pensioner guard duties at Woolwich, London, where the *Pyrenees* took on its first draft of convicts in December 1852.

4. Significance of Limerick – John Drought Moore and Mary Jane Moore

Back in 1837 John Drought Moore was attested in the 97th Regiment at Dublin at the age of 17. He moved from Dublin to Limerick with his regiment in September 1840. Corporal John Drought Moore was stationed at Limerick from September 1840 to April 1842. From this time frame, Mary Jane Moore was born about December 1841. There is no marriage record for John Moore and his wife. The mother of Mary Jane Moore is not known. Margaret Ann Ryan was 12 at this time and is clearly not the mother of Mary Jane Moore.

It seems highly likely that there was a connection with the Ryan family right from the beginning. Perhaps the mother of Mary Jane was an elder sister of Margaret Ryan. After John Drought Moore left Limerick, there must have been communication with him for a short time only. They knew that he was promoted to Sergeant (in 1843), but not that he was later reduced to Corporal and then Private. They most likely lost contact with him once he started his overseas service. It appears that they assumed he was deceased by the time of Mary Jane's marriage. It appears that at some point Mary Jane could not be cared for by her mother and was taken into care by Mrs Ryan, the mother of Margaret. While Margaret and Mary Jane were possibly first cousins, initially their relationship would have been more like older and younger sisters (12 years age difference), with Margaret taking over responsibility for Mary Jane's upbringing as she grew older. William Hill then came into the picture as a step-father figure in 1851.

It is also very clear that neither Mary Jane nor her mother ever accompanied John Moore on overseas service. While some NCOs did have their wives and children with them, John Moore was overseas continuously from March 1843 (when Mary Jane was about 1) to June 1853, by which time Mary Jane and her adoptive family had travelled to Fremantle aboard the *Pyrenees*.

5. Family Origins of John Drought Moore

John Drought Moore was born at Kilrush, County Clare, Ireland. His assumed date of birth is 24 November 1820. This date is derived from the fact that he was attested for the 97th Regiment on the day he turned 17 on 24 November 1837.

There is no authoritative information about John D Moore's origins. However it is most likely that his father was Drought Moore, who also served with the 97th Regiment. His mother was possibly Bridget McCormack. There is a marriage record of John Drought and Bridget McCormack at Killaloe, County Clare in 1823, but this is after John Drought Moore was born.

The name "Drought" is usually a surname. Drought Moore may have been named after his mother's surname and it was carried down as the second Christian name of John Drought Moore. An internet search provided the following information: "Recorded in several forms including O'Drought, Drought, Drat, Drowt and Drou, this is quite a rare Irish surname, although in its different spellings, quite widely recorded across the country. It is a derivative of the ancient Gaelic word 'droichead' meaning bridge, and as such in medieval times or earlier described a keeper of a bridge or causeway, and probably one who collected any tolls. In Ireland since the 15th century the name has generally been anglicised to its literal meaning of Bridgeman, which for much the same period was popular in its own right in County Cork. Job descriptive surnames are very rare in Ireland and represent less than 1%, as against over 25% in England. Most Irish names are patronymics, deriving originally from the name or more usually the nickname, of the first chief. In this case early surviving examples of the surname recordings in some of its different forms include: Robert Drat, the son of William Drat, christened at St Johns church, Limerick, on December 18th 1725, Robert Drought, who married Elizabeth Vicars at Grantstown, Queens County, on May 23rd 1732, and Jane Drowt, who married James O'Donnell, also at St Johns, Limerick, on August 10th 1794.

Drought Moore, the father of John Drought Moore, was born about 1800. He joined the 97th Regiment on 10 May 1824. This was not long after the regiment was raised at Winchester on 25 March 1824. It was also called The Earl of Ulster's Regiment and many of its number came from Ireland. As a new regiment, the opportunities for promotion were good. Drought Moore was promoted to Corporal on 2 September 1824 and to Sergeant on 9 November 1824. On 11 January 1825, the regiment moved from Winchester to Gosport and then marched to Chatham from 14 to 23 February 1825. In April 1825 the Regiment boarded three ships at Gravesend and sailed for Ceylon. The ships arrived at Trincomalee, Ceylon in August 1825. Later that year the Regiment transferred to Colombo. On 20 August 1826, Drought Moore died at Colombo, aged about 26. The most likely cause of death was dysentery or "jungle fever". John Drought Moore was 5 years old when his father died.

6. Military Service Record of John Drought Moore

John Drought Moore was attested for the 97th Regiment on 24 November 1837 at Dublin as Regimental Number 2690. He initially joined as an under age soldier when he turned 16 on 24 November 1836. The regimental number for his first year of service was 908. This first year as an under age recruit did not count towards his military service.

He spent one year, from March 1838 to February 1839, stationed at Birr, County Offaly. Birr is the place he nominated as his intended residence when he was discharged in 1859. There were many Moore families living at Birr and it appears he had relatives there. It is likely that Birr was his family home when he joined the 97th. From Birr he moved back to Dublin in February 1839, where the Regiment was stationed at Richmond Barracks. On 12 Aug 1839 John Drought Moore was promoted to Corporal. On 25 August 1839 the Regiment moved to Newbridge, County Wicklow. This was due to an outbreak of ophthalmia. Sixty two men remained behind in Dublin General Hospital for treatment. The Regiment moved back to Dublin, at Royal Barracks, on 30 Dec 1839.

On 7 September 1840 the Depot Companies moved from Dublin to Castle Barracks, Limerick. About the end of December that year the Service Companies of the Regiment moved to Cork and from Cork they sailed to the Ionian Islands on 31 January 1841. This did not include Corporal Moore, who remained in Limerick with the Depot Companies. On 1 April 1842 the Regiment was reorganised into two Battalions. The First Battalion of six Service Companies continued to serve in the Ionian Islands. Corporal Moore was still at Limerick with the Reserve Battalion which comprised four Depot Companies and two others. Later that month the Reserve Battalion moved from Limerick to Canterbury. Corporal Moore was appointed as Paymaster of the Reserve Battalion at Canterbury on 10 May 1842.

On 28 July 1842 the Reserve Battalion marched from Canterbury to Dover, where they were stationed for 3 months, being quartered in barracks on the Western Heights. While at Dover an unusual incident occurred, which was reported widely: On Sunday, a great part of the 97th Depot that had recently marched into Dover, went for the first time to attend worship at the Roman Catholic chapel. On their way down, mustering 300 strong, they had to pass Trinity Church, and from some mistake marched in, and many had taken their places, when the mistake being discovered a retreat was sounded, and they reformed and marched on to their own place of worship, after some little delay.
Limerick Chronicle, 10 August 1842

The Battalion marched from Dover to Chatham in October 1842. In November 1842 three companies of the 97th commenced journeys which would eventually take them to Citadel Barracks, Corfu on 12 Jan 1843. John Drought Moore was one of those who remained behind with the Depot company. He was promoted to Sergeant at Chatham on 3 February 1843. By the end of that month the rest of the Battalion had sailed to the Mediterranean to join the rest of the Regiment, arriving at Corfu on 1 March 1843. There were other moves within the Mediterranean area of service, at Cephalonia in 1844 and Malta for 11 months at barracks at Isola Gate and Francesco de Paulo from February 1847 to January 1848. John Drought Moore served as a Sergeant for nearly two years and took a reduction, at his own request, to Corporal on 28 Jan 1845. He was further reduced to Private on 16 May 1845, following two days in detention (drunkenness). John Moore served 5 years in the Mediterranean area.

The next move was to Kingston Jamaica, embarking on the transport *Blenheim* on 21 Jan 1848 and disembarking on 10 Mar 1848. On 1 Jun 1848 John D Moore was transferred to the 2nd West Indies Regiment and promoted to Sergeant. He was again arrested on 26 Sep 1848 and placed in detention until 2 Oct 1848 (7 days), being demoted back to Private on 3 Oct 1848. On 1 Nov 1848 he was transferred back to the 97th Regiment. He continued as a private soldier until 31 May 1850. He was appointed as Pay Sergeant, Reserve Battalion on 1 Jun 1850, but returned to his duties as a Private on 31 Jul 1850. He was again imprisoned from 6 Dec 1850 to 4 Jan 1851 (28 days). John Moore served 3 years 4 months at Jamaica. During the Regiment's time in Jamaica one officer and 53 other ranks died from tropical diseases.

The next move was to Nova Scotia, embarking on 12 Jun 1851 aboard the troopship *Apollo* and arriving at Halifax on 5 Jul 1851. He was stationed there for 1 year 11 months, as a Private. John Moore was among a detachment of soldiers who left British North America in June 1853 aboard the *Anna Maria*, arriving at Deal, England on 24 Jun 1853. From Deal they marched to Walmer and then to Chobham Camp, Surrey for military exercises. From Chobham they marched to Woking and then went by train to Canterbury. After six months at Canterbury the 97th moved to Windsor, on 24 Feb 1854. While there, the Regiment was inspected by His Royal Highness Prince Albert who was "highly pleased with the discipline as well as the general appearance of the troops under arms".

The period of peace in Europe ended in 1854 with the start of the Crimean War. Initially the dispute was between Russia and Turkey. The Russians advanced southward down the western shores of the Black Sea. The Turks resisted strongly at a fortified town called Silistria on the River Danube. Britain and France entered the war on Turkey's side in March 1854 and the Russians withdrew. This should have been the end of the war, but the Allies decided to destroy Sevastopol, the Russian naval base on the Crimean Peninsula. Meanwhile the Greeks were on the verge of entering the war in support of Russia, so an Anglo-French force was sent to Greece to prevent this from happening.

The 97th Regiment were sent from Southampton to Piraeus, the port of Athens, aboard the steam/sail ship *Orinoco*, departing on 20 May 1854 and arriving on 6 Jun 1854, after a very rough passage. The 1,000 strong service companies of the 97th were the only British troops. The French had 8,000 troops at Athens. With the barracks occupied by the British being in an unhealthy area and with temperatures of 100 degrees or more, dysentery and cholera were soon rife. Over 120 of the soldiers of the 97th died from these diseases in the first two months. In August five companies of the 97th were moved to a beautiful camp on the slopes of Mount Pentelicus, where there were mountain streams and fresh air. The epidemics soon stopped.

The 97th left Greece on board the *Orinoco*, bound for the Crimea, on 15 Nov 1854 to join the British and French troops who were already there. This was to be the first experience of war for the soldiers of the 97th. There war had become a virtual stalemate, with the Russians under siege. Two major offences to break the siege had been launched by the Russians and repelled on each occasion. The first was the Battle of Balaclava which began on 25 Oct 1854, which is famous for the Charge of The Light Brigade (Alfred Lord Tennyson's poem). The second was the Battle of Inkerman which commenced on 5 Nov 1854. The weather conditions were horrific. On 14 Nov a great gale had hit the area. Tents were uprooted; torrential rain turned the ground into a sea of mud and in the evening the rain changed to snow. Most of the ships in the harbour, which were full of stores for the winter, were wrecked. The track from the harbour to the front line became impassable for wheeled vehicles and even pack horses and the troops had to carry rations and ammunition the seven miles to the siege lines.

The *Orinoco* arrived at Balaclava on the evening of 19 Nov 1854 after a rough passage across the Black Sea. The next day sleet and snow fell so heavily that the soldiers were unable to disembark until evening and had to pitch their tents in the dark. They then moved to an area 3 miles from the trenches, which had become waterlogged and provided no shelter from the elements. Within three weeks 60 men from the 97th died from illnesses and many suffered frost-bite. By now, large numbers of sick and wounded were being sent by ship across the Black Sea to Scutari. Here the British had established a General Hospital. Where Miss Florence Nightingale, the Lady with the Lamp, had just become the Superintendent of Female Nursing.

Fuel for cooking became very scarce, but soon after Christmas supplied of charcoal became available. Some officers had charcoal burners in their tents, but several died by suffocation from the fumes. January 1855 was the worst month of the winter, with severe frosts, biting winds and frequent snow falls. The troops of the 97th endured five nights on duty in the trenches or on piquet duty before they could properly rest. By day they constructed siege works or carried supplies from Balaclava.

With the coming of Spring the number of Russian sorties from Sevastopol increased. On 22 Mar 1855, a Russian force of about 800 approached to the right of the British line. The front trench was occupied by about 80 men of the 97th. The men waited until the Russians were at close range before firing a volley and then charged with fixed bayonets over the parapet, led by Captain Hedley Vicars. The Russians gave way, but Captain Vicars was mortally wounded as the retreating soldiers turned and fired several shots. By April 1855, conditions had improved greatly for the men of the 97th. Fresh meat and vegetables and fresh bread were available. Many huts had been erected and Spring had transformed the upland into a grassland which was a firm surface for transport. A light rail line had been erected to join the soldiers' camp area to Balaclava and sick and wounded were taken to Balaclava by train for the first time in early April.

The role played by Private John Drought Moore in the Crimea war is unknown. All that is known is that he served 6 months in the Crimea. His return to the 97th Depot at Preston therefore took place in May 1855. He was presumably sick or wounded and could have been one of the many soldiers who were taken to the General Hospital at Scutari, before being repatriated to England. He obviously recovered and was fit for duty to continue his service with the 97th. Queen Victoria presented the Crimea Medal to those sick and wounded who had returned from the Crimea, on Horse Guards Parade on 18 May 1855. This is about the time that John Moore arrived back in England. No record can be found that he received the Crimea Medal.

The 97th continued to serve at Crimea and participated in the battle of Sevastopol in September 1855. A peace treaty was signed at Paris on 30 Mar 1856. On 15 Jun 1856 the last soldiers of the 97th left Crimea, embarking in Kamietsch Bay aboard *HMS Rodney* to resume their tour of duty in England. Two of the 97th soldiers were awarded the Victorian Cross. At Winchester Cathedral there is a memorial window and stone tablets dedicated to the officers and men of the 97th who died at Crimea and Greece. The casualties incurred by the 97th were significant. The number of other ranks who were killed or died from wounds was 296. Death from disease was nearly as great, with 109 dying from disease at Crimea or Scutari and 122 from cholera in Greece. Ten officers of the 97th also died at Crimea.

On 7 Mar 1856 John Moore was promoted to Corporal at Preston. The Depot Company at Preston moved to Portsmouth in August 1856, to join the Service Companies. The Regiment then moved to Aldershot on 30 Jan 1857, then back to Portsmouth on 6 Aug 1857. This was for the purpose of despatching the Service Companies to India to suppress the Indian Mutiny, on 8 Aug 1857. John Moore remained behind with the Depot Company which moved to Colchester the same day. John Moore's service record shows he served as a Corporal for 1 year 268 days, from 7 Mar 1856 to 31 Mar 1857 and another 1 year 127 days from 1 Apr 1857 to 5 Aug 1858. On 6 Aug 1858 he was "in arrest" at Colchester, resulting in detention from 6 to 13 Aug (8 days). He was then again reduced to Private at which rank he served at Colchester from 14 Aug 1858 until his discharge.

John Drought Moore signed his discharge papers on 9 Mar 1859 and was finally discharged on 22 Mar 1859 at Colchester. His total service was reckoned as 21 years 72 days, with 11 years 2 months being overseas service. He presumably then travelled to Birr in Ireland, his intended place of residence. Nothing further is known until 1 Apr 1876 when he was admitted "in pension" at the Royal Hospital (ie pensioner barracks) Kilmainham, Dublin, Ireland and was paid a pension of 9 pence per day. He died at Kilmainham on 3 Oct 1888, aged 67.

7. The Hill and Fallows Families at Albany: The First Two Decades

An excellent source for additional information about William and Margaret Hill, especially the circumstances of his appointment as light house keeper at Point King and Breaksea Island, and his death at Breaksea is the following pdf link (3 pages):
[https://enrolledpensionerforcewa.org.au/wp-content/uploads/2019/09/Hill-William-63rd-Regiment-EPG Gazette 2005 - Vol 6-1 Jan.pdf](https://enrolledpensionerforcewa.org.au/wp-content/uploads/2019/09/Hill-William-63rd-Regiment-EPG_Gazette_2005_-_Vol_6-1_Jan.pdf)

After arriving at Albany, William and Margaret Hill had two more children. Matilda was born at Albany on 23 Nov 1855 and a son, William John was born at Albany on 15 Nov 1857. On 18 Aug 1859 their adopted daughter Mary Jane Moore married William Fallows at St John's Church, Albany. There can be no doubt that a special bond developed between William Fallows, the convict, and William Hill, the convict guard, and his family. I believe that William Hill and his wife Margaret were compassionate people, who, just as they adopted Mary Jane as their own, would have cared for young William and helped him with his rehabilitation and perhaps the setting up of the timber mill business.

Light house keeper William Hill had a tragic death by drowning, at Breaksea Island, on 22 Mar 1864, leaving his widow Margaret (age 34) and the three children, Priscilla (11), Matilda (8) and William (6). By the time of William Hill's death Mary Jane had given birth to her three older children, William John (1860), Walter (1862) and Charles (1864). The Fallows children regarded William and Margaret Hill as their grandparents.

In addition to the above link, there is other research about William Hill's death:

"..... In 1862 a lighthouse keeper by the name of William Hill, who had previously served at Point King a couple of years – he was transferred across to Breaksea (Island) to take charge of that lighthouse. William Hill was a member of the Enrolled Pensioner Guard and, you know, a nice character.

Over a period of 1862 to 1864 I notice that the correspondence that he was writing off to the resident magistrate at Albany and some to the Harbour Master at Fremantle, was becoming very fractious. His way of writing, his expressions were becoming very angry and at first I thought – "perhaps its the isolation, perhaps its the fact he's on a windswept island with fairly miserable conditions that caused him to lose it a little bit".

But then down the track in the research I realised that lead gutters and lead downpipes had been placed on Breaksea Island Lighthouse, as well as Point King Lighthouse and I then started to wonder, perhaps this had been a case of lead poisoning. The water collected from the roof went into the gutters and down the downpipes into a 5,000 gallon cast iron watertank. With my thoughts on whether or not it could be lead poisoning, I then went looking for medical information with regard to the effects of lead poisoning and found that it does cause people to sort of lose their way a little bit.

On a particular day back in 1864, William Hill, the head keeper, armed with a poker and a knife pursued the assistant lighthouse keeper, McGuinness, around the island for 7 hours. Hill had it in mind, of course, to despatch this bloke to the hereafter. The police were called over on the following day along with some aboriginal trackers. The trackers followed Hill's footsteps around the island continually until such times as they went out onto a rock, but the footsteps never

came off that rock and it was supposed that William Hill had been swept off the rock by a king wave or otherwise had thrown himself into the water and drowned."

Source: <http://www.abc.net.au/local/stories/2010/05/12/2897178.htm> (Interview with Lighthouse Historian, John Kelly)

It wasn't long before Margaret Hill remarried. She married Patrick Nearney at Albany in 1865; the actual date is not known. Patrick Nearney was a convict (no. 4149) who had arrived at Fremantle aboard the *Runnymede* on 7 September 1856.

Nearney was formerly a shoemaker who, on 22 March 1854 at Liverpool Assizes Court, along with two other shoemakers George Little and Joseph Lewis, was tried for "burglariously breaking and entering" the house and shop of John Birtles, Manchester on 22 Jan 1854. Property to the value of 3 shillings was stolen but, because of previous convictions, all three received a harsh penalty of 15 years transportation. Nearney had previous convictions under the names of John McKay and John Jones. When the sentence was handed down Little and Lewis cast their heads down with what his Lordship called "a hypocritical pretense of compunction", but Nearney, turning impudently to the judge exclaimed "It's only a cheap trip".

Margaret's marriage to Patrick Nearney did not last long. He left Albany within a few years. On 25 Mar 1868 Patrick Nearney t.l. (Ticket-of-leave) appeared before the Perth Police Court charged with assaulting P. C. Haggerty on the 20th at the Narrogin Inn (Armada) and also with being drunk and disorderly. He was sentenced to 3 months hard labour on the first charge and 1 month on the second charge. He was again charged with being drunk and disorderly in January 1869 and was fined six shillings. He was again in court on 13 Apr 1869, but this time as the complainant. He had given food and shelter to a t.l. convict named James Holden at his hut at Wungong, where he operated a sawmill. Holden repaid his kindness by taking clothing from him while he was absent. Holden was sentenced to imprisonment for 12 months. Nearney again appeared in court in November 1869 and was sentenced to 1 month's hard labour for loitering about town and being absent from his lodgings. There are two more records for Patrick Nearney: he received a certificate of freedom on 9 Jan 1872 and on 25 Mar 1874 he is recorded as "whaling", with no other details. No death record can be found, but perhaps he changed his name again. His death was before 1903, since Margaret was recorded as being a widow at her death.

Mary Jane gave birth to her fourth son, Francis Alexander, on 14 Aug 1867 and the next, Thomas Edward, was born on 12 Oct 1869. That same year Priscilla Hill married a convict, Edward Kinkin Montague, at Albany in 1869. He was tried on 28 January 1861 at Central Criminal Court, Old Bailey, London, convicted of robbery with violence and sentenced to 8 years transportation. He had arrived at Fremantle on the convict ship *York* on 7 October 1862. Priscilla and Edward were expecting their first child in 1871, but it was stillborn.

The next family event was the wedding of Matilda Hill to Thomas William Gordon in 1872. They did not have any children and indications are that Matilda was particularly close to her nephews, the sons of William and Mary Jane. In 1873 Priscilla and Edward had a son, Samuel Alfred William, and Mary Jane gave birth to her sixth, Albert Richard on 19 Oct 1873. Mary Jane's last son, Eli David, was born in October 1875.

Then tragedy struck, with the sudden illness of Mary Jane, leading to her death on 6 Dec 1875, at the young age of 34. William Fallows, who was then aged 42, was left with seven sons to look after – William John (15), Walter (13), Charles (11), Francis (8), Thomas (6), Albert (2) and Eli (2 months). He received loving support from Margaret, Priscilla and Matilda in their upbringing.

Following Mary Jane's death the Fallows and Hills continued to be close knit, with Margaret Nearney as the matriarch of the families. The story of William Fallows and his sons is continued in other biographies. A summary list of the seven sons, showing birth, death and marriage/children details is included as Appendix A.

This section concludes the details of the Hill family members.

Margaret Hill lived at the "two mile" on the Perth-Albany Road. Several newspaper reports give some insights. In 1886 she complained of a disturbance of the peace by some drunken men, when she was at home with her grand daughter. She rented out rooms in her house and daughter Priscilla lived nearby. A report in the Albany Advertiser, published 31 Oct 1899, stated that she "was 70 years of age last month and that she has been blind for 7 years".

Margaret passed away on 1903, at age 73. The following notices were published:

IN MEMORIAM. HILL In loving remembrance of our dear grandmother.
Dearest loved one we have laid thee
In the peaceful grave's embrace
But thy memory will be cherished,
Till we see thy heavenly face,
Inserted by her loving grandsons William and Thomas Fallows.
Source: *Albany Advertiser*, 14 January 1903

IN MEMORIAM. NURNEY - In loving remembrance of my dear mother, Margaret Nurney, née Hill, who died at Albany, January 2, 1903, a colonist of 51 years.
Day by day we saw her fade,
And gently sink away,
We nursed her with the tend'rest care
Yet couldn't not make her stay.
Around her bed we silent stood,
With hearts all crushed and sore,
While through the gloom the sweet words stole
Not lost but gone before.
So thoughtful in manner, so patient in pain
Our dear mother left us heaven to gain,

So loving and faithful, forgiving and kind,
Hard in this world is her equal to find.

From her loving daughter Matilda Gordon.

Source: *Albany Advertiser*, 2 January 1904

Priscilla and Edward Montague had nine children, but only five lived past infancy, Samuel Alfred William (1873 – 1957), Edward Thomas Kinkin (1880 – 1952), Florence (1882 - ?), William Robert (1883 – 1924) and Amelia Jessie (1885 - 1965). Priscilla Montague died at Albany on 1 Oct 1916, aged 64. Edward Montague died at Albany on 16 Mar 1927, aged 85.

Sudden Death.-On Sunday morning it was reported' to the police that Mrs Priscilla Montagu had been found dead in her bed. Deceased was in town on Saturday, and went ' home to her residence in Perth-road during the afternoon, going to bed as usual. On awaking on Sunday morning Montagu called his wife, but got no reply and upon examination it was found, she was dead, having no doubt passed away in her sleep. Deceased was an old resident of Albany".

Source: *Albany Advertiser*, 4 October 1916

Death of Mrs. Montague.-The Funeral of the late Mrs. Priscilla Montague, wife of Mr. E. Montague, took place on Tuesday week, and was attended by a number of relatives and friends of the deceased, the chief mourners being : .Mr. E. Montague (husband), Mrs. D. Berrigan and Mrs. McEvoy (daughters), Mrs. M. Gordon (sister) and Mrs. T. Fallows (niece). Floral tributes and messages of condolence were received from the following '-Mr. and Mrs. J. Mercer, Mr. and Mrs. Hague, Mr. and Hrs W. Fitzpatrick and family, Mr and Mrs. Montague (Jarrahdale), Mrs. and Miss Peters (Perth), Mr. and Mrs. W. Montague (Bellevue), Mr. and Mrs. Harris (Perth), Mr. and Mrs. J. Finlayson, Mr. J. Whittaker, Mr. and Mrs Martin, Mrs Mowday (Bridgetown), Mr. and Mrs. Venn (Mornington Mills), Mr. and Mrs. C. Cull; Mr. and Mrs. Hewitt, Mr. and Mrs. W. Hill. Mr. and Mrs. C. H. Nesbitt. Mr. and Mrs. McAtie, Mr. and Mrs T. Hill. Mr. and Mrs Simmons, Mr. and Mrs. Ladhams and family, Mr. and Mrs. Collins, Mrs. Gordon, Mr. and Mrs. S. C. Meyers, Mr. and Mrs. J. Meyers, sen., and family, and Mr. and Mrs. W. P. Baesjou- The funeral arrangements were in the hands of Mr. C. F. Layton," and the Ven. Archdeacon Louch officiated at the graveside. The deceased was a colonist of over 60 years and was born in Dublin in 1852.

Source: *Albany Advertiser*, 11 October 1916

IN MEMORIAM. MONTAGUE.- In loving memory of my dear wife, my dear sister, and our dear mother, Pricilla Montague, who passed away on October 1, 1916.

Source: *Albany Advertiser*, 2 October 1918

Matilda Gordon died at Albany on 18 Jan 1930, aged 74. She was a widow at the time of death, Thomas Gordon having died in 1894 at Albany.

William John Hill married Jessie Prosser at Albany in 1877. They had four children, but only two lived past infancy; Thomas Henry (1880 - 1963) and Henrietta (1884 – 1951). William John Hill died very young, on 3 Apr 1884 at Albany, aged 26. Jessie Hill remarried in 1886 to Thomas Longbottom and had another ten children. Thomas Longbottom died in 1904, aged 59, and Jessie married for the third time to Herbert Rodda in 1907. He died in 1918, aged 43. Jessie died at Fremantle on 30 Oct 1925, aged 67.

William and Mary Jane had seven sons, all born at Albany. One son died in infancy and three died in their early 20's.

1. William John Fallows (1860 – 1918)

Born 1860 (date unknown), at Albany

Married 1899 (date unknown) at Albany to Clara Theresa Streat (1869 – 1941)

(Clara born at Clunes, Victoria, daughter of William C P Streat and Rachel Vale.

They had two children - George Arthur Cecil (1900 – 1965) and Dorothea (1907 - 1998))

Died 13 March 1918 at Mt Lawley, WA (age 58)

(There is a separate profile document for William John Fallows and family)

2. Walter Fallows (1862 – 1887)

Born 1862 (date unknown), at Albany

Died 7 November 1887 at Albany, WA (age 25). Died from injuries received by falling from a railway truck. Died Albany

Source: Albany Courthouse entry 726

3. Charles Fallows (1864 – 1888)

Born 1864 (date unknown), at Albany

Died 13 February 1888 at Albany, WA (age 25). Labourer. Died Albany Road 2 miles

Source: Albany Courthouse Entry 745

4. Francis Alexander Fallows (1867 – 1941)

Born 14 August 1867, at Albany

Married 21 October 1888 at Albany to Eunice Victoria Ladhams

Died 9 January 1941 at Belmont, WA (age 74)

(There are separate profile documents for Francis Alexander Fallows and the Ladhams)

5. Thomas Edward Fallows (1869 – 1941)

Born 30 October 1869 at Albany

Married 22 August 1895 at Balina, NSW to Hansina Johnson (1878 – 1953)

(Hansina born at Sydney, NSW, daughter of Hans Peter Johnson (Denmark) and Margaret Burke (Ireland).

They had 5 children – Jessie (1899 – 1987), Hansina (1901 – 1970), Thomas Edward (1901 – 1901), Grace Ellen (1905 – 1905)

(12 days), Thomas Henry William (1906 – 1960) and Greatia (1913 – 1965). (Another daughter was stillborn on 10 Aug 1910.)

In June 1933 there was a dispute with his son-in-law, George Powell, over money owed (£18/6/6) for board, hire of horses. And sundries. The ensuing court case was found in favour of Thomas Fallows. (*Albany Advertiser* 19 Jun 1933)

Thomas Fallows (age 64) also appeared in court on 26 Dec 1933 and was cautioned for having been drunk on 23 Dec (*Albany Advertiser* 28 Dec 1933)

Died 5 January 1941 at Albany (age 71) – Note: 4 days before Francis Alexander died

Obituary Thomas Edward Fallows There passed away in the early hours of January 4, at the Albany Government Hospital an old Albany resident in Thomas Fallows. Born in Albany in 1869, he lived a hard life, working mainly in this district on jobs which originally put Albany on the map, one of these being the Albany Water Supply from the Pumping Station at Two People Bay. He was a foundation member of the Albany Waterside Workers' Union.

In later years his time was spent seeking gold in the Ravensthorpe fields, but without great success. The funeral took place in the Church of England' Cemetery, Albany, on January 5, at 3 p.m., Revd. K. D. Andrews-Baxter officiating at the graveside. The chief mourners were Thomas (son), Jessie, and Hansina (daughters), George and Jack (sons-in-law), Jean, Nina, Jessie, Jack (grandchildren) and Merve. A large number of wreaths were placed on the graveside. Messrs. Harvey and Howson carried out the funeral arrangements.

It is learned that the late Mr. Fallows' elder brother, Francis, passed away on January 10, in Perth.

Source: *Albany Advertiser* 20 Jan 1941

6. Albert Richard Fallows (1873 – 1896)

Born 19 October 1873 at Albany

Died 3 May 1896, at Albany (age 22)

In Memoriam

In loving memory of my beloved nephew Albert Fallows, aged 22, who died on May 3 1896.

Gone where all pain is ended,

To that heavenly home above;

Where all are pure and holy

In the realms of peace and love.

Inserted by his loving aunt Matilda Gordon.

Source: *Albany Advertiser* 15 May 1897

7. Eli David (1875 – 1876)

Born October 1875 at Albany; Died 21 February 1876 at Albany (age 4 months)

The Point King Lighthouse was built in 1858 as a response to the end of the Crimean War in 1856. It was anticipated that this event would preempt the return of the lucrative mail boat service to the eastern states. The benefit of warning sailors of the narrow harbour entry was apparently not the primary concern. In February 1858, the lighthouse became the first to show a light on the south coast of Western Australia. It was used until 1911. The last keeper was Samuel Mitchell and his descendants still live in Albany.

In World War Two was the site of a machine gun post and the concrete emplacements for the artillery guns are still evident. The building has been unused for many years and lost its roof which has led to further damage. Its exposed position makes it more vulnerable to the elements and it is now a ruin. A conservation plan was prepared in 1995 in order to restore and stabilise the building. In 1999 no work had been completed on the site.

Pilots Cottages: The site of these cottages was the same as the original quarters built to house the pilot in 1854. Insufficient information is available to state whether these buildings are remains of the original. The pilot sailed out to meet incoming ships and brought the ships into the Albany harbour. It was noted in 1854 that the pilot boat was manned by "picked" convicts whilst in 1857 at least part of the crew was aboriginal. A former resident of Albany recorded in 1927 that the station held the pilot's quarters, a house for his assistant, prisoner's quarters, carpenter and sail shed, two or three outbuildings, a large brick oven, a boat shed, and a flag staff with a yard-arm and semaphore.

Gun Emplacement: The coastal artillery emplacement and underground magazine at Point King served a single 6 inch gun which formed part of the artillery unit collectively known as Albany Forts. The unit was built in 1893 as part of a national defence strategy. It was possibly the first "Australian" strategy as distinct from local colonial military installation as it was approved in London, discussed by a Premiers' conference, financed by London and Western Australian administrations, designed and supervised by an engineer from Victoria and initially manned by South Australian troops. The emplacement has been abandoned and left derelict and subject to vandalism.

Communication Mast The mast built between the Lighthouse Ruin and the gun emplacement and is associated with the uses of the three places in the group.

DESCRIPTION: The building is located on the tip of Point King at the base of the shore line. The ruin clearly shows the building was formerly four room with a central hallway. It is a random stone construction with brick around the doors and windows. The exterior walls were rendered and the interior walls show evidence of being plastered. The location of the building in a relatively remote and inaccessible position has meant it has been largely untouched by vandals. Nevertheless its position does make it more vulnerable to strong winds and seas.

Point King Lighthouse Information – Essay

The History of the Point King Lighthouse

This is another of the essays submitted to Rod Dickson's competition, and comes from Gemma Montefiore of North Albany High School.

To facilitate the safe navigation and arrival of mail steam ships in the nineteenth century, run by Peninsular and Orient Steam Navigation Company, the British Government agreed to fund the construction of two lighthouses in Albany. One on the shore, Point King, and another on Breaksea Island. The mail steam ships were a service between Suez and Sydney using Albany as their port of call. These two lighthouses were the second pair on the Western Australian waters with the first being Rottneest Island and Arthur's Head.

The lighthouses were also closely associated with the development of the 19th century coastal navigation aids in Western Australian waters. Point King Lighthouse is also associated with the development of steam ship and mail services to Australia from Europe and the history of the Port of Albany.

On the 20th May 1857 a Perth inquirer reported that the materials for the construction of the lighthouse had arrived in Albany and that Captain Wray and his "party" were due to survey the area for the sites. (1) Wolfe, A. *The Point King Lighthouses Site Particulars and History*, Albany 1994.

15th May 1858 Captain Wray, Royal Engineers, Sergeant Nelson and a party of men, sent by Governor Kennedy arrived at King George Sound to select sites and commence construction.

The site selected for the lighthouse being Point King, on the northern shore of Princess Royal Harbour near the entrance. The original plans for construction were reported by Wray as, *"The building will stand on a mass of granite, the lowest point of the foundation being 17ft above high water. As there is a heavy wash in easterly winds on this point it would not be safe to build at a lower level, even if it were practical. No tools that I can obtain or get repaired here will make any impression on this rock so as to prepare a level foundation in any reasonable time, and I have therefore determined to adopt a plan of building iron frames let into jumper holes 3ft deep and run with lead. As these frames will seldom, if ever, get wet and they will be built in so far they cannot be exposed to the action of the atmosphere there will be no fear of failing from rust. I propose to build the light tower into the passage of the building. Its base being altogether too small to stand by itself, and I consider more essential that the keeper should be under the same roof as his light. There is a good source of water about a quarter of a mile from the house ..."* (2) Wolfe, A. *The Point King Lighthouse Site Particulars and History*, Albany 1994.

The building being close to the edge, described as "within an easy stones throw" (3) with many people commenting on the fact that its very picturesque and an ideal picnic ground but very lonely for those that lived there. (3) McKail, N. Radio Broadcast 6V A, Albany 1970.

Construction began soon after and by early June a road had been cleared from Albany to the site. The light was now expected to be operating by 1st October 1858. Wray reported "*The Road party arrived here on the 28th and I have employed them in clearing a road to Point King. The building at Point King will give work for all the Albany carpenters available.*" (4) Wray then made arrangements for cutting timber for the lighthouse near the bridge on the King River. The lighthouse was erected by local tradesmen under a contract totalling £931/5/6. (4) Bulbeck, D. *The Story of the Pt. King Lighthouse and its Keepers*, 1965.

On Tuesday 9th June the ship Prince of Wales entered Princess Royal Harbour bringing the lights and fittings, landed on the 15th. Problems soon arose and when an inspection was carried out, there was found to be cargo in bad condition and several packages broken. A report was prepared by the Board of Survey. The report concluded that the cargo was damaged before it was loaded as the external condition showed no evidence of careless treatment; the ships crew and owners were not at fault. Repairs came to a cost of £64/17/01. These costs proved evidence of Wray's theory that Albany was very expensive.

In addition to these problems it was soon realised that a top for the wooden light tower was not sent. The light would temporarily have to be secured by a cast iron bracket bolted to the timber framework. These repairs meant there was a delay.

On commencing the construction, Wray decided to relocate the site 13ft above and behind the original site, this was due to concern about the safety of high seas. In a report written by Wray he mentions that he had already commenced the foundations on the original site when the decision was made, but no evidence of this has ever been found.

The Perth newspapers were soon on to the story and supplied huge publicity, which created much interest and five people immediately applied for the position of keeper at either lighthouse. A month later another three people applied followed by one more in August. The lighthouse keepers of Point King were to be as follows:

William Hill 1857-1858. Hill was formerly a private with the 63rd Regiment, enrolling as a Pensioner Guard in 1853. He operated the lighthouse for only a few months and later died at Breaksea in 1864, officially declared lost from the cliffs.

Joseph Nelson 1858-1867. Nelson lived at the lighthouse with his wife and children after being transferred to Albany from Newcastle where he was a corporal of the Royal Engineers. Under his instruction the lighthouse saw many changes.

Samuel Mitchell 1867-1903. Mitchell was a religious and studious man who was very deaf from an earlier illness. He lived at the lighthouse with his wife and many children.

John Gregory Reddin 1903-1911. Reddin and his wife and children lived in the cottage until it was decided the light would be attended by the Pilot Station crew.

Construction moved on. The keeper's quarters were a single story four room stone cottage. It contained a central passage running north south. The wooden light tower was located at the southern end of the passage with a small opening for the entry. The kitchen and store were in the northern half and a bedroom and a living room at the southern half. Each room had a fireplace connected to a central chimney stack. The walls and floor were stone, Lime mortar and brick with a roof made with shingles and at a later date iron. There was no toilet and water was obtained from a nearby spring. The light shone for the first time on the night of 1st of January 1858.

More problems arose, the cask of whale oil used as fuel for the light was of poor quality which meant the visibility was poor, only 12 miles. And there were many complaints. The poor quality of oil also meant that instead of trimming once a night the light had to be trimmed every three to four hours. Insufficient supply of quality oil led to conflicts with Captain Butcher, as the oil not only had to fuel the light but the lights on the channel buoys at the entrance to Princess Royal Harbour and the lantern on the Pilot Boat.

Throughout the lighthouses working days there were many additions made. These included a boundary wall to prevent accidents, this wall was built more than once due to poor construction. A verandah and a room, to enable a place for the set of barometers and thermometers for meteorological observations and prevent the rain beating into the passage, enabling two additional rooms to be built. A water tank was also installed during summer when the spring dried up.

Although the lighthouse was working, it was far from finished. The ladders in the light tower were unsafe, the plastering of the keeper's quarters wasn't done and there was no toilet. However over a period of time these jobs were completed other than it is not known what happened to the toilet.

Source: *MARITIME HERITAGE ASSOCIATION JOURNAL* Volume 12, No.4. December, 2001