



ROYAL SYDNEY YACHT SQUADRON

Commodores of the Squadron By John Maclurcan

3. Henry Carey Dangar 1867-1875



Henry Carey Dangar was one of the signatories on the document recording the formation of the Squadron.

Sydney Sails

HON. HENRY CAREY DANGAR, aged thirty-two, owner of the 18-ton yacht Peri, was born in 1830 at Port Stephens near Newcastle. He signed near the foot of the list, but he was one of the most prominent of the original members. His father, a Cornishman, had been appointed in 1821 a



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government surveyor and later had become owner of a large pastoral property in northern New South Wales. He was a member of the Legislative Council from 1845 to 1851. His home at Potts Point was known as "Dangar's Castle". H. C. Dangar, educated at Sydney College and at the University of Cambridge, was qualified as a barrister. A younger brother, F. H. Dangar, was co-founder and manager of the well-known shipping firm of Dangar, Gedye and Co. The yacht Peri, built at Sydney in 1861 by J. Cuthbert, was new, commodious, and a smart racing vessel.

Here is a letter to the papers which would probably not be published today for fear of litigation.

Thursday, 11th December, 1862 – The Sydney Morning Herald

To the Editor of the Herald.

SIR - The committee of the Balmain Regatta have taken some time to concoct a reply to the letter which appeared on Wednesday last, and a precious production it is now it has come. The committee express the tenderest regard for my reputation and deprecate the necessity of exposing me. I am not in the least afraid that my reputation will suffer by anything which earns be imputed come by these gentlemen, and it is not from any anxiety to shield myself that I now beg you will insert this, my reply to Mr. Spence's letter.

The insolence and mendacity of that elaborate performance will, I am afraid, compel me to trouble you at much greater length than the subject is worth; but I am most anxious that the public - to whom these gentlemen are more particularly responsible - should know the truth of this matter. The gist of Mr. Secretary Spence's rather lengthy and plausible explanation amounts to this - That the committee chose to assure that there was collusion between Mr. Parbury, Mr. Josephson, and myself, and therefore they withheld the prize. Now, I think that, even with the Balmain committee we might have been spared such an imputation; but theirs is a desperate case, and desperate cases, it is said, require desperate remedies so they make up their minds not to stick at trifles. To justify their amiable assumption they say, first - that the Peri was entered with Mr. Parbury's cheque, and not in my name. She was entered with Mr. Parbury's cheque, but it is a deliberate untruth that she was not entered in my name. The circumstance of the cheque arose thus. The entrances were to close on Thursday evening. On the morning of that day, I expressed to Mr. Parbury my unwillingness to go over to Balmain and enter the Peri myself, when he said that Mr. Deloitte, who resided there, would do it for me. I then gave Mr. Parbury my cheque for the entrance, and a sum of money which I had to pay him, amounting altogether to £13. Mr. Parbury, when he asked Mr. Deloitte to enter the Peri for me, not having sufficient money with him gave him his cheque for the amount. Secondly. The committee, it appears, had somehow discovered that I had stated to some gentleman connected with the press my intention of not racing unless the larger yachts entered also.

I have no recollection of ever having stated to any such a gentleman any such intention. I certainly did not wish to contest the race with the smaller yachts and should not have done so if a special number of that class only had entered. It happened that three yachts only entered. If the committee had not withdrawn the race, it would have been much more fairly contested than were the fifth and ninth races in their regatta.

Thirdly. - My crew "had been practising in Mr. Parbury's boat." I had promised Mr. Parbury that M'Donald should sail the Why Not if the Peri did not run, He, therefore, I believe, went out twice in Mr. Parbury's boat. Such, Sir, are the real circumstances on which the committee have thought to justify themselves by charging us with collusion and fraud. The "make up" I am very much afraid is



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only a fabrication of the committee, and I think it will hardly save them from the obloquy which they so richly deserve.

I will only say further that the application of the epithet "quidnunc" to Mr. Parbury and myself, comes with peculiar grace and fitness from a set of men who do not possess a single yacht, have not the smallest pretension to be considered yachtsmen at all, and by their present conduct have done the noblest aquatic pastime so much injury.

I am, sir, yours truly.

HENRY C. DANGAR.

Sydney Sails

It happened that a number of yachtsmen, including Parbury and Commodore Walker, were entertained at dinner one Saturday evening by a member of the Squadron, E. Wyld. Among the guests was Henry C. Dangar, who, many years later, wrote his recollections of an incident which has become legendary in Australian yachting history.

H. C. Dangar stated: "When men of a certain sort get together, they usually talk sport, and, on this occasion, Mr. Wyld's friends, being of an aquatic turn, devoted themselves chiefly to yachts and yacht racing. The end of it resulted in a challenge by Mr. Walker to Mr. Parbury to race the Chance against the then unnamed vessel of which even the keel was not laid. The course was to be to Newcastle and back, a distance of about 140 miles, and Mr. Walker staked £100 to Mr. Parbury's £75. It will be admitted that the action of Mr. Parbury in matching an unbuilt cutter of 30 tons against a crack English schooner of more than twice her tonnage indicated a courage to which some might be inclined to apply a less flattering term. But such was the confidence inspired by the wonderful sailing qualities of the 'soda water bottle', as Australian was familiarly called, that there were many who thought it might not be such a one-sided affair after all."

Within a few days, the keel of Parbury's new yacht was laid at Dan Sheehy's yard on the shore of Woolloomooloo Bay. The keel was wrought from an ironbark trunk 60 feet long. The work of building the yacht proceeded rapidly. Dangar remarked: "She lacked the finish most people expect to find in a yacht, but it must not be supposed that she was roughly or carelessly turned out. She was well and faithfully put together, the best materials were used in her construction, and she was almost entirely a colonial production as far as hull, spars, and sail plan are concerned." She was designed below the waterline on the "segment of circle" lines of the Australian, but "she had a straight stem instead of a pointed cut away bow, and very little overhang of counter". Dangar adds: "It is not too much to say that her segment lines gave the clue to the lines of all the fastest racing yachts in England and America" in later years.

Whether Dangar's claim was valid or not, the building of the new yacht naturally aroused much discussion. She was launched in October 1863 and named Xarifa, * a strange-looking word which soon was popularly shortened to 'Rifa.

Sydney Sails (1868)

It appears that H. C. Dangar had declined the post of commodore in April 1867 because he was not at that time the owner of a yacht, having sold his Peri; but a new yacht, Mistral, 35 tons, was being built for him by Dan Sheehy at Woolloomooloo, from designs by Harvey of Wivenhoe, which Dangar had brought from England on a visit there in 1865. She would be 4 tons bigger than Xarifa. In the meantime, Dangar bought Annie Ogle from Captain Rountree, and hoisted his pennant in her when, towards the end of 1867, he was appointed commodore.



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Handicapping has been controversial for over 150 years.

Friday, 21st January, 1870 – The Sydney Morning Herald

HANDICAPPING YACHTS.

To the Editor of the Herald.

Sir, - Everybody who takes an interest in the subject, is indebted to you for opening your columns to the above question, which, though not of such importance as the question whether Mr. Charles Cowper is a better lawyer than Sir James Martin, is nevertheless of some consequence - so far as it affects the present and the future of one of the healthiest, manliest, and most useful of our recreations. Your correspondents "Will o' tho Wisp," and "Triton," have written two very good letters, in which they have set forth the usual objections to the practice of handicapping, objections which have been urged in the case of horse racing, and admitted, so far as the principle is concerned, to be unanswerable. The practice has, I know, one or two advocates in Sydney, but as I am not one of them, I am not going to take up the cudgels in its behalf. However much we may be opposed to a system which imposes restrictions upon a good horse or a good yacht, we must, I think, admit that the bringing of a number of horses or yachts together in a contest in which they would not otherwise meet, is a cogent argument in its favour, and I hope that somebody - just for the sake of argument - will make the most of it. It seems to me, that handicapping is one of those evils which expediency makes necessary, for the inevitable answer to all objectors to it is, if handicapping ceases racing will cease too, and as a real good race is immensely exciting and popular, the system thrives, and will thrive, though we all know it is very wrong and indesensible.

As I have already said, I am not going to argue the point with Messrs. Will-o'-the-Wisp and Triton. I merely wish to correct an erroneous impression which they seem to be under with regard to the club to which I have the honour to belong. They appear to think that the Royal Sydney Yacht Club encourages the practice of handicapping. Such is not at all the case. By the rules of the club a fixed time allowance is arranged for each of the three classes into which the yachts belonging to the club are divided, according to their tonnage, and in all club matches this time allowance is invariably adopted.

It is true that the yachts of the club have met in about half-a-dozen handicap races, but the prizes have been either special or given at a regatta, when the object has been to bring all the yachts together. It may be safely said that in not one of these races has any other result been demonstrated than that it is, or appears to be, impossible by handicapping to bring about a satisfactory contest. So far as the Yacht Club is concerned, therefore, it does nothing to discourage yacht building or sailing; and I hope the day will never dawn when, by adopting the principle now under discussion, it ceases to recognise the good old rule - that the best boat shall win if it can.

I am, Sir, yours faithfully,

HENRY C. DANGAR

P.S.-"Triton" is wrong in supposing that they have never had handicap yacht races in England. In the last October and November numbers of Hunt, he may see a report of two such races.

Sydney Sails (1875)

At the annual meeting of the Squadron in August 1875 H. C. Dangar retired from the post of commodore, which he had occupied for eight years. In 1874 he had been elected member of



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Parliament for West Sydney, and therefore had less time to devote to yachting, or at least to the duties of flag officer; but he continued to act as honorary treasurer of the Squadron (an office which he had occupied from the beginning) and sailed occasionally as a member of the crew of Mistral after he had sold her to Gilchrist.

Sydney Sails (1881)

H. C. Dangar, who was then M.P. for East Sydney, and had been honorary treasurer of the Squadron for nineteen years since its inception, stated that he had never seen better contests in Port Jackson than those that had taken place during the Gilchrist regime. "It is true," he added, "that we have had recourse to handicapping, which is not an altogether satisfactory way of racing yachts, but it has led to fun and good fellowship, and nothing has destroyed the harmony and chivalry which are characteristic of yachting."

Saturday, 2nd April, 1881 – Sydney Punch





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Wednesday, 26th August, 1885 – The Sydney Morning Herald

RABBITS

TO THE EDITOR OF THE HERALD.

Sir, - It is said that in the multitude of counsellors there is wisdom, but I am inclined to think that so far as the above alarming post is concerned, there is another old adage about too many cooks, which is more to the point.

Money is subscribed by thousands, schemes are propounded, meetings held, and spasmodic efforts are made in places to subdue the evil, yet it goes on increasing, and we read from time to time that the rodents have appeared at some place or other indicating a steady progress to the north. At the rate they are going they will in no long time eat up squatters and free-selectors alike; and they will only eventually be exterminated by leaving nothing for themselves to eat.

Your correspondent "J.P.," in today's issue, briefly, and wisely, to my thinking, exposes the fallacy of the cat and the fencing schemes; he might have included the stoat weasel and mongoose absurdities.

The multiplying power of these useless little brutes is so enormous, and the hold they have got on the country is so wide and tenacious, that nothing but a systematic and wholesale mode of destruction will eradicate them. About two years ago, when the tuberculosis idea was advanced, I gave my consent to the Minister that the rabbits infesting an island of mine in the Hawkesbury River should be experimented upon. I am afraid nothing has been attempted; or, if the experiment has been tried it must have failed, as I am told that the rabbits are as numerous and active as ever. If the poisoning by inoculation idea can be made sufficiently active it would, I think, be by far the cheapest and the best mode of dealing with the pest. Failing that, I see nothing for it but the suffocation plan adopted pretty generally, I believe, in Victoria.

I write this letter, Sir, chiefly to say that having a supply of rabbits in a position of isolation favourable for the trial of experiment I offer them for the purpose of discovering any humane method of destruction (not that I think humanity need be introduced into a question effecting the common weal as much as this does), and I will bear any reasonable cost in that behalf. No charlatans need apply.

I am, &c.,

HENRY C. DANGAR.

Thursday, 1st July, 1886 – The Sydney Morning Herald

"AS ITERS SEE US."

TO THE EDITOR OF THE HERALD.

Sir, - In your issue of yesterday you give an extract from a letter of Dr. Taylor, the scientist, to the effect that our exhibits at the Colonial Exhibition are well arranged to catch the public eye. That may be so; but what about the exhibits themselves? I have just received a letter from a friend in England - well affected to our colony - on whose veracity and judgment I can rely. This is what he says: -

"I suppose it is treason to say so, but I am not at all satisfied with the general aspect of our court. Canada, Victoria, and New Zealand are, in my opinion, incomparably better. One exhibit from Sydney - which Stuart very properly rejected - was quite comical; it was intended for a banana-tree, the fruit being represented by small soda water bottles placed on pieces of wood. They were coloured to imitate the fruit, and I have since heard the idea was to have the electric light inside them! Be that as it may, the whole thing was most ridiculous. Then there are glass pots of Jam tied down with paper, the edges of which are not even trimmed; and as the contents are oozing out, they are



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evidently in a state of fermentation. Such exhibits only bring us into ridicule. The mineral court is the best. The photograph of the Soudan fellows is about the most attractive thing in our court." Now, there is perhaps a singling-out of the unfavourable as well as on the comical bunch of bananas. But, Sir, does not this confirm our impression as to the kind of display we make at all exhibitions? With the exception of the minerals - which, thanks to Mr. Wilkinson, seem to be a success - there is evidently little about our display that we need be proud of, and it is not satisfactory, after the thousands which have been spent, the highly paid staff of officials, the dozens of commissioners, the blowing of trumpets, the scattering of distinctions, and what not in the way of "highfalutin," that we seem to have succeeded in little else than appropriating some of the reflected splendour of our more successful neighbours.

It is proposed in certain quarters to celebrate our centennial by an exhibition. If we want to prove by this hackneyed vanity how very far behind we are in local manufactures, by all means let us have another exhibition. We shall succeed beyond a doubt; but as the discouraging of local industry and enterprise has been the natural and inevitable outcome of our devotion to free trade, let us not pretend to enter into competition with our neighbours, but confess at once that we desire only to show what excellent customers we are for the surplus rubbish of all nations which has been for years poured into our warehouses, to be retailed at fancy prices whenever a chance presented itself. I do not intend to drift from the Colonial or any other Exhibition into free trade, though there is a strong connecting link between them; but I will conclude this little bit of veracious history of "our court" by expressing the hope that these much-abused ad valorem duties will, if carried - however protective in their character they may be - operate to prevent our port being made such a receptacle as it has hitherto been.

I am, &c.,

HENRY C. DANGAR.

Sydney Sails (1891)

In August 1891 J. F. Hoare stood down as vice-commodore in favour of the Hon. R. H. D. White and, at the same time, Henry C. Dangar, then aged sixty-one years, retired from the position of treasurer, which he had held for twenty-nine years since the Squadron's inception. He was succeeded by J. A. Minnett, an enthusiastic and active sailing master.

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Wednesday, 26th April, 1905 – Sydney Sportsman





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Saturday, 13th April, 1907 – Singleton Argus

TO THE EDITOR OF THE HERALD.

Sir, - Mr. Arthur Moore, in your issue of this morning says that he has heard a good many stories of the loss of the Wanderer. So have very many who years ago were interested in her and her owner, Benjamin Boyd, a man in advance of his time; but I never heard before reading Mr. Moore's letter of the Broken Bay episode, and I have always understood that the mystery surrounding the loss of the Wanderer was solved some years ago by a writer in some book, the title of which I have forgotten, who stated that the yacht was wrecked at the entrance to Port Macquarie on her way back to Sydney, after the murder of Mr. Boyd at, I think, the Solomon Islands.

I by no means wish to discredit Mr. Moore, who has been in a position to obtain reliable information, but it is in the hope that the uncertainty which even now exists as to the actual fate of Mr. Boyd and his fine little vessel may be set at rest that I beg your insertion of this letter.

I am, etc.

HENRY C. DANGAR.

Sydney Sails (1912)

Of the original nineteen foundation members, only three now survived. Charles Parbury, aged seventy-nine, was living in retirement in England, and to mark this occasion had presented to the Squadron a painting (reproduced in this volume) of his famous yacht Xarifa which had won the first Australian ocean race, against Chance, in 1864. Henry C. Dangar, aged eighty-two, was living in Sydney, but was unable to attend. Fred J. Jackson, aged seventy-four, attended the banquet. He had been the youngest of the original nineteen members, and in 1912 was still an active sailing member, frequently being seen at the tiller of his old deep-keeler, Violet, pleasure cruising on the harbour. He was given a place of special honour at the festivities. Honorary life membership of the Squadron was conferred upon him, and upon Henry Dangar and Charles Parbury.

Sunday, 26th April, 1917 - Sydney Morning Herald

MR. H. C. DANGAR.

DEATH IN SYDNEY

The death of Mr. Henry Cary Dangar, M L.C., took place early yesterday morning at his residence, Grantham, Potts Point, in his 87th year.

Australia has its great names—the names of men famous in its history—explorers, statesmen, pastoralists, captains of industry and commerce. And among these is the Dangar family. Mr. Henry Cary Dangar was born at Port Stephens on June 4, 1830. His father, Mr. Henry Dangar, who was descended from an old Huguenot family, and lived as a boy on a farm near St. Neots, Cornwall, came out to Australia in 1822, at the age of 23. A love of adventure lured him and five brothers to seek their fortunes in the then little-known land beyond the seas—New Holland, as it was called. Mr. Henry Dangar was destined to play an important part as an Australian pioneer. For six years he was occupied in survey work in the Hunter River district; and in 1826 he acquired an area of 700 acres, which was the Nucleus of the afterwards well-known Neotsfield estate, on which his eldest son, Mr. W. J. Dangar, resided in later days. He laid out the original plan of Newcastle, or Kingstown, as it was then called. From 1830 till 1832 he had his home at Port Stephens, and was associated with the Australian Agricultural Company, in conjunction with the well-known Arctic explorer, Sir Edward



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Parry, who was the general manager of the company. Then, in 1832, Mr. Dangar packed his belongings in a boat, went up the Hunter, and settled at Neotsfield—so called after his old Cornwall home—and thenceforward engaged in pastoral pursuits, paying much attention to the improvement of stock. He was also one of the first to test the tinning of meat as a profitable industry in this country, and for this purpose he established a factory at Newcastle. For some years he sat in the old Legislative Council, but politics never attracted him greatly. He died in 1861, leaving a widow, five sons, and two daughters.

Such was the beginning of the pioneering life of this honoured Australian family. It was at Port Stephens that Henry Cary Dangar was born in 1830. Mr. Dangar was for years one of our best-known and most respected public men—he sat in the Parliament of New South Wales for over 40 years—as he has also been one of our most prominent pastoralists. His life was a full one and a busy one, and in the 86 years spent in this country he saw many wonderful changes. Few men had a richer store of reminiscences.

Going to England as a youth, Mr Dangar completed his studies at Trinity College, Cambridge, and there he took his M.A. degree. He entered the Middle Temple, and in 1854 was called to the Bar. But having made himself acquainted with law, he was satisfied to let it rest there. He used to tell his friends that the only person he ever defended was hanged; but Mr. Dangar loved a joke. He has a son, Mr. R. N. Dangar, practising law in Sydney at the present time. But for himself, the call of the free, wide spaces was too insistent to be ignored, and, returning to New South Wales, he followed the pastoral pursuits which his father had begun. He went on from success to success; and the State owes much to him, particularly as a horse-breeder. In other days than these—before the automobile came—the Dangar horses were the envy of all who drove in carriages. The Dangar horses were picked out at the shows; and on the turf, too, they were well known. For nearly half a century Mr. H. C. Dangar had been prominently identified with turf affairs in this State as a breeder and owner of racehorses. For over 47 years he had been a member of the committee of the Australian Jockey Club, and for a long time was chairman of it. He saw the A J C. grow from a very small beginning to the proud position it now occupies—the wealthiest and best-equipped racing institution in Australasia. When he resigned as a member of the committee in February of this year a special resolution was carried placing on record his long and valuable services to the club. One of the best horses that carried his popular black jacket, orange sleeves and cap, was Gibraltar, who credited him with the A J C. Second Foal Stakes and Derby in 1890, and the V.R.C. St. Leger Stakes in 1891. Mr. Dangar inherited the famous Neotsfield Stud from his brother, Mr. W. J. Dangar, and subsequently presented that property to his son, Mr. R. H. Dangar. Gibraltar was one of the last good horses he bred there before handing the place to his son, but before doing so he imported Positano for the St. Simon strain, and before sending him to the stud he raced him. In Mr. Dangar's colours Positano won several good races, including the A.J.C. Spring Stakes. Another good but unlucky horse raced by him was Leonidas, and Attalus won in his colours. During his ownership of Neotsfield Mr. Dangar bred a Derby winner in Bob Kay, who was sold as a yearling for 35 guineas.

All other healthy forms of sport also claimed Mr. Dangar's interest—notably yachting. He was for a considerable time Commodore of the Royal Sydney Yacht Squadron, and his name is associated with the *Peri* and the *Mistral*—the redoubtable *Mistral* that finally struck her colours to the *Magic*. In ocean races, the chief event in which the late Mr. Dangar took a part was the race to Newcastle and back, between the schooner *Chance* and the cutter *Xarifa*, Mr. Dangar representing the owner of the *Chance* on the *Xarifa*, which was owned by Mr. Charles Parbury.



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The late Mr. Dangar took a very keen interest in rifle-shooting. He was one of the founders, and for many years an active member, of the National Rifle Association of New South Wales. He was a member of the first committee, which was formed in 1860, and continued to hold this office until 1870. From 1866 to 1868 he was honorary secretary, from 1870 to 1877 he was vice-president, and from 1877 to 1909 he was a trustee. A bronze shield was competed for from 1861 to 1867 between New South Wales and Victoria, and Mr. Dangar was one of the winning team in the latter year. In 1876, when a team of New South Wales riflemen was sent to Philadelphia to compete in the international contest, Mr. Dangar generously made up the deficiency in the public subscriptions for the purpose—a matter of about £800. Many other public movements were indebted to him for generous support. It is not without interest to note that the cloisters at St. Paul's College, in the grounds of the Sydney University, were built at his expense, in memory of his old college days.

In the field of politics, an already stated, Mr. Dangar served the State for a very long time. Originally elected to the Legislative Assembly in 1874 as member for West Sydney, he was elected member for East Sydney in 1880; and three years later he was appointed to the Legislative Council. For 30 years he was one of the most regular and zealous attendants at the House; and as a vigorous debater his remarks were at all times listened to with interest and attention. Of late failing health had interfered with his attendance.

In 1865 Mr. Dangar married Miss Lucy Lamb, daughter of Commander Lamb, R.N. His wife and a daughter (Mabel) predeceased him, but a large family remains—four sons and six daughters. The sons are Mr. Richard Halifax Dangar, of Neotsfield, Mr. Reginald Neville Dangar, of Sydney, Colonel Horace William Dangar, a member of the Military Board in Melbourne, and Mr. Leonard Adrian Dangar, of Warialda. The daughters are Mrs. H. M. Osborne (formerly of Moss Vale, and now of Queensland), Mrs. Lewin (wife of Captain C. Le P. Lewin, R.N., Mrs. Dangar, wife of Major O. C. Dangar, M.C. (formerly of the 13th Hussars, and now serving with the Australian Imperial Forces in Egypt), and the Misses Elinor, Muriel, and Dorothy Dangar. The funeral will take place this morning, leaving Grantham for the Waverley Cemetery at 11 o'clock.

Saturday, 18th April, 1917 – Singleton Argus

DEATH OF MR. H. C. DANGAR.

Sportsman and Parliamentarian.

Mr Henry Carey Dangar, one of Australia's best-known sportsmen and pastoralists, and one of the oldest members of the New South Wales Legislature, died at his residence at Potts Point on Wednesday.

The deceased gentleman, who had been in failing health for some time past, was in his 87th year. Born at Port Stephens in June, 1830, he was the second son of Henry Dangar, who had settled in the State eight years previously. He was educated at Sydney College and at Trinity College, Cambridge, where he took his M.A. degree, and, entering at the Middle Temple, he was called to the Bar in 1854. Twenty years later he successfully contested the West Sydney seat in the State Parliament, and represented it for the three years ended October, 1877. He was out of the next Parliament, but at the 1880 elections was returned for East Sydney, and sat till the dissolution in November, 1882. In September of the following year he was appointed to the Legislative Council, of which he remained a member till the time of his death. He thus had a parliamentary record of 39 years, five in the Lower House and 34 in the Upper House.



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Mr Dangar was closely identified with the turf for fully half a century, and for 47 years was on the governing body of the Australian Jockey Club. He was chairman from 1880 to 1883, from 1895 to 1908, and from 1900 to 1903. He was a true sportsman in every sense of the word, and though never a patron of racing in a large way, often had a horse in training. Mr H. C. Dangar was one of the first patrons that J. Allsop had when he decided, 36 years ago, to commence training operations at Randwick, and there were no more popular victories than those gained in the black jacket orange sleeves and cap. Attalus, Gibraltar, Euston, and Positano were horses that carried Mr Dangar's colours successfully, but the only occasions on which he took classic honours were when Gibraltar won him the A.J.C. Derby and V.R.C. St. Leger. It was Mr. Dangar who imported Positano to this State in 1897. He acquired Positano for stud purposes, but was induced to have him trained, and within a comparatively short time of his arrival Positano distinguished himself on the racecourse, as he did subsequently at the stud.

When, in February last, Mr Dangar resigned from the A.J.C. because of indifferent health, the committee placed on record its appreciation of his long and valuable services to the club. Mr Dangar was also identified largely with pastoral interests.

In 1865 Mr Dangar married Miss Lucy Lamb, daughter of Commander Lamb. R.N. His wife and daughter (Mabel) predeceased him, but a large family remains—four sons and six daughters. The sons are Mr Richard Halifax Dangar, of Neotsfield; Mr Reginald Neville Dangar, of Sydney; Colonel Horace William Dangar, a member of the Military Board in Melbourne; and Mr Leonard Adrian Dangar, of Warialda. The daughters are Mrs H. M. Osborne (formerly of Moss Vale, and now of Queensland), Mrs Lewin (wife of Captain C. Le P. Lewin, R.N.), Mrs Dangar (wife of Major C. C. Dangar, M.C., formerly of the 13th Hussars, and now serving with the Australian Imperial Forces in Egypt), and the Misses Elinor, Muriel, and Dorothy Dangar.

Dangar, Henry Cary (1830–1917)

By Louise T. Daley

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DANGAR BROTHERS: William John (1829-1890), pastoralist, Henry Cary (1830-1917), barrister, politician and sportsman, Frederick Holkman (1831-1921), merchant and financier, Albert Augustus (1840-1913), pastoralist, and Francis Richard (1845-1873), landowner, were sons of Henry Dangar and his wife Grace, née Sibley. William John was born on 16 March 1829 at St Neot, Cornwall, England, and as an infant went to Sydney with his parents. They lived at Port Stephens until 1833 and then moved to Neotsfield, Hunter River. In 1846 on his return from school in Sydney he was confronted with his father's overriding ambition to make him a squatter. Although unco-operative and independent, he was sent to work on his father's stations under (Sir) Arthur Palmer. While his parents were abroad in 1852-55 he managed Neotsfield under the guidance of his uncle William who wrote regretfully 'he won't confide in anyone'. On his father's return he left home and on 14 February 1856 married Marian, daughter of John Phelps of Paterson. After his father died, he inherited Neotsfield, and in 1874 withdrew from Dangar Brothers. He died without issue on 3 August 1890, leaving an estate valued at £214,900.



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Henry Cary was born on 4 June 1830 at Port Stephens and educated at Sydney College. In 1846 on the advice of his uncle Richard he sailed for England in the *Persian*. In 1849 he entered Trinity College, Cambridge (B.A., 1853; M.A., 1857). After touring the Continent with his parents, he was admitted to the Middle Temple and to the Bar in 1854. Back in Australia he was a stabilizing influence in the troubled family affairs although unwilling to practise law. In 1861 by his father's will he inherited the family properties at St Neot, Cornwall, but they had all been sold except one cottage. As compensation his mother gave him Grantham, the family home at Potts Point, Sydney. On 19 September 1865 he married Lucy, daughter of Commander John Lamb, R.N. A silent partner in Dangar Brothers, Dangar Gilchrist & Co. and other enterprises, he represented West Sydney in the Legislative Assembly in 1874-77 and East Sydney in 1880-82. Although conservative he supported the revision of the land laws. When appointed to the Legislative Council in 1883 he was known as 'a regular attender and serious debater' who worked for colonial expansion but was attacked by the *Bulletin* as a 'Tory' on the immigration issue. He inherited Neotsfield from William John in 1890. A member of the Australian Jockey Club for forty-two years his racing colours were well known as was his generosity in sending the New South Wales Rifle Team to compete in Philadelphia. He donated the cloisters of St Paul's College in the University of Sydney and was a founder and trustee of the Union Club, a director of the Royal Prince Alfred Hospital and a councillor of the New South Wales Academy of Art. He died at Potts Point on 25 April 1917, survived by four sons and four daughters.

The third brother, Frederick Holkham, was born on 23 October 1831 at Port Stephens. In 1846 his parents smiled at his love of the sea and his voyage to Calcutta in the *Royal Saxon*; his willingness to examine progressive ideas was encouraged by his uncle Richard, and he became the family financial adviser. At 17 he was exporting kauri gum from New Zealand to London. In 1855 with an advance of £2000 from his father he joined Rundle, Dangar & Co., general merchants of Sydney and London. In 1858 he married his sister-in-law Elizabeth Phelps. With a wedding present of £15,000 from his father he bought in 1859 a partnership in Dangar, Gilchrist & Co., established on 1 December 1858 by his uncle Richard and James Gilchrist, merchant of Armidale and Glen Innes. From his father he inherited properties at Muswellbrook and Maitland, and Holkham station at Aberdeen which had been sold, but he was compensated by cancellation of the £2000 debt. In 1868 he inherited the Australian estate of his uncle William and bought a half share in the *Hawkesbury*, 1100 tons. Later, with George Dibbs, he bought the *Gladstone*, an iron screw barque, to carry wool to the London sales. In 1889 the *Neotsfield* was built to his specifications and designed for the comfort of the crew. He also supported the training ships, *Medway* and *Port Jackson*, operated by Devitt & Moore. In 1870 Gilchrist retired from the firm and was replaced by C. T. Gedye. In 1879 Frederick Dangar also retired and after disposing of his colonial interests made his home at Ealing, London. He died there on 26 March 1921, predeceased by his wife and survived by two sons and one daughter; his estate was sworn at £76,000. He was well known for his generosity and his ready friendship with people in all walks of life. In New South Wales he had been president of the National Shipwreck Relief Society and the Cricket Association, and director of the Commercial Banking Co. of Sydney, the Australian General Assurance Co., the Sydney Infirmary and Dispensary and the Shale & Oil Co. Ltd. He was also a member of the Royal Colonial Institute for forty years.

The fourth son, Albert Augustus, was born on 8 June 1840 at Neotsfield. A delicate child, he attended school at Newcastle; at 12 he went with his parents to England and studied at the Truro Grammar School, Cornwall, and in Germany. After three years at sea in the service of Duncan Dunbar he returned to New South Wales to work under A. H. Palmer in the management of his



ROYAL SYDNEY YACHT SQUADRON

father's properties. In 1863-97 he was general manager of the pastoral holdings of Dangar Brothers. From his father he inherited 'properties at Newcastle and within 5 miles [8 km] thereof', valued at £3000 in 1852 but worth £108,181 in 1906. He married Mary Phoebe, daughter of Edwin Rouse, at Windsor on 11 September 1866. In that year he also bought Barooka station near Singleton. Although called a 'Peregrinating Plutocrat' in 1903 he was highly respected at Singleton, where he donated a cottage hospital in 1906 and generous funds to rebuilding the Church of All Saints in 1911. He was a founder and president of the Pastoralists' Union, a principal in the Cobar Copper Syndicate and first donor to the Dreadnought Fund. His major hobby was the breeding of pure stock. He died at Barooka on 5 April 1913, survived by four sons and four daughters; his probate was sworn at over £300,000.

The youngest son, Francis Richard, was born on 14 February 1845 at Neotsfield and educated at The King's School, Parramatta. By his father's will and codicil, he received a life interest entailed to his descendants in 'leasehold properties in the Gostwyck group without stock and equipment', and the squattage of Yarrowyck. After his mother died in 1869, he leased the stations to Dangar Brothers in which he held a fifth interest for £480 and went to England. He died unmarried in London on 12 October 1873, leaving an estate worth £51,000.