THE MIGRANT SHIP
HARPLEY

ROLICKER CHANDLER

THE HISTORY AND VOYAGES
OF THE MIGRANT SHIP
HARPLEY
1847 - 1862
The Migrant ship Harpley
1847 - 1862
Australian (launceston) Built
Her voyages and Passengers

Coles Wharf on the Yarra Melbourne
From a drawing by ST Gill

By
Rolicker Chandler
SEA FEVER

I must go down to the sea again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel’s kick and the wind’s song and the white sail’s shaking,
And a grey mist on the sea’s face and a grey dawn breaking.

I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,
To the gull’s way and the whale’s way where the wind’s like a
whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick’s over.

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FOREWORD

You may ask why the Harpley, what is my interest in this particular ship? Firstly, the Harpley was the ship which brought Stephen and Ann Chandler and their five surviving children, including John, my grandfather, to the then called Port Phillip District of New South Wales. Later the Colony of Victoria became the State of Victoria. With them were six other Particular Baptist families from Brighton, Sussex, England. Also on board was Thomas Harvey aged 20, who later became my great uncle by marriage, and two “country cousins”, Frederick and William Newnham, also Stephen Charlwood and Robert and Naomi Dadswell.

It was when I read in my grandfather’s book, Forty Years in the Wilderness, that the family had come out from England on the Harpley, that I started the research into what has come to be a fascinating look into the history of an unusual ship. Unusual because the Harpley built as a migrant ship had been made on the Tamar River near Launceston, Van Diemen’s Land in 1847, and built of local timber, which turned out to be unsuitable. She was built of ‘Swamp Gum’ which was found to be rotten on her first arrival in England.

The builders, the Patterson Brothers were certainly very much dismayed when reports from Lloyd’s of London were received. So much so that, some Master Shipbuilders wanted to send one of their vessels to London for Lloyd’s to inspect. The result was that the ship had to be sheathed in ‘yellow metal’ before being passed “A1” at Lloyd’s for further service. The bottom and sides were felted and sheathed with an alloy of two parts of copper and one of zinc, in another word, brass, a non-ferrous metal, malleable and ductile and very tenacious.

The Harpley then completed a further five voyages to Australia with migrants, and other voyages to India, the West Indies and Hong Kong, etc., before she foundered in 1862 off the coast of Tenerife in the Canaries.

Van Diemenlanders in Launceston and Hobart Town I am sure would have applauded Longfellow’s poem from his series By The Seaside, which was “The Building of the Ship”, as describing their pleasure and pride, however misplaced it may have been, in the ship built on their island by their own shipbuilders, Patterson Brothers.

John Chandler came out on the Harpley as an eleven year old lad, and was later the author of Forty Years in the Wilderness, published in 1893. This was revised by Michael Cannon in 1990, being republished by Loch Haven Books. John Chandler was also the founder of D & W Chandler Ltd., hardware merchants.
THE BUILDING OF THE SHIP

BUILD me straight, O worthy Master!
Staunch and strong, a goodly vessel,
That shall laugh at all disaster,
And with wave and whirlwind wrestle!

The merchant’s word
Delighted the Master heard;
For his heart was in his work, and
the heart
Giveth grace unto every Act.

Chapter 1

The Ship

The Harpley was a barque - a three-masted ship with square sails on all masts. Her tonnage varies in different publications. The most accurate displacement seems to be 547 tons burthen. Mr. Bob Sexton of Gilberston, South Australia, provided the following description:-

The Harpley was registered at Launceston as No. 1 of 1847 on 10 February, 1847, having been built at Exeter, Co. Devon, Van Diemen’s Land by the Messieurs Patterson & Co., as appears by the builder’s certificate dated 9 February. She was 547 201/3500 tons on dimensions of 122.4 x 26.3 x 18.6 feet, with 2 decks, 3 masts, ship rig, standing bowsprit, square stern, carvel-build, sham quarter galleries, and no figurehead.¹

Photographs or drawings of the Harpley, do not seem to exist, however, a fair impression can be gained from other similar ships including the Polly Woodside on show in dry dock on the south bank of the Yarra in Melbourne opposite the World Trade Centre. Polly Woodside is of 648 tons, length 192 feet and beam 30 feet; 100 tons or 20% larger than the Harpley. One has only to walk around Polly Woodside to realise just how cramped the passengers were on the Harpley for some four months through tropics and storms.

The Harpley was built by John Patterson of Patterson Brothers at their yards at Blackwell on Spring Bay on the Tamar River downstream from Launceston in Van Diemen’s Land at a cost of £14,000. She was the largest vessel to be built on the Tamar and the second largest in Van Diemen’s Land, being only 15 tons smaller than the Tasman built at Hobart Town.² In 1848 Patterson’s built a schooner of 130 tons and in 1851 launched the schooner Pearl, 200 tons, for Charles Weedon and John Griffiths.³ Other vessels launched by Patterson Brothers between 1846 and 1849 were the brigs Swan 150 tons, Raven 170 tons and Dauntless 218 tons.⁴ The names Swan and Raven are pertinent to the Harpley. Raven was the owner and his wife’s maiden name was Swan. It is unknown who or what the Harpley was named after.
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All of these vessels except the Harpley were built of blue gum and stringy bark.

The Harpley was built to the order of James Raven, an enterprising merchant of Launceston, and was launched on 2 February, 1847. He was born in 1809 and married Mary Anne Swan at St. David’s United Church of England and Ireland, Hobart Town, on 8 August, 1840. She was the 21 year old second daughter of John Swan Esq., of Beaulieu near Hobart Town. They travelled on the Harpley on her first voyage to and from England. The first Captain was Thomas Buckland, a First Class Captain, born in 1822.

A report in the Launceston Examiner 3 February, 1847, reads:

Launch of the Harpley: - On Tuesday morning the Gipsey (sic) started from town, with between two and three hundred passengers for Spring Bay, to witness the launch of Mr. Raven’s ship. A portion of the band of the 11th accompanied the steamer, and played several enlivening airs during the trip down. The launch was effected without delay, in a most skilful manner; but the tide having ebbed about six inches, she grounded within a few yards of the shore. Mrs. Raven performed the ceremony of christening the ship, to which the name of Harpley was given, she is 544 tons new register. The Swan was stationed in the bay, where the spirited owner entertained a large number of guests; in the evening she was towed up by the steamer. The Harpley is as fine a ship of her class as was ever built in the world; her model is considered excellent, whilst the work is admirable, and reflects the highest credit upon Mr. Patterson the builder. Wherever she goes, the fact of such a vessel having been built on the banks of the Tamar, will excite
The Ship

astonishment, and must tend to raise the capabilities of our port in the estimation of all.

These fine words were later proved to be not quite accurate.

The following is an extract from Blue Gum Clippers and Whale Ships of Tasmania written by Will Lawson.

THE HARPLEY
Fired no doubt by the spirit of competition and not wishing to see the bulk of the London trade handled by Hobart ships, the people of Launceston became possessed in 1847 of a fine ship, only 15 tons smaller than the Tasman and, moreover, built on the Tamar. This was the Harpley, 545 tons, owned by James Raven and built by Patterson Brothers. She left Launceston early in 1847, with a full cargo of wheat and wool, and reached Hobart, where she had to pick up as passengers 50 soldier pensioners, 26 women and 40 children, on March 26. She sailed again on March 29, under the command of Captain Buckley, (sic) and made a good passage. It was a shock to the owners and builders when their ship, on arrival at London, was condemned by Lloyd’s surveyors as unfit to carry emigrants, some of her beams being declared to be rotten. In a new ship this was inexplicable, and seemed to point to some prejudice against colonial-built vessels.

Hobart Town master builders and merchants were very jealous of the good name that their blue gum vessels had earned in all parts of the world, and they talked of loading one of the oldest vessels and sending her to London for Lloyd’s to take her to pieces and satisfy the English authorities that blue gum built ships were second to none, including English oak and teak. One of the shipbuilders went to Launceston to make enquiries and found that the Harpley had been built of swamp gum, which southern builders considered totally unfit for ship building.

In confirmation of the above in Lloyd’s Shipping Register of 1848, (Lloyd’s years were from 1 July to 30 June,) and in later issues the Harpley is shown as being made of gum wood, but as having been sheathed with yellow metal in 1848. This would have been to bring the ship up to a standard for her to be A1 at Lloyd’s, their top ranking. This ranking was also shown in later years.

Thomas Buckland remained Master until 1853 when the Harpley was sold to Bennett & Company with the new Master Captain R. Carey, followed by Captain Leighton. Then in 1859 it was sold to G. Geipel with W. Sheffield as Master. In 1861 the Harpley was owned by W. Saunders before being bought by T. Heseltine in 1862.

Ronald Parsons in the introduction to his book, Migrant Ships for South Australia, 1836 - 1850, remarks that unless a ship of pre-1875 vintage had a very lengthy life (which was unusual), it is most unlikely that any photograph exists. In view of the cost of commissioning an oil painting, and with photography of shipping almost unknown there is little hope of locating a picture of most early migrant ships, including the Harpley, for example no photographs, plans or specifications are held in the Archives Office of Tasmania, the National Maritime Museum in London, the Mortlock Library of South Australia or the Maritime Trust of Australia (Naval Museum Ship Castlemaine, Gem Pier, Williamstown, Victoria).

The Harpley’s voyages to Australia commenced after her first voyage from Australia to England in 1847:
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- From London 12 May, 1848, arrived Adelaide 2 September, 1848.

- From London 21 September, 1849, arrived Adelaide 2 January, 1850 and Melbourne 6 January, 1850. (The Harpley was in Hobart Town on 22 March after leaving Melbourne on 14 March, 1850.) According to a later edition of The Argus the Harpley left Port Phillip on 14 March, 1850. However, the Report of Arrival for Hobart Town showed the following:

Arrived - 22 March 1850; From Whence - Port Phillip; When Sailed - 16th Inst.; State of Health - Good; Master - Buckland; Owner - J. Raven Jnr.; Tons - 547; Guns - —; Port of Registry - Launceston; Build - British; Crew - 25; Convicts - —; Cargo - Tallow & Oil; Time When Boarded - 8 AM; Wind - Variable; Weather - Fine; Pilots Name - Laurence; Agent - Owner. Though this report provides for passengers, none were listed.

- From London September, 1850, arrived Adelaide 27 January, 1851 and Melbourne 31 January, 1851.

- From Southampton 9 April, 1853, arrived Melbourne 17 July, 1853.

- From Hong Kong 10 February, arrived Melbourne 9 April, 1855.

- Subsequent voyages between 1856 and 1863 were to India, the Mediterranean and the West Indies.

Notes

1. Part of a letter from Mr. Bob Sexton to Mr. David Elder, 2 August, 1994.
3. ibid.
4. ibid.
5. Marriage registration of James Raven and Mary Anne Swan - RGD 542/1840 and notice in Hobart Town Courier, 14 August, 1840.
6. Lloyd’s Shipping Register, 1848.
7. W. Lawson and the Shiplovers’ Society of Tasmania, op. cit., page 151
8. Lloyd’s Shipping Registers, 1853 to 1863.
9. ibid.
12. Official Form for the Port Officer, dated 22 March, 1850.
13. Lloyd’s Shipping Registers.
The Voyage on which the Chandlers came to Port Phillip

Chapter 2.

The Voyage on which the Chandlers came to Port Phillip.

This was the second voyage of the Harpley from England, leaving St. Katherines’ Dock on 9 September, and Plymouth 21 September, 1849; via Adelaide 2 January, arriving in Melbourne, Sunday 6 January, 1850.

In 1893 John Chandler wrote Forty Years in the Wilderness, a Narrative of the Experiences and the Lord’s Dealings with an Early Colonist. In this book he gives a description of the voyage on the Harpley. There is no copy of the ship’s passenger list held by the Victorian Public Records Office, but it exists in the “Shipping Intelligence” section of newspapers, especially The Argus, and in the Biddle Index. Mr. Biddle indexed many lists of passengers taken from the newspapers of the day. There was much interest in the Colony as to what ships were arriving, who their passengers were and what cargo was carried; the newspapers quite meticulously reported these details. The fact that the shipping list for the Harpley is not held by the Victorian Public Records Office leads one to think that the people on board were not “assisted passengers” but that they had paid their own way as “unassisted passengers”. Most assisted passenger lists are readily available at the Victorian Public Records Office.

A list of the passengers on board the Harpley was published in The Argus Monday 7 January, 1850, together with a list of “Imports”. These were as follows:

Shipping Intelligence - Arrived.

January 6 - Harpley, ship, 547 tons, Thomas Buckland, commander from Adelaide 1st instant. Passengers - Cabin, Mr & Mrs Raven, Mr J. Saddington, Mr Owen Kemp, Mrs Palmer and family, Mr J. Henderson, Mr and Mrs Treeve and family, James D. Smith, Esq. M.D., Surgeon. Steerage - Collins, Chandler, wife and family, Charlwood, Curd, Castledon, wife and family, Dodswell and wife, Foreman, wife and family, Gowring, Fairhall, Galloney, Hamilton, Howard and wife, Harvey, Johnson, wife and child, Juniper, wife and family, Knight, Kemble, Mayer,
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The listing shown above and the report from the newspapers of the arrival of the Harpley lists only the person’s surname and where applicable, “wife and family”: making it difficult to be firm about what “family” were on the Harpley. An example of this is, Turner - their third, fourth and fifth children, Lucy, Emma and Mercy, cannot be found on any of the Births, Deaths, Marriages microfiche so it has been assumed that they had died in England and were not on board. Also George Turner; it has been assumed that he was with the Turner family as a nine year old boy. However, it has been difficult to find any firm information about his later life and the nearest death is a George Turner who died at Hotham East in 1920 aged 80, therefore born c. 1840. No parents are shown on the fiche entry.

Imports.

January 6: - Harpley, ship from Adelaide, parcel, Hancer; 2 cases, Heywood; 7 cases books and prints, Westgarth, Rose and Co.; 623 deals, Cassins; 23 bales, 7 cases, 4 trunks, 1 parcel, J Anderson; 2 bales, Kemp; 4 trunks, 28 casks, 11 cases, 3 packages merchandise, 1 quarter cask brandy, Order.

The following article from the Adelaide Times, appears in The Argus, Tuesday, 8 January, 1850:

Port of Adelaide.

The Harpley spoke the Brightman for this port, via Adelaide, on the 16th November, in lat. 40 3° 10” W. — The passengers on board the ship Harpley speak in the highest terms of Mr. Thomas Buckland (the commander) and his officers from whom they have received every kindness and attention during their short passage from London to this port. Some of her passengers disembarked here, and others proceed to Port Phillip. Most of the after part of the ship is occupied by a Baptist community from Brighton in Sussex, with their minister, Mr John Turner, who, we understand, has conducted a respectable boarding school at Brighton up to the time of his leaving for this Colony, and intends to commence an establishment either at Melbourne or Geelong, near the people of his charge, who have not yet decided at which of the two towns they will settle. Adelaide Times.

In the same issue of The Argus, this short report was included:

Domestic Intelligence

Arrival. — James Raven, Esq., the enterprising merchant from Launceston, is a passenger by the Harpley, arrived on Sunday, of which vessel he is owner.
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The report in *The Adelaide Times*, was not quite confirmed by John Chandler, in his book, as the following extracts will show:-

In the year of the Great Famine in Ireland in 1848, there was a great stir amongst the Chartists, and much excitement in Brighton. Wagner, the Vicar of Brighton, was pressing for the Church Rates, and the Nonconformists would not pay, so he stopped the clock at St. Peters’ Church, which many of the town people depended on for their time. All the boys took up the cry whenever they saw him. “Who stopped the clock?” We all knew him by the grey pony that he rode. When we saw him coming we would look out for some place to escape in where he could not ride, and then shout out with all our might and run, for he had a whip like the huntsmen have. He was so annoyed at every turn, that he set the clock going again. The boys were too much for him, for it was real fun for them. Provisions got very dear at this time, and many people were talking about emigrating. Many were leaving for America. There was gold discovered in California. Two of my uncles with their families went to America. This was in 1848. Some of the members of the Ebenezer Church met together, and after much talk and many prayers, they resolved to emigrate. They were therefore formed into a church by Mr. Sedgwick, with Mr. John Turner as minister; Mr. Juniper and Wood, deacons; members, male, Tyler, Chandler, Foreman and Vincent; female, Juniper, Wood, Turner and Foreman. They proposed taking up a large track of country and equally dividing it into farms, and to keep themselves a separate community. It was not confined to the members of the Church, but to those who approved of our doctrines. Mr. Turner was secretary, and he was authorised to write to the Sydney Government for a grant of land. They received an answer that they could have a track of land at Port Phillip or Moreton Bay. This was before the Colonies were separated, all were under the Sydney Government. They received a favourable answer, and resolved, after many meetings, to emigrate to Port Phillip and take up land near Lake Colac, which the Sydney Government promised them. Everything being settled, my father sold off his furniture and bought many things, such as tools and many kinds of seeds, gun, ammunition, etc. My two cousins - F. and W. Newnham, from the country, came to see us, and rather astonished us townies with their rough hats and smock frocks. They were to go with us and have a share in the land. After visiting aunts, uncles, and friends all round to say good-bye, we started for London, and went aboard of the ship Harpley, but as she did not sail for a week, we had a good opportunity of seeing some of the sights of London. My uncle who lived in London, took us to see the Tower, the Ancient Amorey, the Crown Jewels, etc. Another day we went to St. Paul’s Cathedral, the Whispering Gallery, and then to the National Gallery, Trafalgar-Square, and to Westminster Abbey. I laid my head on the same block that they cut Charles the First’s head off. The marks of the axe are still on it; the axe was very old-fashioned. The Monuments were very grand. We went to Gravesend and saw the regatta, also to Vauxhall. I and another boy (W. Juniper), who was a playmate with me in Brighton, and for whom I entertained a great respect, because he gave a boy that lived next door to us a thrashing. He was much bigger than either of us and used to bully us. We two started by ourselves to see the British Museum; how we found our way there and back I never knew. We passed the blue-coated boys “who never wear their hats”, and got back to the Monument safe, which was our landmark. I must here record the watchful care of the Lord over those He was determined to save while in their unregenerate state. I was playing with some boys and climbing over the side of the ship, when I was accidentally pushed overboard. Twice I sank, but a Spaniard on another ship saw me in the water, and he jumped into a boat from his own ship just as I was sinking a third time, and caught me by the hair of my head and lifted me into the boat by it. My father and mother were away at Gravesend, but Mrs. Juniper (who is Mrs. Field now), changed my clothes and put me to bed and gave me some medicine, and next morning I was as well as ever. And all the effect it had on me was that I thought I was very lucky.
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that I was not drowned; in fact, I seemed more reckless, for as I was running along close to the
dge of the wharf as hard as I could run, one of the men on the wharf asked me if I was the boy
who fell overboard a day or two ago. I said I was. He said, "Are you not afraid of falling in
again?" pointing to the water, as I stood close to the edge of the wharf. I gave him some
indifferent answer, and away I went. O the mercy of God who watches over us in our
unregenerate state.
The Harpley having got all her cargo aboard and most of her passengers, we started from St.
Katherine’s dock on the 9th of September, 1849, and were towed down to Gravesend. The sails
were set, and we were soon fairly out to sea. The ship began to roll and many faces were very
pale, first from fear and then from sickness, and there was a scene which those only know who
have come out in a sailing ship with 200 passengers. Our ship was not a very large one, being
only 800 (sic) tons burden. We had a very rough passage down the English Channel. Three days
and nights we were beating about Beachy Head. Some of the passengers wished they were
ashore. Everything was new to me, and as soon as I got over my sickness, I enjoyed it. To see
the waves come tumbling aboard was my delight. I was too young to see any danger. Two men
died of Cholera. This frightened many on board, for it would have been a fearful thing to have
been shut in a little ship affected with this dreadful disease. Their bodies were sent ashore at
Deal, and their families and luggage were landed.
We had a head wind nearly all down the Channel, and the sea was very rough. It was constantly
bout ship night and day. We were all on deck looking at the great waves rolling; the sailors were
putting the ship about; the wind was blowing very strong. As the sails went over a rope caught
my mother in the waist and carried her right to the top of the bulwarks. My father rushed and
cought her by her dress. In one second she would have been in the raging sea. No small boat
could have lived in it three minutes. O the mercy and goodness that spared us five small children
our mother.

We arrived at Plymouth after eleven days beating down the Channel. Some of the passengers
went ashore, and I think there were one or two who lost their passage rather than go any further
with us; for to tell the truth, the ship had to be pumped a good deal during the rough weather.
We stayed at Plymouth three days, and taking a few more passengers, we resumed our voyage.
It is now 47 years since I saw the dear cliffs of England. (This was written in 1893) My heart
has always loved her. Yes England, with all thy faults, I love thee still. I am an Englishman to
the backbone.

“Old England for ever,
No Power shall sever
My heart from the land of my birth;
Be it ever so free,
I’ll ne’er forsake thee;
Thou art the happiest land upon earth.”

Millions of the bones of God’s dear saints lay resting on thy breast. Thousands have sealed their
faith and love with their blood; and they shall rise in that dear land like a mighty army at the last
Great Day, when the trumpet shall sound and they shall ascend to meet their Lord in the air; shall
I among them stand? Can such a worthless worm as I, who sometimes am afraid to die, be found
at Thy right hand. O Lord arise in thy power and protect the land of many of Thy saints from
the inroads of the Man of Sin. Stir up Thy people O Lord, to more diligence and prayer. Open
the eyes of the Nation that they may see the cunning craft of the enemy who is sapping all that
remains of the Truth once delivered to the saints. Our eyes are up to Thee, for Thou alone can
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When we got to the Bay of Biscay we had a short, chopping sea which made many sick again. I was sick myself. My dear mother was very ill for two months. Indeed we were very much afraid she would die, but the Lord had mercy on us and raised her up again. O for a grateful heart to praise the Lord for all His mercies. Mr. Juniper was very ill, and all thought he would die; but the Lord in mercy spared him to his family. He was deacon at Ebenezer Church, Richmond Hill. As we proceeded on our voyage our provisions began to run out.

Our ship was very badly provisioned. First, potatoes were all done and then other things ran short. The biscuits were very bad, and nothing but downright starvation made us eat them. Our water ran short, and they had to boil our plum duff in salt water, which spoilt it. O how hungry we poor children used to go. All day; the doctor used to drink, and drank all the medical comforts himself. They would not allow a ship to leave port now so badly provided as the Harpley was. Crossing the line it was very hot, so that the pitch melted out of the seams of the deck. We were becalmed for four days. The captain would not allow the shaving, so the sailors had an extra tot of rum, and they had music and dancing. In the evening they sent off a tar barrel on fire, which we could see for hours. During the day many of the passengers and sailors swam round the ship. One passenger who could not swim put a life belt on and went into the water. They all went over the bows, most of them diving from the bowsprit. As the ship was drifting astern, it was fast leaving him, and he began to get alarmed. A young man belonging to our company, named Thomas Harvey, jumped overboard and swam round him and pushed him to the side of the ship, where he was taken on board about twenty minutes after this incident. I saw several large sharks swim round the vessel. It was so hot that the passengers were lying about the decks everywhere. All night I lay on the table with a strap around me, fastened to one of the uprights to keep me from rolling off. After near a week’s baking, we were very glad to find the wind freshen, and it soon became quite a storm. Our second mate who was in charge of the ship that night, lay her over on her beams end, but she righted again. The passengers were very much alarmed. One poor fellow we called Jim the sail-maker, lost his life in this storm. He was blown off the yard-arm in the night while they were reefing the topsails. The wind still kept increasing till it blew a hurricane. We were off the Cape of Good Hope. We had seen no land since we saw the Isles of Trinidad. We had been over two months on the voyage. The waves were higher than the top of the mast. They looked like two great mountains one in front and one behind. All hatches were battened down, and we had to run before the gale under bare poles. Nobody could believe it unless they saw the mountains of water; it seemed as if we must be swallowed up. Truly “They that go down to the sea in ships, see the wonders of the Lord.” Our pumps had to be kept going, the men had to be lashed to them, and the wheel had to have two men lashed to it. This was the most fearful storm that could possibly be for a little ship like ours to live in; it was appalling. I had no fear but rather gloried in it, not one thought of my never-dying soul. O how hard we are by nature. The weather grew finer after three days, but we had run a long way out of our course. The swell of the sea was very heavy.

There was one man on board who was a great bully, his name was Johnson; he was a big man. He insulted some of the young men passengers. One of them threw some soup and bully in his face. He vowed vengeance on them when he caught them on deck. Next morning he caught one of them, a much smaller man than himself, and knocked him against the side on to some spare spars. Another young man coming up (I think he was going to the galley for some hot water), his name was Thomas Harvey, he was only 19 years old, whereas the other was nearer 40. Johnson at once attacked Tom, but he soon found out he made a mistake, as Tom knew a little of the science of self-defence. He could not get a blow at Tom, but was floored every time he came near him, and he soon went down to his cabin with his face bleeding, and crying. Tom never got a scratch. All the passengers and sailors were very glad to see this man taken down, especially by a smaller man than himself. Of course Tom became the hero of the ship, and all
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would-be fighters had a great respect for Tom after that. And we were very glad, for he was one of our party, and his youngest sister is my wife now.

There are some men who will respect others when they show them that they cannot bounce them. I have seen a great deal of this while on the diggings, where every man is a law unto himself and where might was right. One of my cousins nearly met with a serious accident. He was climbing the rigging when he took hold of a loose rope and down he came, and right down the hatchway, but he was not hurt much. The Lord’s tender mercies were over him, and he has since called him into His marvellous light; but I think at that time he did not acknowledge His presence. The time was mostly spent by the passengers in singing songs and dancing; sometimes varied by catching sharks, albatrosses, shooting porpoises, etc.

There were two distinct parties on board—those who feared the Lord, and the others who cared for none of those things; excepting when there was any danger. The Church on board always met regularly for worship. As our party had all the after part of the ship, we were not much disturbed by the others. The other party used to hold a service, a mixture, Wesleyan and Church of England. There were some very good singers among our people, they were led by Mr. Wood. The captain often asked them to come on the poop to sing. I used to love to sit and hear them sing. I used to think it was more like heaven than anything I could think of. I was always passionately fond of music. I would leave anything to go and hear them sing. This was the First Particular Baptist Church in Victoria, or Port Phillip as it was then called. I am sure there were many good and gracious men and women among them, and I believe the Lord was leading them. There were many came to hear, attracted no doubt by the singing.1

There were a great many in our party that made no profession, but the Lord has called some of these since, and they remain to this present day and belong to the Church at this time. Yes the Harpley had precious seed, and it may be found that this and that man was born there. Although in my unregenerate state and only a poor ignorant boy, I can well remember the anxious, fervent prayers that went up from between these decks; for we were going to a new and strange country. Men and women from every comfort of a civilised life to a wild bush that they knew nothing about. There were no gold diggings attracting them; they were going to make a home for their young families. These were the pioneers of Australia, and I know they were not seeking riches, but were trusting in the God of Jacob for guidance. All these are now safe landed (save one Mrs. Field, and she is 90 years old,) “Where everlasting springs abide and never withering flowers,” And the Lord has in mercy and wisdom called some of their children, who continue in the faith of their fathers. Bless His dear and Holy Name, He has not left himself without a witness. My dear mother was now restored to health, and was able to get on deck. O how glad I was to lay down on the deck and feel that my mother was there to look at the beautiful sea as we bowled along at the rate of 10 or 12 knots an hour. We had now got into the trade-winds which were fast carrying us to our destination.

At length we heard the welcome cry, “Land ho.” What a rush there was for the upper deck. The rigging was soon full of men and boys, and all the women along the bulwarks. Every eye was strained to catch the first glimpse of welcome land. Just think dear friends, it was over three months and nothing but the wide, open sea. Not a sight of land since we saw the Isles of Trinadad, and four months since we left Old England. Poor mother had been ill three months, it was beautiful weather, and now she was better. The next day we were alongside Kangaroo Island. O how we did feast our eyes as we sailed gently along and saw some huts, and some sheep, and the beautiful trees.

We anchored off Adelaide December 23, 1849. Some of the passengers were to land there. A small sailing vessel came alongside and took these and their luggage off. The next day was Christmas, and we had fresh meat and vegetables, and plum pudding boiled in fresh water. O how we did enjoy it. The next day we started on our voyage to Port Phillip,
The Voyage on which the Chandlers came to Port Phillip

going the Backstairs passage; that is between the mainland and Kangaroo Island. The passengers caught a great many barricoota. They were caught with a piece of red rag on a hook; they were very nice eating. We enjoyed the scenery very much along the Australian coast. We had a very fair passage down, and arrived in Hobson’s Bay on January 6, 1850; 111 days since we left Plymouth, 122 days on the water. I had never touched land all that time. The next day a little steamer, called the Diamond, came alongside of our ship which was anchored in the Bay (for there were no wharves for large vessels), and took our luggage and ourselves. I must say that I had got so attached to the ship that I would willingly have gone back home in her. We were landed at the Queen’s Wharf. There were three small wharves; the Queen’s, Raleigh’s, and Cole’s, which was a little basin for small vessels. It was a hot wind blowing, and I was left to mind the luggage of Mr. Foreman, while he went into the town and took a house. There were some bullock drays unloading wool at some stores in Flinders-street. Everything was very strange to me, and I felt very lonely just coming off a ship and all friends gone, after being so close to them for so long, and being in a strange land. The dust was blowing that I could not see across the street, which was about 300 yards wide at that time. My father had taken a house the day before, so they got a dray that took them right away. After waiting about four hours, I began to think they had forgotten me, or lost themselves in this new country. I was very hot, hungry and thirsty, and smothered in dust, and had several good crys. Mr. Foreman came with a man, horse and dray, and then, for the first time, I went into Melbourne.

A few days after the arrival of the Harpley in Melbourne a report from the Plymouth Advertiser, 20 September, 1849, was printed in The Argus Wednesday, 9 January, 1850.

Under her three topsails and jib, with a stiff breeze from North East, and a strong ebb tide, the smart ship Harpley appeared off Plymouth, on Monday morning, the 17th instant, and notwithstanding the opposition of both elements, she, cutter like, gracefully entered the Sound, and with conscious pride took up her anchorage at the appointed station. Comparatively a few years since no one would have imagined that the far distant colonists of Van Diemen’s Land would have sent to the mother country, a fine specimen of naval architecture, so well qualified to mingle in one of her noblest ports, with the merchant shipping of the parent state. The Harpley was launched at Launceston on the 2nd of February, 1847, and with the exception of her chain cables, was there supplied with all her materials, stores, rigging, pumps, etc. She is now, through the instrumentality of Messrs. Ford and Co. destined to convey a cargo of British merchandise, and a living freight back to Port Phillip. She is full ship rigged, and registers 570 tons, is fitted in the ‘tween decks right fore and aft, with well ventilated cabins for fours and sixes, for which accommodation each person pays £18. Her ample poop aft possesses an elegant saloon, into which the superior cabins open. Near the rudder there is a very convenient entrance to the saloon from the poop deck, by which this part of the ship is most conveniently separated from the main deck. The Harpley has all the usual fitments for emigration, including one of Thompson’s life boats, the lockers of which are fitted with cork. Mr. Thomas Buckland, a first-class master of considerable colonial experience, commands her, and he has an able crew of 10 officers and 24 seamen. Nearly 200 souls are committed to their charge. Among the passengers is a Baptist congregation of about 60 persons, who accompanied by their ordained minister, Mr. Turner, have left Brighton in a body, intending to settle in one locality. An experienced surgeon; Mr. Smith, takes medical charge, and a medical assistant, Mr. Hays, goes out in this vessel. Few emigrants have left the Sound under more favourable auspices than those on board the Harpley. Her agents in Plymouth are Messrs Luscome, Driscoll, and Co. and it is understood that at Melbourne she will load for England, thus assisting to maintain that happy connection between Great Britain and her colonies which it is to be hoped will continue for centuries unbroken. The
The Migrant Ship Harpley

*Harpley* left for her destination this (Wednesday) afternoon, with a spanking wind from the north-east.  

_Plymouth Advertiser, 20 September._

(Mr. Hays was not included on the passenger list, but perhaps he was part of the crew.)

This report rather eulogising the *Harpley* was in the *Plymouth Advertiser*, 20th September, 1849, the day before she left Plymouth. It is probable that either Mr. Raven, the owner who was on board for the trip, or Captain Buckland brought it out.

It is most likely that either of them then supplied the information to *The Argus*. Owners or agents would take opportunities to get some news, especially good news, in the papers of their ships as a way of advertising. There was always the return voyage to England or elsewhere when backloading was available to prospective exporters or passengers.

*The Passengers’ Act* of the British Parliament was proclaimed in England in the twelfth and thirteenth years of Her Majesty’s Reign, which was, 1848 and 1849; to cover voyages from England. It, therefore, should have applied to the second voyage of the *Harpley*, which commenced on 21 September, 1849. Again the account given by John Chandler confirms that it was not applied. Certainly the voyage would have been made much more pleasant had it been.

*The Passengers’ Act* was brought into force in the colony of New South Wales and proclaimed on 24 December, 1849, (the thirteenth year of Her Majesty’s Reign,) and an account of this was in *The Argus*, Wednesday, January 9, 1850. This was just four days after the *Harpley* arrived in Melbourne. The Act was aimed at voyages from the colony.
The Voyage on which the Chandlers came to Port Phillip

THE PASSENGERS’ ACT

We give below an important Proclamation by his Excellency the Governor bringing the provisions of the Passengers’ Act of the British Parliament into force in this colony. California speculators will do well to take notice of its contents, for it requires a very different outfit from what such ships have hitherto had. The following is the Proclamation:-

By His Excellency Sir Charles Augustus Fitz Roy, Knight Companion of the Royal Hanoverian Gaelphic Order, Captain-General and Governor-in-Chief of the Territory of New South Wales and its Dependencies, and Vice Admiral of the same, &c, &c.

WHEREAS by an Act of the Imperial Parliament of Great Britain and Ireland, passed in the twelfth and thirteenth years of Her Majesty’s Reign, intituled, (sic) “An Act for regulating the carriage of Passengers in Merchant Vessels,” it is amongst other things enacted, that it shall be lawful for the Governor of any of Her Majesty’s Possessions abroad, by any Proclamation to be by him, from time to time, issued for that purpose, (which shall take effect from the issuing thereof,) to declare the rule of computation by which the length of the voyage of any ship carrying Passengers from such Possession to any other place whatsoever, shall be computed for the purposes of the said Act, such other articles of food and provisions as shall be a full equivalent for the same; and also to declare what medicings, (sic) medical instruments, and other matters shall be deemed necessary for the medical treatment of the Passengers during such Colonial voyage: Now, therefore, I, Sir Charles Augustus Fitz Roy, the Governor aforesaid, by this my Proclamation, issued for that purpose, do declare that the following shall be the rule of computation by which the length of the voyage of any ship carrying Passengers from New South Wales to the several places hereinafter enumerated shall be computed, for the purpose of the said recited Act, that is to say:-

<table>
<thead>
<tr>
<th>Destination</th>
<th>Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>To New Zealand</td>
<td>20</td>
</tr>
<tr>
<td>South Australia</td>
<td>25</td>
</tr>
<tr>
<td>Western Australia</td>
<td>40</td>
</tr>
<tr>
<td>New Caledonia, New Hebrides, and Feejee Islands</td>
<td>40</td>
</tr>
<tr>
<td>Tahiti, Society or Friendly Islands</td>
<td>50</td>
</tr>
<tr>
<td>Sandwich Islands</td>
<td>70</td>
</tr>
<tr>
<td>Mauritius or Bourbon</td>
<td>70</td>
</tr>
<tr>
<td>Batavia or Singapore</td>
<td>70</td>
</tr>
<tr>
<td>West Coast of America south of the Equator</td>
<td>70</td>
</tr>
<tr>
<td>West Coast of America north of the Equator</td>
<td>90</td>
</tr>
<tr>
<td>East Coast of America</td>
<td>130</td>
</tr>
<tr>
<td>Manila</td>
<td>80</td>
</tr>
<tr>
<td>Cape of Good Hope</td>
<td>100</td>
</tr>
<tr>
<td>Calcutta, Madras, or Bombay</td>
<td>100</td>
</tr>
<tr>
<td>Ceylon</td>
<td>100</td>
</tr>
<tr>
<td>China</td>
<td>100</td>
</tr>
<tr>
<td>Great Britain or France</td>
<td>140</td>
</tr>
</tbody>
</table>
The Migrant Ship Harpley

THE PASSENGERS’ ACT (continued.)

And I do further declare, that in addition to and irrespective of any provisions of their own, which any passengers may have on board, the Master of every such ship shall make to each passenger during the voyage, including the time of detention, if any, at any port or place before the termination of such voyage, the following issues of pure water, and sweet and wholesome provisions, being in accordance with the dietary scale fixed in the said recited act, (that is to say,) of water at least three quarts daily, and of provisions after the rate per week of two and a half pounds of bread or biscuit, not inferior in quality to what is usually called Navy biscuit, one pound of wheaten flour, five pounds of oatmeal, 2 pounds of rice, 2 ounces of tea, half pound of sugar, and half a pound of molasses: Provided always, that such issues of provisions shall be made in advance, and not less often than twice a week, the first of such issues to be made on the day of embarkation: Provided also, that potatoes, when good and sound, may be substituted for either the oatmeal or rice, in the proportion of five pounds of potatoes to one pound of oatmeal or rice.

And lastly, I do hereby further declare, that the medicines, medical instruments, and other matters necessary for the medical treatment of the Passengers during any such voyage, shall be as listed ... [on pages 150 - 153.]

Given under my hand and the seal of the Colony, at Government House, Sydney, this twenty-fourth day of December, in the year of Our Lord one thousand eight hundred and forty-nine, and in the thirteenth year of Her Majesty’s reign.

CHAS. A. FITZ ROY

Many people can claim to have descended from the contingent of Baptist emigrants from England. The late Edgar Newnham, a descendant of one of the “country cousin” Newnhams on board, compiled a family tree and this includes more than 1500 descendants; and this family tree is incomplete. It will also be shown that many of the families became interconnected.

Since writing the above a copy of a “Passenger’s Journal, 1849,” held in the Mitchell Library, Sydney, has come to light. It is the diary of a cabin passenger who travelled from Plymouth, Tuesday, 18th September, 1849, to Adelaide, Wednesday, 26 December, 1849, on board the Harpley. The full diary is included below; that is as full as can be deciphered; “——” indicate words not decipherable.

This diary was obtained by Elaine M. Jefferson, a descendant of William Newnham. The diary was given to the Mitchell Library, Sydney, in 1969 by the Late Lady Ashton. The Library’s file (ML 487/69) does not indicate that any author was known or give any history of the diary so it is considered to be anonymous. However, by a process of elimination it can reasonably be assumed to have been compiled by James Leyman, a cabin passenger. The
The Voyage on which the Chandlers came to Port Phillip

process of elimination was as follows:-

Method of Process of Elimination.

The equation, + - # = * - 0 = James Leyman.

Where:-

+ = All cabin passengers on board as per SA Register
# = Cabin passengers listed as arriving in Melbourne as per The Argus
* = Adelaide cabin passengers
0 = Adelaide Cabin passengers listed by diarist
> = Ergo, listed as “Your Humble Servant” = James Leyman

List.

+ As per SA Register - Cabin Passengers on arrival at Adelaide.
# As per Melbourne The Argus - Cabin Passengers on arrival at Melbourne.

+ # James Raven and Mrs Raven - Owner.
+ # James Smith - Surgeon.
+ * 0 M. Cullen.
+ * > James Leyman.
+ # James Saddington.
+ # Mrs. Palmer.
+ # Miss Rose Palmer.
+ # Masters Herbert and Edmund Palmer.
+ * 0 Mrs. Mathews.
+ * 0 Misses Alicia and Hannah Mathews.
+ * 0 Miss Sarah Slatter.
+ * 0 Mr. & Mrs. Ticave (Treeve) & 3 Children.
+ * 0 Mr. Robert Hay.
+ # Mr. James Anderson or Henderson.
+ # Mr. Owen Kemp.

*The South Australian Register*, Saturday, 29 December, 1849, gave a list of passengers aboard the Harpley who disembarked at Adelaide. Some mistakes in spelling names appear in the South Australian Register; for example, John Haniper should be John Juniper. The South Australian Register included:

- a complete list of all passengers on board is given including fuller information than that in the Port Phillip newspapers.
- the arrival of the Harry Lorrequer together with her passengers. This ship is mentioned in the diary.
The Migrant Ship Harpley

- the cargo of the Harpley.
- a report of the ships ‘spoken’ and their positions.

These lists and information are shown below:

**SHIPPING INTELLIGENCE**

**ARRIVED**

Wednesday, December 26.– The ship *Harry Lorrequer*, etc. etc.

Same Day. – The ship *Harpley*, 547 tons, Buckland, master, from London and Plymouth.


**IMPORTS**

Cargo of the *Harpley* - 1 parcel, J. Hance; 2 cases, H. Haywood; ditto, Westgarth, Ross, and Co; 623 deals, Jackson, Ross and Co; 2 hhds gin, J R Stanhope; 3 cases, M Cossens; 7 trunks, J Roberts; 21 cases, 2 casks, F H Faulding; 11 bales, 1 truss, 9 bales, J Anderson; 1 package, J Ingham; 5 cases, J Anderson; 2 bales, O Kemp; 28 casks, 7 cases, 4 trunks, 2 packages, 2 cases, 1 quarter-cask, Order; 2 cases, 3 trunks, 3 butts, J Anderson.

**MISCELLANEOUS SHIPPING**

The *Harpley* on her passage out spoke the following vessels:- Oct. 19 - The ship *Ringfield*, from Liverpool to Bombay, in lat. 5 degrees 39’ N., lon. 22 degrees 3’ 15” W. Oct. 21 - The barque *Lasarena*, from Swansea to Chilli, in lat. 3 degrees 57’ N., lon. 22 degrees 45’ W. Nov. 4 - The schooner *Harry Galbraith*, from Callao to Cork, in lat. 20 degrees 47’ S., lon. 29 degrees W. Nov
The Voyage on which the Chandlers came to Port Phillip

A Passenger’s Journal, 1849.

Voyaged from Plymouth to Adelaide
in the ship "Hurley," Captain McCandish.

Wednesday 18th May 1849.

We sailed from Plymouth on the 1st June, with a fine gale of west-south-west wind. In the evening of the 1st, the wind having moderated, and the tide setting north, we steered a course towards southwest, with a fair wind all the night. At daybreak, we were about 15 miles from the coast of Ireland. The wind still blew west-south-west, and the sea was calm. We anchored off Long Island, and the weather was fine. We decided to anchor for the night.

20th July.

We sailed from Long Island on the 21st July, with a fair wind and a south-west gale. We steered a course towards the west coast of Ireland. The weather was fine, and we anchored off the coast of Ireland.

25th July.

We sailed from the coast of Ireland on the 26th July, with a north-west gale and a bright moon. We steered a course towards the west coast of Ireland.
The Migrant Ship Harpley

16 - The barque *Brightman*, from Plymouth (Sept. 17) for Port Adelaide, in lat. 40 degrees 3’ S., lon. 3 degrees 1’ 0” W; all well. December 21 - Exchanged signals with the barque *Grecian*, off the west end of Kangaroo Island.”

Through information in the diary and the *SA Register*, it was possible to chart the probable course of the *Harpley* using Mercator’s Projection. A numbered listing of various positions throughout the voyage is shown below.

**MAP NUMBERED LISTING.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Number</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1849</td>
<td>1.</td>
<td>Plymouth - Pilot left us off Raine Head down channel, in the evening saw Lizard Light the last of England.</td>
</tr>
<tr>
<td>Sept.</td>
<td>20</td>
<td>2. Saw land in the distance - Palma one of the Canaries, 35 miles from it.</td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>3. Beating about off the Straits of Gibraltar.</td>
</tr>
<tr>
<td>Oct.</td>
<td>5</td>
<td>4. Cross the Tropics today (Cancer).</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>5. Trades carrying us on well close to the Cape Verde islands.</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>6. Now about 8 N.</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>7. Now about 7 N.</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>8. Latitude 2 N for 2 successive days.</td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>9. Crossed the Line at 4 PM, Long 29 W L.</td>
</tr>
<tr>
<td>Nov.</td>
<td>3</td>
<td>10. In Lat 20 S.</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>11. Passed between Island of Trinidad (*) and the Martin Vas Rocks within 5 miles of the former, 21 S, 29 W.</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>12. Now in 30 S besides making a deal of longitude.</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>13. Passed the Island of Tristan Da Cunha at some distance.</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>14. Running down latitude expecting strong Westerly winds in 43 S.</td>
</tr>
<tr>
<td>Dec.</td>
<td>8</td>
<td>16. Rounded the Cape being month from the Line.</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>17. Fair breeze aft from longitude off St. Pauls.</td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>18. Light breeze, in three figures of Longitude.</td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>19. Longitude of Cape Lewin.</td>
</tr>
<tr>
<td></td>
<td>26</td>
<td>20. Land near Neptune Island near Port Lincoln.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>21. Anchored off Light Ship, started for Port Adelaide a distance of 14 miles.</td>
</tr>
</tbody>
</table>

(*) This entry in the diary was made when the *Harpley* was in the mid South Atlantic many miles from the Trinidad off the North coast of South America. There are many Trinidad/Trindade/Trinidades and this one, sometimes referred to as Trinidad or Trindade is an island owned by Brazil, on latitude 20 degrees 30’ S, almost directly about 700 miles East of Victoria, Brazil. The Martin Vas Rocks are on the same latitude but about 30 miles further East. *Harpley’s* position at this moment in time can be placed within a small distance, as the drawing illustrates.
The Voyage on which the Chandlers came to Port Phillip
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Here is The Diary (Verbatim):

Voyage from Plymouth to Adelaide in the Ship Harpley

Capt. Buckland     547 tons.

Tuesday 18th Sep 1849

Went on Board the Harpley in Plymouth Sound expecting to sail the same evening but detained from some cause or other. Major part of crew and intermediates drunk. Got my cabin well to eights and went to bed or rather as I thought it at first to coffin. Couldn’t go to sleep bed so very strange. About 5 next morning the blessed baby next door began to cry, which awoke the ducks overhead and the row was then awful, great deal of botheration about getting water etc.

19th.

Very tiresome work waiting all day in expectation of going to sea, at length Captain coming on board got under weigh, but the wind being light and flood tide obliged to anchor again after nearly running into the Harry Lorrequer.

20th.

Sailed at 1/2 past 5 in the morning. Pilot left us off Raine Hd. with hosts of letters etc. Directly he was off “——” crowded on her and I saw my last look at Plymouth for a long while “— —” we rattled away down channel finely and in the evening saw the Lizard Light the last we saw of England.

21st.

Very ill, all day light wind and the long roll of the Atlantic tossing us about without any mercy for “——” felt most miserable but managed to keep on deck all day and had to change cabins in the evening very vexing in every way.

22nd.

Still very ill.

23rd.

Better, service in the morning on the poop by Mr. Turner the Baptist Minister and gave us a tolerable sermon. Ship looks clean today for a month all the crew in their best habits, it has
The Voyage on which the Chandlers came to Port Phillip

had something to do with making me better. Saw a whale blowing in the distance and saw the first of the storm petrels they are pretty things but I had no idea they were so small almost got over my sickness I think, but no appetite can’t get accustomed to the diet, everything looks so dirty, the water I find very bad what will it be in 2 mos.

24th.
Light favourable breeze vessel came near enough to signalise proved to be the *Isryia* from London to Jamaica.

25th.
Strong breeze from N.W. shot us along beautifully 12 knots at times under a “——” of sail carried away one or two thin sail booms, ship lurching and rolling very much with a high following sea, laughable scenes going on ay times steward capsized into the scuppers with a great “——” of flour, passengers sliding about in all directions I had one slide from one end of the deck to the other besides numerous capsizes, difficult matter to get soup into mouth, lots of petrels following us all day flying around and over the ship as tho’ they couldn’t be tired.

26th. Sep.
Weather moderate and fine but contrary till Sunday, tacking every 4 hours lurching and rolling on one tack and pitching into a head sea on the other, both most delightful getting better appetite and feeling better altogether tho’ often tired with the monotony of the life the same perpetual motion accompanying us with nothing to interest one except what may be going on on board which is little enough as yet.

30th. Sep.
Beautiful morning but wind still contrary beating about off the straits of Gibraltar making no progress hardly “——” but little prospect of a change of wind. Had another discourse from Mr. *Turner* small congregation as the Wesleyans below had an opposition sermon which took away many and I believe the Church of England people have a service on the fok’sl next Sunday so I suppose it will be who can make most noise.

Mon. Oct 1st.
Glorious ! ! when I got on deck in the morning found the ship running before the trades beautifully with every stitch of sail set, stun’ sails up to the stay “——” made us all in good spirits and as to appetite I don’t think I can eat so much before in my life fortunately we have a new steward and a new cook and altogether a much better table than at first and when you have little else to think of but eating and drinking it is an affair of no such importance.

Thurs 4th.
Still bowling along delightfully into a smooth beautiful sea as comfortable as possible every day getting more interesting as we get into warmer latitudes. Saw 3 large sperm Whales playing about lashing the water with their tails and blowing up great columns of spray then “——” dozens of porpoises and black fish playing about us all day.

5th.
Saw land in the distance. Palma one of the Canaries it is very high land and altho’ 35 miles from it its mountains tower high above the clouds and look as tho’ they are not 10 miles from us. We are all longing to land there and have a good scamper on “terra firma” and a blow out of oranges. White ducks begin to be the order of the day as it is getting very warm, the nights are most magnificent the air beautifully mild and the moon almost as bright as day.

Oct. 8th.
Still bowling beautifully before the trades with little novelty externally saw a few flying fish yesterday but as we cross the tropics today I suppose they will soon be more plentiful, had my first bathe this morning at 5 by starlight. We went to the fok’sl stood upon the head sails and had buckets of water thrown over us it was a great treat. One day goes by much as another, the general routine is, rise about 1/2 past 7 and walk on deck till 9 when breakfast is ready...
The Migrant Ship Harpley

consisting of coffee, rolls, chops, etc. which we demolish in style. I have a most enormous appetite eating everything that comes in my way, after breakfast the smokers assemble in one of the quarter boats where we have a pipe then read write talk or walk till lunch time at 12 then humbug about until church at 3. The table at first was most shameful, dirty in the extreme, but it is now much improved we usually have soup on weekdays and on Sundays pressed salmon as a first course then varieties fowls mutton pork or what not. The poultry is definitely tough the only possible way of getting this down is when curried tho’ even then they are like leather. After Church another smoke, then tramp up and down the poop with the ladies till tea up again after tea, play leap frog, blind mans bluff, and sometimes have a male polka to my flute then below chess, whist, or anything else till about 11. The intermediates have a dance 2 nights in the week and keep it up in great style there being 2 fiddlers on board; there is a sort of rivalry between them and the sailors which leads to all sorts of scuffles and then there are always some rows going on.

10th.

No change the trades carrying us on well we are now close to the Cape Verde but the weather is so hazy we can’t make them out, shoal of flying fish darting about with their thin gauze like wings like dragon flies are the only interesting objects nothing but sea ‘sea’ sea. A flying fish was washed on deck last night they are very pretty things something like a small pilchard but more slender and handsome with their flying fins as long as their bodies the length of this one was about 8 inches but they are sometimes seen much larger. I have had my line out several times but have not had even a nibble.

14th.

Going on slowly but surely towards the line being now about 8 North we have been very fortunate in as yet escaping “——” tho’ I suppose we should have some soon the weather is very hot I have been sleeping on deck for the last 2 nights and last night there were 4 of us on the skylight wrapped in a blanket each with a pillow under our head and remarkably comfortable it was. Went to sleep sound as a top about 12 at 1 rain came down in torrents without any warning one of the regular tropical showers of course wetted us to the skin in one minute however we scrambled down and getting dry clothes lay down on the floor it being too warm to turn in. The morning is the only bearable part of the day at 5 I go to the fok’sle pump and have a shower then walk about in shirt and trousers rolled up to the knees while socks are being washed which is remarkably cool if not very elegant. Seeing several outward bound vessels every day but not near enough to speak. No sharks yet and no birds except a stray boat swain or two the everlasting petrel and one wandering swallow which fell on the deck exhausted and died soon after. Water duly appreciated the thermometer in the coolest part of the cuddy at 85 however we have a splendid awning and as long as there is anything like a breeze the heat is bearable.

October 15th.

Light 3 knot breeze “————” a help where calms may be expected. Captain hopes to cross the Line in a week and as am only 7 N I should think we ought. I think the ship sails faster now than she did at first as we have beaten a vessel this morning. She was built, I believe with every attention to sailing “————” but the Australian wood in her is so heavy that she is not remarkably fast.

16

Squally with an immense deal of rain. All went on deck in shirts and trousers and enjoyed the drenching exceedingly caught a great deal of rain water and drank it like fishes all standing up with our “————” over our heads and the rain coming down in torrents and blowing strong. I never saw any rain that would at all equal it. We had a “————” ducking match with the water collected in the waterways.
The Voyage on which the Chandlers came to Port Phillip

17. Calm tho’ with occasional squalls of wind and rain in the afternoon. Sighted the Dutch frigate Prince of Orange many vessels around us but strange to say all foreigners.

18. In the morning a small shark caught about 4 ft. was immediately cooked and proved very good tasted very much like hake and I enjoyed it very much. Dead calm all day in the afternoon I was lying on the taffrail looking down into the water saw something of a dark colour a great distance down it gradually rose until I could distinguish a fine shark floating about majestically with 3 or 4 pilot fish moving about him the pilot fish are the most elegant little things imaginable striped like zebras. Well, this chap was evidently very peckish as the first thing he did was to make a grab at the sheet that was hanging out of one of the stern posts, he got a good mouthful of it, but it did not suit him as he did not try again. Presently two preserved meat tin pots were thrown over he snatched at one got it in his mouth but did not swallow it however we thought he had his own way long enough so we got the great shark hook and put about 4 lbs of pork on it dropped it over the stern post letting it touch the water up came the pilot fish and smelt it went back to the shark and then he came up caught hold of it but wasn’t hooked so he got off but immediately rushed at it again and was well hooked after a deal of trouble he was got on the main deck where he was received with 3 cheers and in 5 minutes was cut in pieces he was about 10 ft. long many tried to eat him but he was I believe very “——” - Saw another immediately after that must have been at least as long again but he would not look at the bait.

19th. Calm in morning and terribly hot signalled the ship Ringfield from Liverpool to Bombay out 31 days saw a ship which was thought to be a homeward bound Englishman and great was the rush at the writing desks but when the boat was just about being lowered she turned out to be a Dutchman and we were of course disappointed. Another of the tropical showers in the afternoon, off with coats and stockings and we stood with pots kettles and pans to catch water and be ducked. I caught my footpan full in about 10 minutes the water tho’ it has a slight tarry taste is much better than the ships water and we managed to swallow great quantities of it.

20th. Pleasant breeze from S.E. a fine change after the tiresome calms we have had for a few days I only hope it may continue. A beautiful little iron barque called La Serena of Swansea came up to us in great style and passed close under our quarter near enough to carry on a short conversation between the two Skippers, however she went ahead of us like a shot, she was bound to Chile.

21. Wind rather against us and very squally obliged to stand by to gallant “——” all day.

23. Wind S.S.W. obliged to tack every 4 hours very tiresome to be in the same latitude 2 North for 2 successive days.

25. Crossed the Line at 4 P.M. long 29 W. Strong breeze from S.S.E.. There was no ducking or shaving but Neptune came on board to return thanks for an allowance of grog, tap barrels were set afloat and it was well kept up thro’ the ship we had a fine dance on the poop.

28. Such a beautiful evening that I brought up a blanket and lay on deck all night the moon was vertical and exceedingly bright I didn’t sleep but was amply repaid by the beauty of the sky so studded with stars among them was the celebrated constellation the Southern Cross. I managed to amuse myself well in listening to the yarns of the sailors.
The Migrant Ship Harpley

Nov. 3rd.
Still running satisfactorily with the S.E. trades and now in lat 20 S. and expect to see the Island of Trinidad tomorrow the weeks pass very rapidly tho’ the days hang on “—”, we manage to kill time tolerably, we have got up a recitation and discussion society which meets twice a week, when a wonderful degree of spouting goes on and is a capital affair as it affords us at any rate a never failing topic of conversation. We had an oration ! on the poop the other evening by Mr. Turners congregation so what with eating, drinking, sleeping, blind mans bluff, walking talking etc. etc. we do manage tolerably well, going aloft is our principal exercise.

4th.
8 AM passed between the island of Trinidad and the Martin Vas Rocks within 5 miles of the former it is a most picturesque place uninhabited and has a most extraordinary outline it looked most beautiful quite like a scene of romance. Saw a sperm whale blowing just ahead and at 10 spoke the Schooner Harry Galbraith 56 days from Callao bound to Cork for orders promised to report in which I hope he will do.

4th to 7th.
Splendid breeze in our favour with rain till the evening of 7th when the wind changed most suddenly from a furious squall to a dead calm and left us rolling helplessly on a high swell. Saw the first of the Cape pigeons a beautiful bird white marked with black.

Nov 8th.
Fine with very light breeze which is rather trying after so quick a run from the Line being now in 30 S besides making a deal of longitude.

9th & 10th.
Fine breeze getting on well.

11th.
Have been much bothered with rats but last night they gave me an extra benefit. I kicked two off my bed in the course of the night they have eaten almost all a counterpane, two holes thro’ a blanket, the toe of one of my boots besides gnawing about everything they can lay hold of. I wish I had dear little Teakey here, traps are of no use, stopping their holes is of no use and there is only one cat in the ship fortunately they are the only vermin that molest us much. I have not seen a cockroach and altho’ there are a few of that gentry and “——” I don’t mind them much.

13.
Passed the Island of Tristan Da Cunha but at some distance could only see the outline, myriads of birds round us all day, some of them very beautiful among them two small albatrosses. Weather very fine with a light breeze and a very high and long westerly “——” shewing the prevailing winds.

15.
Light winds and fine weather getting very chilly as we are running down latitude the Capt expecting to meet strong westerly winds in 43 S which we are not far from, but there is little appearance of change yet. A sail in sight all day and in the evening she came near enough to signalise when strange to say she proved to be the Brightman the ship that was repaired in the dockyard at Plymouth and sailed from there for Adelaide 3 days before we did, it is very remarkable that the two ships should meet (after sailing from the same port about the same time) at so great a distance, however it is very satisfactory to us as she had 3 days start with a strong fair wind equal to a week of ordinary weather.

16.
Light winds still from N. with rain but the weather looks more unsettled and I hope we may soon have the strong westerly winds that are expected.
The Voyage on which the Chandlers came to Port Phillip

17. Very chilly, walking a great “——” to keep one warm, an albatross caught one of “——” very fine ones that have been flying about the ship, he measured 10 ft 6 from tip to tip, the wings are magnificent, beautiful white plumage as tho’ sculptured out of the finest marble.

18. Beautiful day and very calm it is rather remarkable that all of our Sundays have been fine.

18th to 22nd. Very light winds and calm.

23rd. Still very calm and the sun powerful surrounded by numbers of whales and porpoises playing and blowing all around us, in the evening caught 4 very fine albatrosses in about 10 minutes one of them 12 ft from tip to tip I intended to skin one but found it was such dirty work (as they are very “——”) that I gave him away.

24. Dead calm till noon when the long expected westerly wind sprang up suddenly, and gradually freshened to a splendid breeze in the evening.

Nov. 25th. Breeze continues sending us along 10 knots hope it may continue to make up in some measure for the unexpected calm we have had our live stock is running short so it is absolutely necessary to get on the poultry are all gone with the exception of a few geese and fowls which are fattening for Christmas. The pigs and sheep are also almost at the last group, as we had the misfortune to lose 7 sheep the first month we were out, but the remainder have “——” well and afford as good mutton as could be desired as for the pigs they are as fat as possible. Ship rolling heavily in the afternoon the scene at dinner was very amusing, everyone clutching at dishes and plates, but eventually we had some laps full - I was one of the most fortunate escaping with a cruet stand into my lap. Rounded the Cape being a month from the Line and in 5 weeks more hurrah for Adelaide.

26 “——” splendid breeze ship running with a press of sail and lurching furiously sea magnificent, thousands of birds following in our wake, albatrosses, Cape terns, Cape pigeons, Mallow Hawks, petrels, whale birds, etc., terribly bothered with rats again last night could not keep them off me, but shall soon get accustomed to their visits.

27 Running before a strong breeze N.N.W. squally with a heavy sea on. The rolling was awful general capsize at dinner a large joint of roast pork into a ladies lap, great difficulty to keep our seats.

28 Very squally thro’ the night, at one time the ship was on the top of a high sea when another sea struck her and nearly throwing her on her beam ends, I thought she would never right shipped a great deal of water.

Nov. 29th. Wind died away in a great measure and sea going down. There have been 2 births on board during the week, one little thing died and was thrown out without any ceremony in a wooden box with a 56 lead tied to it.

1st & 2nd. Dec. Very fine weather but calm but we cannot complain having done 1400 miles during the week, hard at work drying bedding as the ship leaks in her decks after the straining in the commencement of the week, have been obliged to sleep with a macintosh coat over me and even then got wet thro’ however the rain has ceased so I suppose we shall get a little respite.
On Friday night I unconsciously slept with my scuttle open when a sea came in and nearly washed me out of my bunk and set everything afloat.

3rd.

Strong favourable breeze, every appearance of a gale, completely putting in dead lights and shipping “——” tackles at the helm, got everything well secured in my cabin, in the log took in a reef in the topsails it is a fine scene when blowing hard, about 20 men on the yard and the great sail flapping to and fro with a noise like thunder the cheerily ho of the crew sounds beautiful with those accompaniments and the howling of the wind, the men seem highly pleased at the prospect of a gale.

4th.

Blowing in right earnest a strong gale from W.N.W. with occasional violent squalls of wind and rain, ship scudding with double reefed fore and main topsails and reefed foresail as much as she could possibly stagger with, tho’ she is immensely strong sea awful I never could have believed such monstrous waves were possible when we were in the trough of the sea to see the next sea following us was terrific, one would think she would never rise to it, then to see her stern heave up majestically, with the sea breaking on each side of her with a roar like thunder was “——”, at 11 I was on the poop when a sea struck her on the quarter, filled the lifeboat and completely flooded the poop, immediately after a great sea came over the waist and covered the main deck, the poor ship trembled all over at the shock and stood for a moment like a dead thing, until the water ran off her, when on she went again in great style - The night was wretched cabin all afloat, couldn’t sleep a wink for the sea striking her continually she got one awful bump under the counter from a heavy sea which nearly tossed me out of my bed, in the morning had to make a platform to keep me out of the water before I could dress, I don’t wish to see another gale yet awhile, the last two days have been quite sufficient for me, what with the wet and the noise of bulkheads, and masts creaking the howling of the wind the roar of the sea and other noises unimaginable, nothing to eat or drink scarcely (the galley brig knocked down) it is wretchedly comfortless the only consolation is that we are going ahead finely having made 247 & 240 miles the last two days and I think there is every prospect of making a quick run.

5th.

Wind decreasing gradually and in the log shook reefs out of the topsails.

6th.

Good strong favourable breeze.

7.

Ditto - managed to get my cabin a little dry after two hours mopping.

Dec. 8th.

Fair breeze aft from the longitude off St Pauls today, this is a very monotonous part of the voyage as there is no chance of seeing any vessels and there is nothing to be seen at all except the everlasting old albatrosses and perhaps a stray whale or two.

9th.

Wind still fair blowing pretty fresh sailing under single reefed topsails & continually short sea sending the spray over us which with the rain makes it very uncomfortable. I haven’t laid on my bed for 3 weeks however we are going on in great style having done near 3000 miles in the last fortnight.

12.

Fair sunshine day, good breeze as usual employed all day in getting bedding etc. aired.

13.

Light breeze but cannot grumble, in 3 figures longitude.

14.

Fearful appetite as usual, my morning work was up at 1/2 past 5, quarter hours walk, 2 cups
The Voyage on which the Chandlers came to Port Phillip

coffee, broiled ham & biscuit with the Mate of the watch, turn in again till 1/2 past 8, breakfast 2 cups coffee, 2 rolls salt pork without end, the ships pork is famous stuff.

15. Had a general battle and killed 2 enormous rats by stopping the hole when I knew they where in my cabin and then smashing them - light breeze but favourable we are all speculating when we should get to Adelaide. Then in a lottery on foot with tickets from 18th Dec. to 15th Jany at 1/6 each, and whoever holds the ticket bearing date the day on which Adelaide light ship is first seen, gets the prize, I have 3 bad ones, 7th 11th & 14th Jany.

16. Fine breeze from W. sailing a little N. having been down from the Cape in 43 the first “——” “——” “——” “——” “——” had.

17. Longtitude of Cape Lewin fine breeze saw a piece of seaweed.

Dec 18th.
Light breeze but favourable, washed stockings and saw another piece of seaweed no unimportant affair as it shows the vicinity of land.

19. Light breeze but as usual favourable most magnificent sunset indescribable.

Thurs’ 20th.
Thirteen weeks from Plymouth today a long time to be on the sea, breeze good and we have some hope of spending Christmas in Adelaide, at any rate we shall not be more than another week.

21st.
Very light breeze approaching to calm very tedious when so near our destination 3 albatrosses caught, better breeze at noon and freshened to a fine breeze in the evg carried away fore topmast slim sail boom and one of the sailors went aloft to secure the gear and it is supposed fell overboard as he has not been seen since, poor fellow it was a miserable end, he was a fine fellow and a “——” seaman and the event has cast a gloom over us all.

22. Breeze continues, got the anchor over the bows and the cables payed out.

23. Breeze died away in the morning and then shifted very tiresome now we’re so near land near called Neptunes’ Is. very sandy & barren with a tremendous surf running on them, the mainland of Australia is also visible in the distance somewhere about Pt. Lincoln.

24. Contrary wind right down the gulf beating about near Kangaroo Island in the afternoon spoke the Grecian from Adelaide to London, promised to report us

25. Beautiful weather but very warm got well up to the anchorage but wind dying away obliged to anchor for the night a few miles down the coast

26. Anchored off the light ship in the morning. The end of the voyage as the ship does not go up to the port

Dec 27th.
8 of us went into a small whale boat and started for the port a distance of 14 miles with a burning sun, as we approached the land it looked very uninviting - a low sandy shore with a few mangrove trees and stunted bushes growing on it with numbers of pelicans and other strange birds walking on the mud, we passed two bars at the entrance to the bush with a very narrow channel for vessels and then only at high water, altogether it is a wretched place for
The Migrant Ship Harpley

ships to go up and down on we went, and seeing a wretched hut on the bank of the creek landed to get some milk, when strange to say it proved to be inhabited by Devonshire people and we got both milk & cream a great treat after a long voyage - after 4 hours pulling we landed at the port, a very bustling place, full of shipping and looking very busy, tho’ the crowds of bullock drays loaded with copper & wood and the odd looking men & buildings & country make everything appear very strange.

And so ends my voyage to Australia on the whole a most pleasant one, to me altho’ it certainly has its petty inconveniences & annoyances which however are not to be placed in the scale with the enjoyments. I was certainly fortunate both in the ship and Captain, the latter was a very nice fellow and did all in his power to make everything agreeable to his passengers and I & E Ford and Co, the charterers of the ship certainly deserve credit for victualling the ship as well as they did perhaps it is time I gave a list of the cuddy passengers.

First
Cap Buckland as above.

2nd.
Mr. Raven the owner of the ship, and his wife, both “——” in fact particularly agreeable & pleasant.
Mrs Palmer going to her husband at Port Phillip with 3 children.

3.
Mrs Matthews & 2 daughters for Adelaide, an Irish lot going on matrimonial spec I think.

4.
Mifs Slatter the “—— able spinster who tickled Edward Marshall’s fancy so at Plymouth, very simple but good natured going to keep her brothers house “——” and children.

5.
Mr and Mrs Treeve & 2 children (one born on the voyage) going to Port Phillip.
Mr Anderson a Scotch gentleman, a merchant in Sydney, a very decent fellow.

6.
Dr. Smith the surgeon of the ship, also a Scotchman.

7.
Messrs Saddlington and Kemp 2 “——” customers bound to Port Phillip furnished us with amusement.

8.
Mr Cullen an Irish solicitor going to practice in Adelaide.

9.
Mr Hay a queer little chap for Adelaide, and Alex.r Duigan the chief officer.
So with your humble servant there was rather a large assortment.
The Voyage on which the Chandlers came to Port Phillip

Notes

1 One wonders if in their hymn singing they sang Hymn No. 563 in *The Psalms Church Hymnary*, Oxford University Press. The first verse:

   Lead us, Heavenly Father, lead us  
   O’er the world’s tempestuous sea,  
   Guard us, guide us, keep us, feed us,  
   For we have no help but Thee;  
   Yet possessing every blessing  
   If our God our Father be.

   By Augustus Montague Toplady, 1740-78


3 Elaine M. Jefferson, has given permission for the diary to be included in this book. Also, permission has been given by the Copyright and Permissions Librarian, State Library of NSW, Ms. Jennifer Broomhead, under certain strictures, namely that the Mitchell Library be acknowledged and that an indemnity be given against legal action. The latter has been given formally and the former is included in the bibliography. The diary was given to the Library in 1969 by the late Lady Ashton.

4 In answer to a request to Ms. Broomhead for any information regarding Lady Ashton she wrote:

   “We are not able to supply many details of Lady Ashton; I am enclosing the catalogue description for the other collection she gave to the Mitchell Library in 1969, which relates mainly to her husband Sir John William Ashton (M.L. ref. ML MSS 1740). There are no notes on the Library’s file (ML 487/69) which explain further the provenance of the shipboard diary, for example we do not know if the diary could have been written by a relative of either Sir William or Lady Ashton. My assistant has copied some of the newspaper story giving the account of Lady Ashton’s murder in 1989 but these do not offer family details.”

   However, while it may not be germane to this story of the Harpley, some history of Lady Ashton and her husband is interesting. The collection she gave to the Mitchell Library were mainly messages received by her and her husband on certain important family occasions. Her husband was Sir John William (Will) Ashton, artist, 1881-1963, born in England but came to Australia when he was three years old. He held the position of Director of the National Art Gallery of New South Wales, and Director of the David Jones Art Gallery, and was a member of the Commonwealth Art Advisory Council.

   Lady Ashton, then 84 years of age, was murdered on 9 May, 1989, the third elderly lady to be attacked in a like manner within three months. Some of the newspaper reports regarding these attacks especially those about Lady Ashton are ghoulish in the extreme. Suffice to say they were brutally murdered by what the police described as a “thrill killer”.

5 The map used is from the *Collins New Advanced Atlas* published c. 1913 by Collins’ Clear-Type Press, London and Glasgow.
History of the Chandleers and others on the second voyage.

Here is a history of the seven Baptist families from Brighton, Sussex, on board the Harpley on her second voyage to Australia, arriving in Port Phillip on 6 January, 1850. These families were:

Chandler,
Foreman,
Juniper,
Turner,
Tyler,
Vincent,
Wood.

The following passengers were also on board who had some connection with the above:

Charlwood,
Harvey,
Dodswell/Dadswell.
Newnham, (See Chapter 4)

The passengers in this chapter who travelled on the Harpley are shown in bold. Also, family trees for the families of these passengers are included at the end of each sub-chapter. These are hopefully accurate; but not necessarily complete.

Firstly, Stephen Charlwood was not one of the Brighton Baptists but his background was as a member of a family of Sussex Baptists who lived in and around Brighton. His mother was nee Jane Laker and she had two sisters. The first was Sarah who was married to William
History of the Chandlers and others on the second voyage.

Foreman whose son John was Stephen’s first cousin and their children John and Jane were second cousins. The second sister was Elizabeth, Stephen’s Aunt, married to James Tyler, and their children on board were Richard, Sarah, Lydia and Mary, all Stephen’s first cousins. Lydia married in Victoria in 1868 William Juniper; Mary married Edward Wood in 1852. This meant that Stephen Charlwood had at least eight relatives on board, so there were good reasons for him to be on board.

Secondly, Two of the Laker sisters were on board the Harpley, as well as the son of the third sister.

**LAKER FAMILY TREE**

Richard Laker M. Elizabeth Manvell.
Children.
1. Sarah.
   B. c. 1800, Eng.
   M. William Foreman.
   Child.
   John*
2. Jane.
   M. Arthur Charlwood.*
3. Elizabeth.
   M. James Tyler.*

*(See family trees for Foreman, Charlwood, Tyler.)

Thirdly, Thomas Harvey, won gold at the diggings and sent for his orphaned brothers and sisters. After some time Ruth Harvey married John Chandler, and Mary Harvey married William Newnham. Later Thomas sent for his other sister Rebecca, who had married Edward Mitchell in England. They came out in 1863 with four children, and a further four were born in Melton, Victoria.

Fourthly, Frederick Newnham married Mary Wood; John Chandler’s daughter Elizabeth Hannah, married Frederick Newnham’s son, George Thomas.

Fifthly, Edward Wood and his wife Mary nee Gillam, she was the mother of Mary Wood mentioned above who married Frederick Newnham in 1853. She died in 1858. Frederick re-married in 1859 to Emma Eastwood, whose mother was Emma Eastwood nee Gillam, Mary’s sister. The other Gillam sister was Sarah, who was the wife of John Juniper. As shown in the Gillam family tree, Emma Gillam married four times.
The Migrant Ship Harpley

**GILLAM FAMILY TREE.**

James Gillam. (Fisherman/ShipCaptain).
M. Mary Shrivell.
Children.
1. **Mary.**
   B. 1804, Brighton, SSX, Eng.
   D. 5 May, 1886, Preston, Vic.
   **Edward Wood,** B. 1804, East Horthly SSX, Eng.
   D. 21 Sep., 1891, Preston, Vic.*

2. **Sarah.**
   B. 1810, Eng
   M. John Juniper, Eng.
   D. 1902, Hawthorn, Vic.
   **John Juniper,** B. c. 1801, SSX, Eng.
   D. 12 Dec., 1871, Vic.*

3. **Emma.**
   B. c. 1817, Brighton, SSX, Eng.
   D. 13 May, 1901, Collingwood, Vic.
   M 1/4, Thomas Eastwood, 1839, Brighton, SSX, Eng.
   Thomas Eastwood, B. c. 1817, Eng.
   D. ?*

Children.
1. **Emma.**
   B. c. 1840, Brighton, SSX, Eng.
   M. Frederick Newnham, 2 May, 1859, Vic.
   D. 24 Mar., 1908, Collingwood, Vic.
   **Frederick Newnham,** B. 10 Aug., 1828, SSX, Eng.
   D. 12 Jul., 1899, Lilydale, Vic.*

2. **Thomas.**
3. **Charles.**
4. **Emily**
   B. c. 1845.
   M. 2/4, John Steers, 1851, Brighton, SSX, Eng.
   John Steers, B, D, ?

Children.
1. **Samuel.**
   B. c. 1852, SSX, Eng.
   M. Sarah Jane Kempson, 1882, Vic.
   D. 1903, Preston, Vic.
   Sarah Jane Kempson, B. 1864, Mone., Vic.
   D. 1939, N. Fitzroy, Vic.
2. **May.**
History of the Chandlers and others on the second voyage.

3. Henry Biggs.
   B. c. 1856, SSX, Eng.
   M. Lullus Johnston, 1877, Vic.
   D. 1944, Euroa, Vic.
   Lullus Johnston, B. 1858, Kilmore, Vic.
   D. 1943, Euroa, Vic.
   Children.
   1. Henry Augustus.
      B. 1889, Preston, Vic.
      D. 1958, Sunshine, Vic.
   (Others)
   B. c. 1835, Eng.
   D. 1877, Vic.
   +
   D. 1890, Preston, Vic.
   +

*(See family trees for Wood, Juniper, Newnham.)*


Here is a list of the Harpley Baptists showing the year born, age on arrival, year died and the age at death. The average age at death was 63.5 years.

<table>
<thead>
<tr>
<th>Family</th>
<th>Year Born c.</th>
<th>Age on arrival</th>
<th>Year Died</th>
<th>Age at death</th>
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<tbody>
<tr>
<td>Chandler</td>
<td></td>
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<td></td>
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<tr>
<td>Stephen</td>
<td>1816</td>
<td>33</td>
<td>1877</td>
<td>61</td>
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<tr>
<td>Ann</td>
<td>1807</td>
<td>42</td>
<td>1852</td>
<td>55</td>
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<td>Mary Ann</td>
<td>1836</td>
<td>13</td>
<td>1920</td>
<td>84</td>
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<td>John</td>
<td>1838</td>
<td>11</td>
<td>1921</td>
<td>83</td>
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<td>1841</td>
<td>8</td>
<td>1917</td>
<td>76</td>
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<td>1846</td>
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<td>1848</td>
<td>1</td>
<td>1934</td>
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<td>1824</td>
<td>25</td>
<td>1891</td>
<td>67</td>
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<tr>
<td>Jane</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>?</td>
</tr>
<tr>
<td>John</td>
<td>1846</td>
<td>3</td>
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<td>1847</td>
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<tr>
<td>Family</td>
<td>Year Born c.</td>
<td>Age on arrival</td>
<td>Year Died</td>
<td>Age at death</td>
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<tr>
<td>Juniper</td>
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<td>John</td>
<td>1801</td>
<td>48</td>
<td>1871</td>
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<td>1838</td>
<td>11</td>
<td>1899</td>
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<td>Mary</td>
<td>1845</td>
<td>6</td>
<td>1897</td>
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<td>John</td>
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<td>1894</td>
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<td>1815</td>
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<td>1870</td>
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<tr>
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<td>1839</td>
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<td>1916</td>
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<td>1849</td>
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<tr>
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<td>7</td>
<td>1903</td>
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<td>Edward</td>
<td>1804</td>
<td>45</td>
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<td>87</td>
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<tr>
<td>Mary</td>
<td>1830</td>
<td>19</td>
<td>1858</td>
<td>28</td>
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<td>Edward</td>
<td>1833</td>
<td>16</td>
<td>1907</td>
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<td>George Charles</td>
<td>1847</td>
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<td>Emily Fanny</td>
<td>1849</td>
<td>1</td>
<td>1937</td>
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Emily Fanny was the last Harpley Baptist passenger to die.

**CHANDLER**

There is no need to dwell on Stephen Chandler and his families, as his son John Chandler covered their history in his book, *Forty Years in the Wilderness*, published in 1893. Michael Cannon has since edited an edition of this book which is readily available. The following family tree traces the direct line from a John Chandler born 1714, through
History of the Chandlers and others on the second voyage.

Stephen to the present day, covering nine generations.

**CHANDLER FAMILY TREE**

John
B c. 1714
D
M c. 1736

Jane Tyrell
B
D

John (Yoeman)
Bp 6 Jan. 1738 Chailey SSX
Bu 4 Jan. 1816 Herstnonceux SSX
M 26 Mar. 1761 Burwash SSX

Mary King
B c. 1741
Bu 26 Oct. 1818

John (Farmer)
Bp 2 Jul. 1765 Mountfield SSX
D Ardingley SSX
M 17 Apr. 1792 Burwash SSX

Catherine Westover
Bp 20 Sep. 1772
Bu 8 Feb. 1844 Burwash SSX
D Brighton SSX

Stephen
Bp 14 Jun. 1816 Burwash SSX
D 29 Apr. 1877 Preston Vic.
1\2 M 30 Dec. 1835 Edinburgh Sect. 2\2 6 Jan. 1853 Richmond Vic.

Ann Watts Georgina Anne Rogers
Bp 15 Feb. 1807 Hawkhurst Ken. Bc 1823

John
B 22 May 1838 Brighton SSX.
D 26 Sep. 1921 Fitzroy N. Vic.
M 7 Jun. 1860 Hawthorn Vic.

Ruth Harvey
B 7 Jun. 1841 Brighton SSX
D 2 Oct. 1931 Fitzroy N. Vic.

Herbert Samuel
B 18 Jul. 1880 Hartwell Vic.
D 12 Nov. 1950 Melbourne Vic.
M 13 Apr. 1903 Hawthorn Vic.

Evelyn Jane Scott
The Migrant Ship Harpley

B 15 Nov. 1880 Collingwood Vic.
Rolicker

B 27 Jan. 1918 Brunswick Vic.
D

M 19 Jun. 1941 Malvern Vic.
Gwendoline Stewart Lindsay

D

John Lindsay

B 10 Dec. 1944 Mentone Vic.
D

M 23 Apr. 1966 Mentone Vic.
Ann Elizabeth Hooper

B 7 Dec. 1944 Penola SA.
D

Geoffrey John

D

Leigh Fiona Hindson

D

Stephen Chandler, Edward Wood and James Tyler individually purchased land in Preston. Stephen was listed as a market gardener in the 1865 Sands & McDougall Directory. The land was part of “Jika Jika Portion 147 (East Newlands Estates)”, it was of 640 acres purchased in 1838/39 by A. B. Spark of Sydney, then sold on to George James in November, 1840, and then to William Francis Splatt in September, 1853. Splatt was a land developer and sub-divided it into small farms in November/December, 1854. Stephen Chandler purchased part on 4 May, 1854, being Lot 27; four acres, three roods and thirty five perches for £248. 8. 9, about £50 per acre. This block ran between Spring and High Streets, 250 links to each street, by 1990 links along the North side, and 1985 links along the South side. His land was contained in Memorial 530, Book 11, copy shown below.

At about the same time Edward Wood purchased the block immediately to the South, being Lots 28 and 29, about ten acres. James Tyler purchased the next southerly block, across Regent Street, Lot 30 of about eight acres.

A sub-division for a pipe track occurred in December, 1855, enabling a pipe line to be built from Yan Yean reservoir to Melbourne. Memorial 91, Book 34, shows that the Commissioners of Sewers and Water Supply paid Stephen £65.00 for that part which went through his property, about one rood.3
History of the Chandlers and others on the second voyage.

Ruth nee Harvey and John Chandler
1841 - 1931          1838 - 1921

Daniel John            Ann Ruth
1863 - 1952           1861 - 1975
The Migrant Ship Harpley

Ruth nee Harvey and John Chandler
1841 - 1931  1836 - 1921
Daniel John - Louise Alice - Ann Ruth - William Harvey
1863 - 1952  1874 - 1949  1861 - 1945  1868 - 1951
Elizabeth Hannah  Emily Martha
1866 - 1952  1871 - 1910
History of the Chandlers and others on the second voyage.

John and Ruth Chandler
Herbert Samuel
1880 - 1950
The Migrant Ship Harpley

John and Ruth Chandler
7 June, 1913.
53rd. Wedding Anniversary and Ruth's 72nd. Birthday
History of the Chandlers and others on the second voyage.

49
History of the Chandlers and others on the second voyage.

FOREMAN.

John Foreman was a staunch Baptist all his life though some of his contemporaries or younger men in the Baptist faith could not accept his doctrines. Even so he was called on many times to preach, and was known as a good speaker. He also helped with the running of Sunday schools. He died at the age of 67 in 1891, amidst much upheaval in the Henry Street, later the Auburn Road, Burwood, Baptist Church. Not long before he died he wrote a letter to John Chandler. Mr. Foreman is mentioned many times in John Chandler's Forty Years in the Wilderness.

Mr. J. Foreman’s Letter.

I believe in God the Father, God the Son, and God the Holy Ghost; three persons, but one God. I believe in the unity of Jehovah, in love, essence, will and power; in the sovereign, electing choice of God the Father in adoption and mercy. I believe in the eternal union of our covenant Head, Christ Jesus; in the atonement of His precious Blood to cleanse my soul from sin and His imputed righteousness to justify my soul. I believe in the calling, regenerating, sanctifying power of the Holy Ghost, and in every time of need. I rejoice in the witnessing and sealing of the Holy Ghost, and all the promises being Yea and Amen in Christ Jesus. I know all the Doctrines of God’s grace would be a dead letter in my soul, unless by the Spirit of God they were made spirit and life. In the 4th Gal., 6th verse, we read—’Because ye are sons, God sendeth forth of His Son, to quicken to a new life;’ 2 Eph. 1, ‘And you hath He quickened.’ We are made new creatures. In Jesus we have spiritual emotions, desires, and appetites. By the Spirit of God, the Holy Ghost, we are convinced of sin, made to repent, and cry for mercy. The Holy Ghost, who is co-equal, co-eternal, and co-essential, imparts to us not only life, but light and comfort; and we read—’When the Comforter is come, Whom I will send unto you from the Father; He shall testify of Me.’ Jesus said—‘If I go away, I will send the Comforter,’ meaning the Paraclete; One who will look after all our interests. 5 Gal., v. 25, ‘If we live in the Spirit, let us also walk in the Spirit.’ Walk in the exercise of Brotherly love. To live in the Spirit is to live in a spiritual atmosphere.

‘Prayer is the Christian’s vital breath,
The Christian’s native air.’

To live in the hope of Glory in fellowship with the Father, and with His Son Jesus Christ. The Spirit is a witness of Christ’s covenant love and accomplished redemption. ‘He witnesses with our spirits, that we are born of God.’ The Spirit is a seal. The foundation of God standeth sure. Having this seal, the Lord knoweth them that are His. As the children of God, we are to be ‘conformed to the image of His dear Son.’ (See Rom. 8: 29.) By God’s grace we must be partakers of His holiness. ‘Be ye holy in all manner of conversation and Godliness.’ But by Nature The Holy Ghost teaches us that we are polluted by sin and need washing in the Fountain ‘opened for sin and uncleanness.’ That we need to be stripped of all self-righteousness, and to be adorned in the righteousness of Jesus. The Holy Spirit indites our prayer, for He maketh intercession in us, according to the will of God. The Holy Ghost puts our heart in tune, to show forth the Lord’s praises, who hath called and formed us for Himself. To show forth His praise we are brought under a deep sense of obligation by the Holy Spirit revealing Jesus in all His love, mercy and grace; in becaming (sic) poor to enrich us, and a curse to bless us; and in this way
The Migrant Ship Harpley

we ‘Grow in grace, and in the knowledge of our Lord and Saviour Jesus Christ. Grace to strengthen us in weakness! Grace to comfort us in sorrow! Grace to lead us in the time of danger to the high tower into which the righteous run and are safe; The Holy Ghost witnesses to our spirit, that we, as God’s children, have a birthright. ‘If children, then heirs; heirs of God, and joint-heirs with Jesus; and all are yours, and ye are Christ’s and Christ’s is God’s.’ What is ours? The World, Life, Death-things present, things to come. We cannot prove that we are born of God, only as by His Spirit dwelling in us. 2 Cor., 1: 23. Who hath sealed us and given us the earnest of His Spirit in our hearts. In conclusion, I can only say my desire is the glory of my God, and the peace and prosperity of His Zion.

From your afflicted Brother in Gospel ties,

JOHN FOREMAN.4

FOREMAN FAMILY TREE .

John Foreman.
Parents.
William and Sarah nee. Laker.
Sarah B. c. 1800, Eng.
B. c. 1824, Eng.
M. ?
D. 1891, Kew, Vic.

Jane Mann
B. ?
D. ?

Children.
1. John.
   B. c. 1846, SSX. Eng.
   M. Harriet Field, Vic. 1868. (Harriet M. 1/2)
   D. 1871, Vic.
   Harriet Field, B. c. MDX, Eng. c. 1848.
   Parents, John and Maria Randall.
   D. 1932, Fitzroy, Vic.
   (Harriet M. 2/2, 1886, John Thomas Greenwood,
   B. c. 1824, D. 1906, Fitzroy, Vic.)
Children.
      B. 1869, Collingwood, Vic.
      D. 1869, Fitzroy, Vic.
      B. 1870, Collingwood, Vic.
      M. Ada Maria Taylor, 1897, Vic.
      Parents, Henry and Maria Zilpah Lewis.
      D. 1941, Armadale, Vic.
      Ada Maria Taylor, B. 1873, Collingwood, Vic.
      D. 1933, Richmond, Vic.
History of the Chandlers and others on the second voyage.

Children.
Foreman. (Continued)

1. Gladys Hallie Louise.
   B. 1902, Clifton Hill, Vic.

2. Hedley Vernon G.
   B. 1907, Clifton Hill, Vic.
   D. 1980, StKilda, Vic.

2. Jane.
   B. c. 1847, SSX, Eng.
   D. 1854, Vic.

JUNIPER

John Juniper was one of the two Deacons of the Baptist Church formed to emigrate to Australia from Brighton, Sussex. His wife was Sarah nee Gillam and they brought with them their four children, John (jnr.), William, Mary and Ellen. John jnr. married twice, firstly in 1877, to Eliza Jane Spalding, who died in 1881. There was no issue from this union. His second marriage in 1882 was to Elizabeth Ellen Bower; they had two children. William Juniper married Lydia Tyler in Victoria in 1868. She was the daughter of James Tyler. William and Lydia had five children details of which are shown in the Tyler family tree.

The Gillam family is intertwined with other Harpley families, including those of Newnham and Wood. James Gillam was a fisherman and ships’ captain in England and his wife was Mary Shrivell. They had three daughters, Mary, Sarah and Emma. Mary was born in 1804 in Brighton, Sussex. She married Edward Wood on 9 August, 1829, at Hove, Sussex. Details of their family are under the subheading Wood.

The second daughter was Sarah born c. 1810, most probably in Brighton, Sussex., and died in 1902 at Hawthorn, Victoria. She married John Juniper. Some six years after John Juniper died, Sarah re-married in 1877, Thomas Field, a Hertfordshire man John Chandler in his book written in 1893 in mentioning the families who were on board the Harpley with him had this to say:

"These were the pioneers of Australia, and I know they were not seeking riches, but were trusting in the God Jacob for guidance. All these are now safe landed (have died) save one, Mrs Field, and she is 90 years old."

The third daughter, and probably the most interesting was Emma born in 1817 at Brighton, Sussex, she died 13 May, 1901, in Collingwood, Victoria, after having married four times. Her first marriage was in 1839 in Brighton, Sussex to Thomas Eastwood and there were four children, the first being Emma who married Frederick Newnham. After Thomas Eastwood died, date unknown, Emma married John Steers in 1851 in Brighton, Sussex and they had three children. John Steers died, date unknown, and in 1863, Emma married George
The Migrant Ship Harpley

Minns at Melton, Victoria. He died in 1877 in Victoria. Emma’s fourth marriage in 1882 was
to Augustus Sawyer whom she outlived. He died in 1890 at Preston, Victoria.

Emma Eastwood nee Gillam came to Victoria some time before 1863 together with at
least three of her children. No details of how or when they came could be found. She was
known in the Newnham family as “Grandma Sawyer”.

GILLAM FAMILY TREE.

James Gillam.
M. Mary Shrivell.
Children.
1. Mary.
   B. 1804, Brighton, SSX, Eng.
   D. 5 May, 1886, Preston, Vic.
   D. 21 Sept., 1891, Preston, Vic.*
2. Sarah.
   B. c. 1810, Eng.
   M. John Juniper, Eng.
   D. 1902, Hawthorn, Vic.
   John Juniper, B. c. 1801, SSX, Eng.
   D. 12 Dec., 1871, Vic.*
3. Emma.
   B. 1817, Brighton, SSX, Eng*.

*(See Wood, Juniper, Newnham family trees.)

JUNIPER FAMILY TREE.

Samuel Juniper.
M. Louisa Dove.
Children.
1. John.
   B. c. 1801, SSX., Eng.
   M. Sarah Gillam, Eng.
   D. 12 Dec., 1871, Vic.
   Sarah Gillam, B. c. 1810, Eng., M. 1/2.
   D. 1902, Hawthorn, Vic.
   Children.
   1. John.
      B. c. 1835, Brighton, SSX. Eng.
History of the Chandlers and others on the second voyage.

M. 1/2, Eliza Jane Spalding, 1877, Vic.
D. 23 June, 1917, Camberwell, Vic.
Eliza Jane Spalding, B. c. 1854.
D. 26 May, 1881, Fitzroy S., Vic.
No issue
M. 2/2, Elizabeth Ellen Bower, 1882, Vic.
D. 1929, Ouyen, Vic.
Children,
1. John James.
   B. 1886, Melbourne, Vic.
   D. 1924, Ouyen, Vic.
2. Ellen May.
   B. 1888, Fitzroy S., Vic.
   M. John James Reid Gillespie, 1914, Vic.
   D. 1956, Ouyen, Vic.
   John James Reid Gillespie, B. 1887, Melb. Vic.
   D. 1972, Ouyen, Vic.
2. William.
   M. Lydia Tyler, 1868, Vic.
   Lydia Tyler, B. c. 1848, Brighton, SSX, Eng.
   D. 30 July, 1880, Vic.
Children,
1. William John Tyler.
   B. 1869, Emerald Hill, Vic.
   M. Isabella Byron. (Could not find marriage)
   D. 1941, Melbourne, Vic.
   Isabella Byron, B. c. 1872.
   D. 1945, Preston, Vic.
   Child.
2. Elizabeth Sarah.
   B. 1871, Melbourne, Vic.
   D. 1 June, 1938.
   No issue.
   B. 1873, Collingwood, Vic.
   M. Elizabeth Fish, 1901, Vic.
   D. 1940, South Yarra, Vic.
   Elizabeth Fish, B. Staffordshire, Eng.
4. Ellen Winifred.
   B. 1874, Collingwood, Vic.
   No issue.
5. Percy James.
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B. 1877, Emerald Hill, Vic.
D. 1965, Moor., Vic.
Coral Constance Newton, B. 1879, Traralgon, Vic.
D. 1966, Moor., Vic.
Children.
1. Henry Percy.
   B. 1905, Alberton, Vic.
   Leonard William Kershaw.
   B. 1907, Yarram, Vic.
   Reginald Walter.
   B. Elsternwick, Vic.
3. Mary.
   B. c. 1845, Eng.
   M. James Sturgis Edwards, 1865, Vic.
   D. 1897, Hawthorn, Vic.
   James Sturgis Edwards, B. c. 1837.
   D. 1934, Auburn, Vic.
   Nine Children.
4. Ellen.
   B. 1846, Eng.
   D. 1864, Vic.
   No issue.

(For wider Gillam family tree see Dadswell.)

TURNER

The following extract from a booklet held in the Strict Baptist Historical Society in England, written by James Payne, serves as an introduction to this sub-chapter. Permission to include these extracts was given by Mr. Cyril Monk of the Baptist Church meeting at Ebenezer Baptist Chapel, Richmond Parade, Brighton, Sussex, England. It was “Mr.” Sedgwick who formed the Harpley Baptists into a Church with Rev. John Turner as Secretary and Minister and with Edward Wood and John Juniper as Deacons:

EBENEZER - PAST AND PRESENT 1824 - 1964.

   Early Beginnings.

At a Church Meeting held at “Salem” Chapel, Bond Street, Brighton, on the 2nd. April, 1822, having regard to the rapidly increasing membership of that Church, three Deacons and a number of other members asked to be separated from the Church in order to form themselves into a new assembly. The request was couched in friendly terms and the members were all given letters of dismission. They first met in a cottage, and subsequently in a Room in Cavendish Street.
History of the Chandlers and others on the second voyage.

The following year they invited Mr. Joseph Sedgwick, a young man of 26, who had been sent out into the Ministry the year before by the Church at Blandford Street, London, to become their regular Minister. On the occasion of Mr. Sedgwick's first visit, a Mr. and Mrs. Goffe, members of the Church from which Mr. Sedgwick was sent out, were present, having settled in Brighton two years previously. This meeting was, in the providence of God, a prime factor in the eventual settlement of Mr. Sedgwick as Pastor on the formation of the Church.

On the 21st March, 1824, in the Room in Cavendish Street, eleven persons were formed into a Church. At the first Church Meeting seven other persons were added and it was then agreed to invite Mr. Sedgwick to preach for three months with a view to the Pastorate. This invitation was accepted but on 29th May it was unanimously agreed, the membership being then 20, to invite Mr. Sedgwick without further delay to become Pastor, and this invitation was also accepted. New converts joining the Church at this time were baptised at “Bethel” Chapel, Wivelsfield.

Building of the Chapel.

Mr. Sedgwick’s Recognition Services took place in a room at the Old Ship Tavern to which the Church shortly afterwards moved, the Room in Cavendish Street becoming inadequate for the growing community.

On the 26th August the same year a Committee was appointed for the purpose of providing a Chapel in which to worship, and on the 13th April 1825 the old “Ebenezer” in Richmond Street was opened - less than eight months after the appointment of the Committee.

On Lord’s Day, 23rd January 1825, Mr. Sedgwick preached at the “Old Ship” and took for his text “Christ is all and in all”. This, indeed, was the key note of his ministry. On the occasion of the opening of the new Chapel he wrote, “Mr. John Stevens, of London, preached in the morning a solid, judicious, deep sermon. I spoke from Psalm 132, 5, ‘A place for the Lord’. O God, for Christ’s sake, may it prove to be so! May peace and prosperity attend us, Amen”.

A fortnight after the opening of the Chapel the first baptismal service was held, when 4 candidates were baptised. During the first year of his ministry Mr. Sedgwick welcomed into the Church 30 new members and during his Pastorate of nearly 29 years the membership increased from 11 to about 150.

The First Pastor.

Mr. Sedgwick was a man who walked humbly with his God and realised his daily dependence upon the power of the Holy Ghost. On one occasion he wrote, I fear sometimes that I have talent for preaching; and it is a mercy for me that I have really been accepted at all - no doubt the Lord sees right to humble me deeply. ‘I am poor and needy yet the Lord thinketh upon me.’ Oh for more boldness of spirit, more savour, more usefulness, more reliance, more wisdom, more gratitude”. Yet such was the profit derived from his ministry that the companies which gathered continued to increase until great difficulty was experienced in finding seats for those who attended and it was decided to add the gallery so as to furnish the necessary accommodation. Mr. Sedgwick was also a man of great faith. He wrote to a friend
The Migrant Ship Harpley

on one occasion. “I am not permitted to question my own salvation in Christ Jesus”.

In January 1853 he was taken seriously ill and later in that month he wrote, “I have not only need of body cure, but soul cure also, and if I am spared may the Lord enable me to magnify Christ; and if I am to go home, the mighty God help me that I may honour God by faith, and not dishonour Him by un-belief, nor rob my own soul of peace and comfort”. The last words he penned were, “Glory be to our Triune Jehovah, Whose ways are in the deep and Whose footsteps are not known; clouds and darkness are indeed about him; and at times He makes darkness a pavilion. Oh to be able ever to remember of our blessed Lord, He died unto sin once and he liveth unto God. Oh for this to be ever before me!”

On the 27th March 1853 he passed into the presence of his Lord at the early age of 55. Nevertheless he lived to see the Sunday School opened and the Chapel made free of debt. At his funeral “Ebenezer” Chapel, which held about 500, was filled to capacity and an overflow meeting was held in the Schoolroom. Mr. Samuel Milner preached the memorial sermon the following Lord’s Day.

**Link with Australia.**

Towards the close of Mr. Sedwick’s ministry when times in this Country were hard and the poverty of the poor extreme, eleven members of the Church, with others, decided to emigrate to Australia; whereupon Mr. Sedgwick formed the eleven into a separate Church appointing one of their number as Minister and two others as Deacons, one of whom was already a Deacon at “Ebenezer”. On arrival in Australia over four months later they constituted the first Strict Baptist Church in Victoria, then known as Port Phillip, Mr. Turner, the Minister, shortly afterwards officiated at the first baptism there of Strict Baptists and their Chapel, when built subsequently, was named “Ebenezer”. The company however, suffered untold hardships in their pioneer work in Melbourne, Ballarat and the surrounding districts and they did not, by any means, escape from trouble by their journey to the antipodes.

Mr. Sedgwick encouraged the Brighton Baptists by forming them into a Church under Pastor John Turner so that they could emigrate to Australia as a body. “Mr.” Sedgwick’s Chapel in Brighton, Sussex, was the “Ebenezer” and that “Pastor”, or as he was known in Melbourne, “Reverend” John Turner’s Chapel was also named “Ebenezer”. Photographs of both “Ebenezers” are included and one can imagine that John Turner used the Brighton Chapel as his inspiration for the Melbourne one. The expression “bizarre” has been used in describing the Melbourne Chapel. It certainly was ‘unusual’. It was later sold and destroyed.6

John Turner’s father was also John, and his mother was Hannah Glass. He was born in Surrey, England on 9 July, 1817. John’s first marriage was to Lucy Barnes in 1838 in London, England. Lucy Turner was born in 1815 in Wandsworth, Surrey, England to Samuel Barnes and Mary nee Whitley and died on 30 October, 1870 in Princes Street, Kew, Victoria. Her husband, John Turner, performed the burial ceremony at the Boroondara Cemetery, Kew. His second marriage was to Alicia De-La Porte in 1871 in Melbourne, Victoria. Alicia was born c. 1840 to William De-La Porte and Mary Ann nee Ryan, and died in 1921 at Fitzroy North. John Turner died on 30 December, 1894 at 215 George Street, Fitzroy.7

The Turner family in England were Particular Baptists (also known as Strict Baptists),
History of the Chandlers and others on the second voyage.

The Old Chapel, Brighton Sussex.

Zion Particular Baptist Church. Lonsdale Street. Melbourne. 1850
a branch of the Baptist Church who believed that Atonement was only for the Elect (that is, that Christ died for a particular number who were elected to salvation before the creation of the world). The family were members of the Ebenezer Chapel, Richmond Hill, Brighton, Sussex. 1848 was a difficult year in England, with a famine in Ireland and provisions becoming very dear. Some members of the congregation of Ebenezer Chapel met together, and after many prayers, resolved to emigrate to Australia. On 5 July, 1849, the group drew up “A Declaration of the Faith and Practice of the Church of Christ under the pastoral care of John Turner”, a carefully worded and very comprehensive document listing the beliefs and government of the Church. As shown above, John Turner was made Minister and Secretary, and the group corresponded with the Sydney Government with a view to obtaining a grant of land, dividing it equally into farms, and keeping themselves as a separate community. They received a favourable reply that land was available at either Morton Bay or Port Phillip, and they decided to take up the offer of land near Lake Colac, Port Phillip.

The group boarded the ship Harpley at St. Katherine’s dock, London, and were towed to Gravesend on 9 September, 1849 and from there had a rough passage down the English Channel. The ship was not very large, carrying only about 200 passengers. Before they arrived at Plymouth eleven days later, two men had died of cholera. After three days at Plymouth, they resumed their voyage.

John Turner took little time to start preaching after arriving in Melbourne on Sunday 6 January, 1850. The following Sunday, 13 January, he took a service at Mr. J. J. Mouritz’ house at Newtown (later Fitzroy and Collingwood). The next Sunday he preached in the Collins Street Baptist Church, Sunday 20th. Then on Saturday 26th he placed an advertisement in The Argus:

On LORD’S DAY, 27th Instant,  
Mr. JOHN TURNER,  
BAPTIST MINISTER  
(From Brighton, in Sussex,)  
Will PREACH (God willing), on the  
premises, formerly known as the AUSTRALIAN HOTEL, Great Bourke Street, (and  
following Lord’s Days, until further notice.)  
Morning Service to commence at eleven o’clock;  
Evening Service at half-past six o’clock.

For a while after this the Harpley Baptists kept their Church together by meeting for worship in the Mechanics’ Institute (now the Athenaeum). This was the first Particular Baptist Church in Victoria. The idea of the farming community soon lost favour. John Chandler said that his father Stephen blamed John Turner for breaking up their arrangement for taking up land, although the Sydney Government was still willing that they should have the land. John Chandler thought that perhaps members had seen quite enough of each other during the voyage out. 
History of the Chandlers and others on the second voyage.

John Turner's residence - 215 George Street, Fitzroy
**The Migrant Ship Harpley**

*John Turner* purchased a house in Condell Street, Newtown, where he lived until approximately 1888. The house was located on the South side of Condell Street between George and Napier Streets. Originally numbered 43 but later numbered 36.

New Church members were baptised by *John Turner* in the Yarra River, a beautiful clear stream at the time, near the Falls, where Queen’s bridge is now. A small tent was erected on the banks of the river for them to change in. This was the first baptising of Strict Baptists in Victoria.

Later in 1850, *John Turner* wrote to the Sydney Government, asking for some land on which to build a church. All other denominations had free-grants and Turner’s church was subsequently granted half an acre of land situated on the corner of Lonsdale and Stephen Streets, Melbourne, and extending down Stephen Street to Little Lonsdale Street. The church was built on the Lonsdale Street frontage. Members gave their labour freely and the church was built. This was the second Baptist Church built in Melbourne and it was officially opened with a tea meeting on 20 October, 1850. The first Baptist Church built in Melbourne was the Collins Street Church. For information about this church see *My Baptist Forebears*.

Soon after this Church was built, *John Turner* began introducing his doctrine:

That the Holy Spirit should not be addressed in prayer, as He was the inditer of all true prayer. He brought forward much scripture to support his views and he formally declared the formation of a Church of Christ of Particular Baptists. His view divided the church community and many of the old members left, leaving *John Turner* with a small church group.

History records *John Turner* as being a man of fine powers and strong character. *John Chandler* stated that Turner always liked to be wiser than his brethren. In the obituary in *The Argus*, he was described as

Always taking an active part in all public affairs for 30 years, and especially in the early days with Messrs. Best, sen., Langton, and others in the improvement of the city of Fitzroy.

*John Turner* fathered in total twenty children, thirteen to his first wife, *Lucy Barnes*, and a further seven to his second wife, Alicia De-La Porte. Eight of his children pre-deceased him. After his death the Particular Baptist Church in Lonsdale Street was under the pastoral care of Rev. Charles Walter Hartshorn, who in 1910 married *John Turner*’s widowed daughter Mary Ann (Setford). Although Rev. Hartshorn died in 1910, the now named “Zion Particular Baptist Church” was still listed in the 1918 *Sands and McDougall Directory of Melbourne*. However, the Church was demolished in the mid 1930’s.

The following biography of the Rev. *John Turner*s eldest son, also *John Turner*, was published in the book *The Jubilee History of Victoria and Melbourne*:
History of the Chandlers and others on the second voyage.

Mr. John Turner is the eldest son of the Rev. John Turner, Baptist minister, of Fitzroy. He was born at Brighton, Sussex, England, Jan. 3, 1839 and arrived at Melbourne, on Jan. 6, 1850. For several years he engaged in the shipping trade, and in 1870 was appointed Post-Master for South Yarra, which at that time was a very small office. He at once began an agitation for the extension of the telegraph system to South Yarra, and eventually induced the authorities to carry out his suggestions. In the year 1877, while holding the office of Post-Master and Telegraph Manager, at the imminent risk of being deprived of his position, he, from the public platform, advocated a half-holiday on Saturdays for all Victorian letter-carriers. In a great measure, through his exertions, the boon was granted by the Department. The benefits thus derived by an honest and a hard-working class of public servants were not long confined to this colony. New South Wales and South Australia followed the example set by Victoria. With pleasure we record the fact that Mr. Turner's efforts on behalf of the letter-carriers have not been forgotten. At the banquet held in January of each year to celebrate the event, the name of Mr. Turner is invariably coupled with the half-holiday toast, and precedes all other toasts excepting, of course, those of loyal character. The Sydney officers acknowledge the services of Mr. Turner, who was instrumental in securing for them the great concession, by a communication full of thanks. At the time of Mr. Turner's retirement from the public service in 1884, South Yarra office had become one of the most important in the colony. Since his withdrawal from the Postal Department he has engaged extensively in business of both public and private nature. He is

John Turner (Jnr.)
son of Rev. John Turner and Lucy Barnes
RICHMOND.

Wednesday, 2nd May, 1888,
ON THE GROUND, AT 4 P.M.

BUSINESS & VILLA ALLOTMENTS
With Frontages to Coppin, Hightett, & Murphy Sts.,
HEART OF RICHMOND
(NEAR THE TOWN HALL).

MUNRO & BAILLIEU in association with JOHN TURNER

Will Sell as above, Ten of the choiceest Allotments to be obtained off Bridge Road, in Three
Stretches each 50 feet wide, with Right-of-way.

The Auctioneers have chosen WEDNESDAY as the Day of Sale in order to give opportunity for the
Business Men of Richmond to attend and secure an investment that must increase in
value by leaps and bounds.

TITLE CERTIFICATE,

Terms: One-fifth Cash; Balance at 6, 12, & 18 months, with 6 per cent. Interest.

MUNRO & BAILLIEU and JOHN TURNER, Auctioneers.
History of the Chandlers and others on the second voyage.

widely known as a highly successful financier and auctioneer, having invested his capital upon the Building Society principle, in building in Richmond and South Yarra, permitting his clients to become their own landlords, by making time payments in lieu of rent. We understand that he is the largest private lender, under this system, in Victoria. In 1887 he was elected a member of the City Council for Prahran and he has been re-elected at every subsequent triennial election, viz., 1880-83-86. He was chosen Mayor by a unanimous vote in 1882, and discharged his duties with skill, probity, and discretion. As a councillor he is thoroughly practical, and labours with untiring zeal for the benefit of the city, of which he is an honoured citizen. He occupies a leading position in every public movement in South Yarra and Toorak, and is a member of The Auctioneers’ and Estate Agents’ Association.

John Chandler speaks of another of John Turner’s sons in the following terms:

I met Mr. John Turner’s son James, who asked me how I was getting on. I stated my position, for I felt I must tell my trouble to keep my heart from breaking. “Why,” he said, “There’s a good opening for a grocer in Hawthorn. I should be glad of a billet, and will show you all I know” ———I told young Turner to come next day, and we began to fill up the shop and advertise. ——— I found I could not do with Young Turner, so I discharged him. I was not sharp enough for him.14

This was James Turner born c. 1849 in England, who died in 1922 in Ascot Vale, Victoria.

TURNER FAMILY TREE.

John Turner.
Parents - John and Hannah Glass.
B. 9 Jul., 1817, SRY. Eng.
M. 1/2, Lucy Barnes, 1838, London, Eng.
D. 30 Dec., 1894, Fitzroy, Vic.

Lucy Barnes.
Parents - Samuel and Mary Whitby.
B. 1815, Wandsworth, SRY. Eng.
Children.
1. John.
   B. 3 Jan. 1839, Brighton, SSX. Eng.
   D. 1916, Malvern, Vic.
2. George.
   B. 1840, Eng.
   D. 1920, Hotham West, Vic.15
3. Lucy.*
4. Emma.*
5. Mercy.*
6. Louisa Lucy.
   B. 1844, Eng.
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D. 1916, Malvern, Vic.
Thomas Plaisted, B. c. 1832, Eng.
Parents, John and Ann Green.
D. 28 March, 1904, Caulfield, Vic.16
Children - fourteen

7. James.
   B. c. 1849, Eng.
   D. 1922, Ascot Vale, Vic.

8. William.
   B. March, 1851, Vic.
   D. 31 Jan., 1852, Vic.

   B. 21 Dec., 1852, Vic.
   M. Jeremiah Morphet, 1891.

10. William.
    B. 1855, Collingwood, Vic.
    D. 1860, Collingwood, Vic.

11. Mary Ann.
    M. James Setford, 8 Apr., 1878.
    James Setford, B. 19 June, 1830, Hadlow, Kent, Eng.

    B. 1860, Collingwood, Vic.
    M. John Smith, 1891.
    D. Sep., 1944, Moonee Ponds, Vic.
    John Smith, B. Fitzroy, Vic.

    B. 1862, Fitzroy, Vic.
    M. Joseph Pearless, 1885, Vic.
    D. 1911, Essendon, Vic.
    Joseph Pearless, B. c. 1854.
    D. 1910, Essendon, Vic.

John Turner.
M. 2/2, Alicia De-La Porte, 1871, Melbourne, Vic.
Alicia De-La Porte.
Parents, William and Mary Ann Ryan,
B. c. 1840
D. 1921, Fitzroy North, Vic.
Children.

15. Alicia.
   B. 1873, Collingwood, Vic.
History of the Chandlers and others on the second voyage.

D. 1882, Fitzroy South, Vic.
   B. 1875, Fitzroy, Vic.
17. Ruth.
   B. 1877, Fitzroy, Vic.
18. Martha.
   B. 1878, Fitzroy, Vic.
   D. 1882, Fitzroy South, Vic.
   B. 1879, Fitzroy, Vic.
   B. 1880, Fitzroy, Vic.
   D. Nov., 1880, Fitzroy, Vic.

*(Lucy, Emma and Mercy where all born in England and assumed to have died there.)*

TYLER

James and Elizabeth Tyler came out on the Harpley together with their family of four children. Their ages would have been about:-

<table>
<thead>
<tr>
<th>Name</th>
<th>Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>James</td>
<td>44</td>
</tr>
<tr>
<td>Elizabeth</td>
<td>43</td>
</tr>
<tr>
<td>Mary</td>
<td>17</td>
</tr>
<tr>
<td>Richard</td>
<td>7</td>
</tr>
<tr>
<td>Sarah</td>
<td>3</td>
</tr>
<tr>
<td>Lydia</td>
<td>1</td>
</tr>
</tbody>
</table>

Each of the children were born in Brighton, Sussex, and married in Victoria as shown on the family tree below. Mary and Lydia married other Harpley passengers; Mary married Edward Wood and Lydia married William Juniper.

James Tyler is mentioned several times in John Chandler’s book. He was a bookseller in Brighton, Sussex, and Stephen Chandler worked for him as a canvasser, a “very precarious living”, and later travelled selling books for Mr. Tyler, who was mentioned as Stephen’s “Master”.17

As shown earlier in this chapter, Stephen purchased land in Preston in 1854, as did Edward Wood and James Tyler. James Tyler was included in the Sands and McDougall Melbourne Directory, 1865, as a nurseryman in Preston.
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TYLER FAMILY TREE.

James Tyler.
Parents - James and Elizabeth.
B. c. 1805, SSX, Eng.
M. Elizabeth Laker, Eng.
D. 1873, Vic.

Elizabeth Laker.
Parents - Richard and Elizabeth Manvell.
B. c. 1806, SSX, Eng.
D. 1873, Vic.
Children.
1. Mary.
   B. c. 1832, Eng.
   D. 1903, Preston, Vic.
   D. 1907, Preston, Vic.

2. Richard.
   B. c. 1833, SSX, Eng.
   M. Ann Mary Forder Dredge, 1867, Vic.
   D. 1903, Ascot Vale, Vic.
   Ann Mary Forder Dredge, B. c. 1844.
   D. 1910, Ascot Vale, Vic.
   Children.
   1. Beatrice Annie.
      B. 1868, Preston, Vic.
      D. 1869, Preston, Vic.
   2. Oswald James.
      B. 1870, Preston, Vic.
      D. 1870, Preston, Vic.
   3. Rose Adeline.
      B. 1871, Preston, Vic.
      D. 1872, Preston, Vic.
   4. James Percival.
      B. 1872, Preston, Vic.
      M. Catherine Alice Jennings, 1900, Vic.
      D. 1957, Geelong, Vic.
      Catherine Alice Jennings, B. 1874, Queenscliff, Vic.
      D. 1939, Geelong, Vic.
      Children.
      1. James Jennings.
         B. 1901, Warragul, Vic.
      2. Vernon Edward.

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B. 1911, Jumbuck, Vic.
   B. 1875, Preston, Vic.
   D. 1875, Preston, Vic.
6. Cecelia Elizabeth.
   B. 1876, Preston, Vic.
   D. 1876, Preston, Vic.
7. Winifred Mary.
   B. 1877, Preston, Vic.
   M. 1910, William Lodge Laurence.
   D. 1939, Ormond, Vic.
   No further details.
8. Millicent Annie.
   B. 1880, Preston, Vic.
   D. 1880, Preston, Vic.
9. Constance Isabel.
   B. 1882, Preston, Vic.
   D. 1882, Preston, Vic.
10. Reginald.
    B. 1884, Preston, Vic.
    D. 1948, N. Brighton, Vic.

   B. 1846, Brighton, SSX, Eng.
   M. Edmund Sheffield, 1870, Vic.
   D. 1887, Preston, Vic.
   Edmund Sheffield,
   Details not known.
Children.
      B. 1871, Preston, Vic.
      D. 1876, Preston, Vic.
   2. Elizabeth Mary.
      B. 1872, Preston, Vic.
      D. 1876, Preston, Vic.
      B. 1874, Preston, Vic.
      B. 1877, Preston, Vic.
      M. Elizabeth Cumnock, 1900, Vic.
      D. 1936, Mooroopna, Vic.
      Elizabeth Cumnock, B. c. 1881, Dunedin, N.Z.
      D. 1939, Geelong, Vic.
   5. Leonard Adin.
      B. 1878, Preston, Vic.
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M. Jessie Hetherington Campbell, 1905, Vic.
D. 1943, Ferntree Gully, Vic.
Jessie Hetherington Campbell, B. 1879, Goolong, Vic.

6. Lydia Mary.
B. 1881, Preston, Vic.
Details not known.

7. Wilfred Tyler.
B. 1883, Preston, Vic.
M. Ada Harriet Dean, 1907, Vic.
D. 1954, Cheltenham, Vic.
Ada Harriet Dean, B. 1881, Essendon, Vic.
D. 1955, Cheltenham, Vic.

4. Lydia.
B. c. 1848, Brighton, SSX, ENG.
M. William Juniper, 1868, Vic.
D. 30 July, 1880, Vic.
William Juniper, B. 15 Aug. 1838, Brighton, SSX, ENG.
Children.*

*(See Wood and Juniper in this chapter.)

VINCENT.

William John and Mary Vincent came out on the Harpley as a fairly young married couple. He was born about 1821 and she about 1819, making them about 28 and 31 on leaving England. They probably married just before then as their first child, Elizabeth, was born in Melbourne in 1850. Mary Vincent nee Turner was assumed to be a sister of the Rev. John Turner.

William John and Mary had six children in Victoria between 1850 and 1861. Mary Vincent joined the Collins Street Baptist Church and was a member there when the Rev. William Penford Scott was filling the pulpit in 1849-1850. Page 25 of My Baptist Forebears, shows her as a member at a meeting of the Church on Wednesday, 21 August, 1850. Mary Vincent was one of the members who tendered their resignations from Collins Street to follow Rev. W. P. Scott as a breakaway group which formed a Church under him as its pastor, firstly assembling in the Mechanics’ Institute Hall and later at the new Albert Street Chapel.

A small mystery or coincidence is shown more fully in the section Juniper. A Louise Vincent nee Juniper died in 1890 at Hotham East, age 81, her father was shown as John Juniper, she would have been born c. 1809.
History of the Chandlers and others on the second voyage.

VINCENT FAMILY TREE.

William John Vincent
Parents - William Hayward and Sarah Girling.
B. c. 1821, Eng.
M. Mary Turner, Eng.
D. 1912, Geelong, Vic.

Mary Turner.
Parents - John Turner and mother assumed to be Hannah Glass.
B. c. 1819, Eng.
D. 1877, Vic.
Children.
1. Elizabeth.
   B. 1850, Melb. Vic.
   M. Alfred Grigg, 1881, Vic.
   D. c. 1938, Eaglehawk, Vic.
   Alfred Grigg, B. 1859, Maldon, Vic.
   D. 1912, Eaglehawk, Vic.
   Children.
   1. Alfred.
      B. 1882, Maldon, Vic.
      D. 1926, Eaglehawk, Vic.
   2. Harold.
      B. 1884, Maldon, Vic.
   3. Herbert.
      B. 1888, Eaglehawk, Vic.
      D. 1890, Eaglehawk, Vic.
   4. Lily.
      B. 1890, Eaglehawk, Vic.
2. John Turner,
   B. c. 1853, Collingwood, Vic.
   M. Sarah Ann Dunstan, 1877, Vic.
   D. 1911, Woodstock, Vic.
   Sarah Ann Dunstan, B. 1852, Coburg, Vic.
   D. 1934, Toorak, Vic.
   Children.
   1. Edgar John.
      B. 1878, Coburg, Vic.
      D. 1944, Toorak, Vic.
   2. Francis Henry.
      B. 1879, Coburg, Vic.
      D. 1951, Melb. Vic.
   3. Mabel Anne.
      B. 1888, Coburg, Vic.
   4. Wilfred James.
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B. 1882, Coburg, Vic.
5. Ida Mary.
   B. 1884, Coburg, Vic.
6. Herbert Howard.
   B. 1886, Coburg, Vic.
   D. 1953, Rochester, Vic.
7. Alice Winifred.
   B. 1888, Coburg, Vic.

3. Arthur
   B. 1854, Collingwood, Vic.
   M. Charlotte Wright, 1877, Vic.
   D. 1933, Prahran, Vic.
   Charlotte Wright, B. 1857, Sandhurst, Vic.
   D. 1938, Armadale, Vic.
   Children.
      B. 1878, Essendon, Vic.
   2. Alfred George.
      B. 1879, Collingwood, Vic.
      D. 1957, Toorak, Vic.
   3. Ethel Maud.
      B. 1882, Brunswick, Vic.
      B. 1884, Brunswick, Vic.
   5. Aubrey Vincent.
      B. 1885, Bass (sic).
      D. 1963, Box Hill, Vic.*
   6. Henry Howard.
      B. 1887, Coburg, Vic.
      D. 1887, Coburg, Vic.
   7. Frederick Leslie.
      B. 1891, Lilydale, Vic.
      B. 1894, Caulfield, Vic.

4. Samuel.
   B. 1856, Pentridge, Vic.
   D. 1857, Newlands, Vic.
5. Mahalah.
   B. 1859, Newlands, Vic.
   M. Edgar Booth, 1882, Vic.
   D. 1938, Northcote, Vic.
   Edgar Booth, B. c. 1854, Notts., Eng.
   D. 1925, Northcote, Vic.
   Children.
History of the Chandlers and others on the second voyage.

1. Edgar Hardwick.
   B. 1883, Fitzroy, Vic.
   D. 1965, Ormond, Vic.
2. William Norman.
   B. 1884, Fitzroy, Vic.
   D. 1963, Camberwell, Vic.
3. Ernest James.
   B. 1886, Carlton, Vic.
4. Gertrude Emily.
   B. 1888, Northcote, Vic.
   D. 1888, Northcote, Vic.
5. Alfred Leslie.
   B. 1890, Northcote, Vic.
6. Cyril Howard.
   1896, Northcote, Vic.
   1896, Northcote, Vic.

6. Emily.
   B. 1861, Pentridge, Vic.
   M. George Alexander Shearer, 1884, Vic.
   D. 1936, Ballarat East, Vic.
George Alexander Shearer, B. 1858, Richmond, Vic.
   D. 1934, Ballarat East, Vic.
Children.
1. Ethel Maud.
   B. 1884, Warrenheip, Vic.
2. Jane.
   B. 1885, Warrenheip, Vic.
   B. 1888, Warrenheip, Vic.
   B. 1891, Warrenheip, Vic.
   D. 1934, Ballarat East, Vic.
5. George.
   B. 1894, Warrenheip, Vic.
6. William Sutherland.
   B. 1898, Warrenheip, Vic.
7. Phillip Aubrey.
   B. 1901, Warrenheip, Vic.

*(Shown as Aubrey Hector).

The details, except the date and place of birth, shown above regarding Emily Vincent may or may not be relevant to our Emily.19
The Migrant Ship Harpley

WOOD.

Edward Wood and his wife Mary nee Gillam were on board the Harpley together with their children Mary, Edward, George Charles and Emily Fanny. He was one of the two Deacons of the Baptist Church.

As previously mentioned under Chandler, Edward Wood purchased ten acres of land in Preston for about £500 (£50 per acre), in 1854. His block had a frontage of 1975 links, (approximately 1303 feet), facing Regent Street to the south and with 500 links depth to Spring Street to the west, and High Street to the east. Stephen Chandler’s five acres was directly to the north and James Tyler’s eight acres was across Regent Street. Edward Wood operated as a nurseryman on his land, however, his main business focus was that of a store keeper, when he opened the first general store in Preston on the corner of High and Wood Streets. He was also the first Postmaster in Preston. High Street was a good situation to catch the passing customers. The site became even more valuable when a tollgate was placed nearby. The store was successful and became a focal point for meetings, etc.

Whilst the Brighton Baptists did not go ahead with the original plan to form a small colony of Baptists in the Colac district, some of them settled in fairly close vicinity in “Irish Town” as it was then known. This name was anathema to the English Baptists and a group of them held a meeting in Edward Wood’s store to choose a new name for the area. Those at the meeting were Stephen Chandler, Edward Wood, James Tyler and a Mr. J. C. Clinch. They at first thought of Brighton after the town from which they emigrated but this had already been used for Brighton, south east of Melbourne. They finally settled for the area to be known as Preston. This was the name of a manor on the outskirts of Brighton, Sussex, where the Brighton Baptists would travel for excursions and picnics.

Edward Wood was succeeded in the General Store and as Postmaster by his son. Edward Wood, Junior, and still later by his grandson, Hubert Leslie Wood, J.P., who carried on the business until his death. After his death, his widow, Mary Ann nee Molloy, continued with the business until 1950 when it was closed and the building sold to Campbell’s Motors. Thus the well known “Wood Store” closed after a continuous period of 100 years (1850-1950) of store trading; and after 100 years of community service by three generations of the Wood family.

A notice appeared in The Argus, 1902, regarding the Golden Wedding Anniversary of Edward Wood (Junior) and Mary Tyler

On New Year’s Day Mr & Mrs Edward Wood of High Street, Preston, celebrated their Golden Wedding. Forty guests were present, amongst them being Commissioner John Turner, the eldest son of the late Rev. J. Turner of the Baptist Church, Lonsdale Street, who married Mr & Mrs Wood 50 years ago. Mrs Wood was Miss Mary Tyler, eldest daughter of the late Mr James Tyler. It is a very remarkable fact that Mr Wood’s father and mother celebrated their Golden Wedding in the same house as that in which the festivities on New Year’s Day were held...20
History of the Chandlers and others on the second voyage.

Then on Tuesday, 7 January, 1902, there was a report under the heading - “Golden Weddings”. It reads:

TWO IN A FAMILY.

In Saturday’s issue there was, in the “Personal” column a short notice of the golden wedding celebrated by Mr. and Mrs. Edward Wood, of Preston, the coincidence being noted that Mr. Wood’s father and mother celebrated their golden wedding in the same house in the year 1879. On a visit being paid to Mr. and Mrs. Wood, at their residence in Preston, very interesting particulars were obtained, bringing to light some of the early history of Victoria and of its pioneers. In the year 1849 a number of families, in all about 50 persons, decided to emigrate from their homes in Sussex to Australia, and to found a colony there for themselves and their families. Among them were Mr. and Mrs. Edward Wood, sen., Mr. and Mrs. Tyler, and the Rev. John Turner, with their several families. In leaving the old country for the new it was decided that everything necessary should be taken for founding a colony. So all manner of furniture and household utensils were provided, pots and pans, windows, doors, chairs, tables, also all field necessaries for the new unknown land, and even the bell for the chapel which was to hold the little community together. They sailed towards the end of the year 1849 in the ship Harpley, which, Mr. Wood says, he has heard was built in Tasmania. She was a good sea vessel of 700 (sic) tons, and made the voyage in four months, though encountering much rough weather on the way. It was at first intended to land at Moreton Bay, but in the end a landing was made in Melbourne. As vessels in those days were obliged to anchor out in the bay, it was found impossible to unload from the hold all the stock of furniture and farming plant in time for it to be of any use, so most of it was sold at Bell’s auction rooms in Collins Street, the site of the premises of Messrs. Rocke and Co. Even the chapel bell went to the auction room, and is probably now gracing the belfry of some Melbourne church.

The original idea of forming a little colony was not adhered to. The various members departed, some going on the land, some taking up business in Melbourne and elsewhere. Mr. and Mrs. Wood, sen., Mr. and Mrs. Tyler, and others, went out to what was then bush, and is now known as Preston. They gave the place its present name, in memory of a village in Sussex. Mr. Wood says that their first idea was to call it Brighton, but there was already a Brighton near Melbourne, and, as numbers of the streets there are called after the names of streets in Brighton, England, he has wondered in passing through them where the old colonists may be who gave the streets their names. Mr. Wood, sen., very soon opened a store in Preston, and in this home his descendants are now living, there being something of an old world peace and seclusion in the well-formed garden and orchard at the back of the house, and the pretty half verandah, half conservatory, into which the diningroom opens. Here, in the new world, after passing through a few years, when Melbourne seemed to be falling on evil times, and property could be bought anywhere in the city for a mere song, the gold fever broke out, and everyone made fortunes. High-street, Preston, is part of what was known as the back road to Sydney, and it was along this that teams used to travel with loads of wood, camping at night opposite the Wood’s store, the teamsters making their purchases there. In a few years Mr. Wood, sen., was able to retire, leaving the property and business in the hands of his son, in whose hands it still remains.

On the occasion of the first golden wedding Mr. and Mrs Wood celebrated it at their son’s house. Mr. Wood, jun., married a Miss Tyler, daughter of one of the emigrants. Not only are the golden weddings a coincidence, but it was also just at new year that the landing of these emigrants took place, so this event was also celebrated. But little of the old furniture brought out with them remains. A door or two in the house, and a window, the glass of which is used
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for a show-case in the shop. Talking of those old times, one hears of the days when it was all bush right back to town, when Elizabeth Street was little more than a huge drain for the rest of the city, and when the bridges over the Yarra were small wooden affairs. “It does not seem so long ago, either, looking back on it.” says Mr. Wood. “When changes came, they came like wildfire.”

Mary Wood died in 1903, the year after their Golden Wedding Anniversary, and Edward, Jnr., died in 1907.

Edward Wood's third child and second son, George Charles Wood, married Mary Esther Ward in 1869. Soon afterwards they moved to Geelong where he set up a butchering business which over the years thrived. George Charles and Mary had twelve children. The butchering business was taken over in 1918 by their sixth child, Percival John, who opened several other butchers shops in Geelong. He later went in for ship provedoring, he owned a powerful launch and would go down the channel and meet incoming vessels and procure their orders for food and provisions before they had tied up at their berth. He died in 1959 but before his death a company was formed under the management of his sons Ronald and Stanley Wood.

WOOD FAMILY TREE.

Edward Wood
Parents - Edward and Fanny Akehurst.
B. 1804, East Horthly, SSX, Eng.
M. Mary Gillam, Hove, SSX, Eng, 9 Aug. 1829.
D. 21 Sep. 1891, Preston Vic.

Mary Gillam.
Parents - James and Mary Shrivell.
B. 1804, Brighton, SSX, Eng.
D. 5 May, 1886, Preston, Vic.
Children.

1. Mary.
   B. 1830, SSX, Eng.
   M. Fredrick Newnham, 1853, Vic.
   D. 1858, Vic.
   Frederick Newnham, B. 10 Aug. 1828, SSX, Eng.
   D. 12 Jul. 1899, Lilydale, Vic.*

2. Edward.
   B. 1833, SSX, Eng.
   M. Mary Tyler, 1 Jan. 1852, Vic.
   D. 1907, Preston, Vic.
   Mary Tyler, B. c. 1832, Eng.
   D. 1903, Preston, Vic.
Children.
History of the Chandlers and others on the second voyage.

1. Mary Emily.
   B. c. 1853, Vic.
   D. 1935, Preston, Vic.
   +

2. Edward James.
   B. 1860, Preston, Vic.
   D. 1884, Preston, Vic.
   +

   B. 1863, Preston, Vic.
   M. Jane Ellen Graham, 1907, Vic.
   D. 1927, Beaufort, Vic.
   Jane Ellen Graham, B. 1874, Mortlake, Vic.
   D. 1961, Kew, Vic.

4. Elizabeth Annie.
   B. 1865, Preston.
   D. 1868, Preston.
   +

5. Frank Ernest
   B. 1867, Preston, Vic.
   M. Adelaide Armstrong Matthews, 1892, Vic.
   D. 1932, Mentone, Vic.
   Adelaide Armstrong Matthews, B. 1869, Melb. N., Vic.

6. Hubert Leslie.
   B. 1873, Preston, Vic.
   M. Mary Ann Molloy, 1911, Preston, Vic.
   D. 1940, Preston, Vic
   Mary Ann Molloy, B. 1876, Queensland.
   D. 1964, Kew, Vic.

3. George Charles.
   B. 15 Apr., 1847, Brighton, SSX, Eng.
   M. Mary Esther Ward, 1869, Vic.
   D. 1923 Geelong, Vic.
   D. 1913, Geelong, Vic.
   Children.
      B. 1870, Geelong, Vic.
      M. Frances Elizabeth King, 1892, Vic.
      D. ?
      Frances Elizabeth King, B. 1872, Little River, Vic.
      D. 1904, Geelong, Vic.
   2. Charles Samuel.
      B. 1872, Geelong, Vic.
      D. 1889, Geelong, Vic.
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   B. 1873, Geelong, Vic.
   M. Elizabeth McConnell, 1910, Vic.
   Elizabeth McConnell, B. 1884.

4. Esther Mary.
   B. 1875, Geelong, Vic.

5. Albert James.
   B. 1877, Geelong, Vic.
   M. Emma Blanche Barry, 1900, Vic.
   D. 1962, Box Hill, Vic.
   Emma Blanche Barry, B. c. 1875.

   B. 1878, Geelong, Vic.
   M. Mary Emily Cook, 1903, Vic.
   D. 1959, Geelong, Vic.
   Mary Emily Cook, B. c. 1881.

7. Emily Gretha.
   B. 1880, Geelong, Vic.
   D. 1951, Ivanhoe, Vic.

8. Sidney Austin.
   B. 1884, Geelong, Vic.
   M. Dora Hayward, 1909, Vic.
   D. 1956, Glen Iris, Vic.
   Dora Hayward, B. c. 1885.
   D. 1967, Hughesdale, Vic.

   B. 1885, Richmond, Vic.

    B. 1887, Geelong, Vic.
    D. ?
    Bertie Egbert Mansfield, B. 1878, Kew, Vic.
    D. 1919, Heidelberg, Vic.

11. Florence Irene.
    B. 1890, Geelong, Vic.
    D. ?
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Cyril Albert Blaiciston, B. 1888, Richmond, Vic.
D. 1958, Geelong, Vic.
12. Lilian Myrtle.
   B. 1892, Geelong, Vic.
   D. 1892, Geelong, Vic.
+ 4. Emily Fanny.
   B. 1849, Brighton, SSX, Eng.
   M. Stephen John Larke, 1875, Vic.
   D. 1937, Warragul, Vic.
   Stephen John Larke, B. c. 1853, Fitzroy, Vic.
   D. 1935, Warragul, Vic.
   Children.
   1. Emily Tryphene M.
      B. 1876, Carlton, Vic
   2. Rosena Fanny.
      B. 1877, Carlton, Vic.
      M. Charles Henry Evison, 1922, Vic.
   3. Elsie Elizabeth.
      B. 1881, Carlton, Vic.
      B. 1884, Brighton, Vic.
   5. Stephen Edward J.
      B. 1886, Brighton, Vic.
      B. 1888, Brighton, Vic.
   7. Hilda Mary.
      B. 1890, Brighton, Vic.
      B. 1894, Woul.

*(See Newnham family tree.)*

CHARLWOOD.

Stephen Charlwood was not one of the party of Brighton Baptists per se but he had many connections with them. He came to Melbourne ahead of his family; father and mother and eight siblings arriving on board the Success on 6 March, 1851. He died after being only eight years in the colony. In that time he married, Eliza Hannah Perkins, in 1852, and they had three children. The first was Sophie Jane born c. 1853 who died the next year, the second was Stephen James born in 1856 and who died in 1876 at the age of 20. The third was Ellen Elizabeth born in 1857, married Henry Darch Smith Hayling in 1886, died in 1937 in Ferntree Gully. Henry was born c. 1852 in Exeter, England and he died in 1925 in Ferntree Gully. Ellen Elizabeth was Don Charlwood’s God Mother. Eliza Hannah re-married in 1861 George
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Davies. **Stephen Charlwood**’s mother Jane was one of the three Laker sisters.

Don Charlwood AM, a descendant of **Stephen Charlwood**, provided the following short history of his ancestors showing that they were Sussex Baptists, but not from Brighton, providing another link for **Stephen** being on board the **Harpley**.

**ARTHUR CHARLWOOD: 1798 - 1860**

Arthur Charlwood was born in Charlwood village, Surrey - near the present Gatwick Airport - on April 15 1798. His surname derived from the village in the 12th century, the first ‘de Cherlewude’ probably having been a messenger from the village church (built in 1080) to the mother church at Canterbury.

Arthur was the son of James and Phoebe (nee Wicks) whose grave may still be identified in the churchyard of St. Nicholas, Charlwood. He became a printer and appears to have served his apprenticeship in Brighton, Sussex. Although baptized in the village church, he later came under the influence of Benjamin Flint, a Particular Baptist, who was also the village grocer and came from another old Charlwood family. In 1792 Benjamin had married James’ sister Hannah, thus he became Arthur’s uncle by marriage. In 1816, when Arthur was eighteen, a Particular Baptist chapel was established in Charlwood; this he attended. The building is still in use.

Through the chapel Arthur met Jane Laker who attended Rehoboth Chapel, Horsham, Sussex, some seven miles from Charlwood. The two were married on April 3 1823 in St. Nicholas Church, Brighton, being required under law to marry in a Church of England. They lived on in Brighton, but between 1829 and 1831 moved to Norwich where Arthur set up as a printer and bookseller for about twenty years. He was closely associated there with another Particular Baptist family named Muskett. Charles Muskett (b. 1830) worked as a youth with Arthur as a bookseller - probably while Arthur occupied 7 Bridewell Alley (premises which are now part of a folk museum). Among his other publications, Arthur printed *The Gospel Standard*. In its pages, on October 1 1850, he notified his clients that he and his family intended emigrating to Australia. Other Particular Baptists were to travel with them; to what number is not known, though young Muskett appears to have been among them. Arthur was one of those involved in selecting their ship. They decided on the **Success**, a vessel later to become notorious when fitted out as a former convict transport - a role in which she was never in fact involved. There is evidence that Arthur was preceded to Melbourne by **Stephen**, his eldest son and also a trained printer.

The *Success* sailed on October 24 1850 for Adelaide and Melbourne; she arrived in Melbourne on March 6 1851. Apart from his family, Arthur brought to Melbourne a printing press with capacity for printing theatre broadsheets. While they were docking, the press fell into the Yarra. Fortunately it was retrieved and a broken leg was repaired by a blacksmith. Charlwood & Son - the son being **Stephen** - set up business at 7 Bourke Street East, next door to the GPO. Generations later this became the site of Myer’s men’s store. A large room above the premises was set aside as a meeting place for the Particular Baptists. This arrangement lasted about a year, by which time the room was required for the expanding business.

Charlwood & Son mainly produced theatre broadsheets, examples of
History of the Chandlers and others on the second voyage.

which may still be seen in the La Trobe Library’s Coppin Collection; also almanacs; books of popular songs (best-known was Thatcher’s *Colonial Minstrel*); collections of sermons; rules governing clubs, associations etc. The broadsheets were sent as far afield as the west coast of the United States - this in days before the ‘wild west’ was tamed.

In 1858 **Stephen** died and his place was taken by Edward, a brother nine years his junior, but another trained printer. The bookselling section was run by Charles Muskett who, in 1843, had married Phoebe, one of Arthur’s daughters. On April 27 1860 Arthur himself died. The business began to decline. In 1869 Muskett set up a separate bookselling business, but within four years he, too, died. Nevertheless, his widow developed a thriving business in university textbooks, particularly medical books - her son Philip became an eminent doctor.

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**Thomas and Elizabeth Harvey and Family**

Standing, left to right.

Mary Elizabeth, Jabez, Thomas, Martha Levinia

1855-1923 1861-1953 1857 - 1950 1863 - 1925

Seated

David Woodfield, Thomas, Elizabeth Mary, Alice Ellan, Reuben John

1866 - 1952 1829 - 1901 1825 - 1899 1859 - 1930 1868 - 1946
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In 1880 Edward Charlwood took the family press briefly to Bright, then to Beechworth. There he remained for thirty years, becoming a partner in the firm that produced the Ovens Register on the Charlwood press. Unfortunately the press was broken up after the Second World War.22

HARVEY.

Thomas Harvey was on board the Harpley with the Brighton, Sussex, Baptists. He was then a nineteen year old lad and some of his escapades are related in Chapter Two in the extracts from John Chandler’s book. For example, he helped to rescue a passenger who had got into trouble drifting away from the ship in a life belt. Also, he thrashed a bully named Johnson much to the delight of all passengers and crew alike.

Thomas’ siblings in England were unhappy with their step mother so they came to Melbourne to be with their brother. They came on board the Wandsworth arriving on 4 January, 1853, just three years later than Thomas. However, Peter, Thomas’ younger brother born in 1833 died on the voyage and was buried at sea. The other siblings on board were Mary born 1837, Daniel born 1839 and Ruth born 1841. A further sister was Rebecca born 1836, who married Edward Mitchell in 1855. After Thomas had found some more gold he sent money to England for the Mitchell family to come out and join his family in Melbourne. Edward, Rebecca and children, Ellen R., Elizabeth Mary, George Edward and Frank arrived on board the Golden South on 6 June, 1863. They had a further four children at Melton, Victoria. Mary Harvey married William Newnham in 1853, and Ruth married John Chandler in 1860. Daniel Harvey, like John Chandler, carried goods to the gold fields but he disappeared without trace in 1858 at the age of 19. His sister Ruth and John Chandler advertised for news of him; she grieved over him for the rest of her life.

Thomas Harvey’s father was also Thomas, a tailor, and his mother was Mary Childs. Our Thomas married Elizabeth Mary Woodfield in 1854 and they had seven children as shown in the family tree. Thomas was, amongst other things, an inventor as the following letter to the Editor of The Age explains:

THE FIRST HARVESTER.

To The Editor of The Age

Sir,— In last Saturday’s issue Mr. Orlando A. Walker, of Preston, I think, got nearer to the original inventor and producer of the reaper and binder than any of the other writers. He mentions Thomas Harvey, of Wood Street, Preston. I am enclosing a photograph taken by Mr. Kruger, of Regent Street, Preston, of Thomas Harvey’s patent reaper and binder, which he started to build in 1873, and demonstrated at Talbot show and Melbourne Agricultural Show in 1875, and obtained “Prize for binding machine.” I enclose this original prize certificate for your readers’ inspection.

Father’s machine was built to cut the corn and then bind two sheaves together with wire, one sheaf revolved alongside the first sheaf. The wire went round both sheaves, and as the outer sheaf revolved it twisted the wire in between the two sheaves and formed a “handle”, enabling the stookers (the men who follow the machine) to carry two sheaves in one hand. The machine
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Harvey's Harvester, 1875.
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had two sets of these binders, one on each side of the platform, requiring two men - one to attend each binder - enabling the machine to bind four sheaves at a time. These, when bound, were thrown off the machine, and the “stookers” coming behind, picked up four sheaves - two in each hand - by the “twisted” wire “handle” formed between the two sheaves. My Father soon recognised the disadvantage of wire binding as being dangerous for feeding cattle, as well as annoying to the chaffcutter, and substituted rope (binder twine), the same as is used today. The sheaves were twisted together, the same as with wire, and the binder twine knot was quickly done by hand. The expenses incurred in making this machine and costs of patents absorbed all his small capital, and in 1877 he was compelled to sell up our home at Preston to satisfy some of his creditors.

His patents ran out - he was too poor to renew - and his main ideas were quickly used by other makers, and this broke him up. He was a Sussex man, and it was a frequent remark of his that “Sussex men are never beaten,” and he spent several years after, in his spare evenings, in inventing another reaper and binder to beat his copyists. In 1888 he accomplished his task, and invited me into his little private workshop to view a working model of his improved reaper and binder. It was a wonder of simplicity, and we gave it a trial on the long grass in the garden. The little machine cut the grass, bound it with twine and tied the knot automatically, holding the sheaves on a platform until four or six sheaves were ready to dump, and deposited them gently in stooks of any required number, all standing up on end as they grew, thus alone saving bushels of grain which are thrown out in the present-day machine if the grain is over-ripe. This was only one of the many improvements.

My father allowed me to be the sole audience at this demonstration, and, taking the model back to his workshop, placed it in a box, nailed it down, and remarked, “I’ve beaten them all. This case is not to be opened whilst I am alive”. Father passed away thirty years ago, and his wish was so respected that the box, with his beautiful little model of simplicity, still remains unopened. And strange to say, of all the latest designs and so-called improvements in reapers and binders, not one of them has yet thought of the wonderful improved ideas he has illustrated in this - his new model - Yours, etc, REUB. J. HARVEY. 210 Swanston Street, Melbourne, 21st. July, 1931.25

Thomas Harvey was a brother of Ruth Chandler (nee Harvey). He came out on the Harpley with John Chandler arriving on 6th. January, 1850.

Reub. J. Harvey was Thomas’ youngest son, Reuben John, born 1868 in Preston, died 10th. January, 1896. He was the founder of R. J. Harvey & Co., carrying on business at 210 Swanston Street, Melbourne, for many years. The company is still in existence on the 3rd. floor, Nicholas Building, 37 Swanston Street - “Importers of Tailors’ Trimmings, Buttons, Linings, Tailor’s Shears, Pinking Shears, Cloth Button Machines, etc.”

Thomas and Elizabeth Mary lived in Wood Street, Preston, in the Eighties and Nineties where she conducted a seminary for young ladies.
History of the Chandlers and others on the second voyage.

HARVEY FAMILY TREE.

Thomas Harvey (Tailor)
M. Mary Childs.
Children.

1. **Thomas**.
   B. c. 1829, SSX, Eng.
   M. Elizabeth Mary Woodfield, 1854, Vic.
   Elizabeth Mary Woodfield, B. c. 1825.
   D. 19 June, 1899, Preston, Vic.
Children.
   1. Mary Elizabeth.
      B. 1855, Preston, Vic.
      D. 27 Feb. 1923, St Kilda, Vic.
      William Fordyce Jamieson, B. c. 1856.
      D. 1928, Elsternwick, Vic.
      Children.
         1. Lilian Elizabeth.
            B. 1883, Tongala, Vic.
            M. John Atkinson Johnson, 1910, Vic.
         2. Elsie Violet.
            B. 1885, Tongala, Vic.
         3. Daisy Alice.
            B. 1888, Tongala, Vic.
            M. Samuel James McKay.
         4. Flora Rose.
            B. 1889, Tongala, Vic.
            D. 1890, Kyabram, Vic.
            +
         5. Ruby Myrtle.
            B. 1891, Upper Maffra, Vic.
            D. 1892, Maffra, Vic.
            +
            B. 1896, Woolsthorpe, Vic.
            M. Winnifred Mary Hopper, 1925, Vic.

2. Thomas.
   B. 1857, Northcote, Vic.
   M. Jean Long.
   D. 1950, Fitzroy, Vic.

3. Alice Ellen.
   B. 1859, Preston Vic.
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M. Niels Andresen Egelund, 1904, Vic.
D. 15 Jun., 1930, E. St Kilda, Vic.
Niels Andresen Egelund, B. c. 1856, Denmark.
D. 1931, St Kilda, Vic.

B. 1861, Preston, Vic.
M. Jane Cook, 1887, Vic.
D. 1953, Murumbeena, Vic.
Jane Cook, B. 1862, Kyneton, Vic.
D. 1957, Surrey Hills, Vic.

5. Martha Levinia.
B. 26 Dec., 1863, Preston, Vic.
M. Theophylus Gilbert Dredge, 1886, Vic.
D. 11 Jul., 1925, S. Preston, Vic.
Theophylus Gilbert Dredge, B. 1862, Mansfield, Vic.
D. 1898, Preston, Vic.
Children.
1. Theodore Harvey Melville.
   B. 1887, Lockwood, Vic.
   M. Sarah Watt, 1910.
   Children.
   1. Theodore Harold.
      B. 1911, Vic.
   2. William Melville.
      B. 1912, Vic.
      B. 1922, Vic.
   4. Lesley Alexander.
      B. 1924, Vic.
2. Leslie Thomas Harvey.
   B. 1892, Lockwood, Vic.
   D. 1892, Lockwood, Vic.
   3. Leslie Laurence.
      B. 1895, Preston, Vic.

B. 1866, Preston, Vic.
D. 1952, St Kilda, Vic.

B. 1868, Preston, Vic.
M. Margaret Jean Elizabeth Henderson, 10 Jan. 1896, Vic.
D. 1946, Malvern, Vic.
Margaret Jean Elizabeth Henderson, B. c. 1874, New Caledonia
D. 1961, Malvern, Vic.
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Children.
1. Doris Mary.
   B. 1898, Mc Kinnon, Vic.
2. Winnifred Edna.
   B. 1902, Malvern, Vic.
3. Frederick Henderson.
   B. 1905, Malvern, Vic.

2. Peter.
   B. 1833, SSX, Eng.
   D. 1853, At sea.
3. Rebecca.
   B. 1836, Brighton, SSX, Eng.
   M. Edward Mitchell, c. 1855, Brighton, SSX, Eng.
   D. 1908, Balwyn, Vic.
   Edward Mitchell, B. c. 1836, Eng.
   D. 1896, Melbourne Hospital, Vic.

Children.
1. Ellen R.
   B. c. 1856, Brighton, SSX, Eng.
   D. 1883, Hawthorn, Vic.
   +
2. Elizabeth Mary.
   B. c. 1858, Brighton, Vic.
   D. 1879, Vic.
   +
   B. c. 1860, Brighton, SSX, Vic.
   M. Elizabeth Buttler, 1880, Vic.
   D. 1932, Frankston, Vic.
   Elizabeth Buttler, B. 1862, Northcote, Vic.
   D. 1945, Fairfield, Vic.

Children.
   B. 1881, Collingwood, Vic.
   M. Edith Amelia Lunn, 1919, Vic.
   D. 1956, Geelong, Vic.
   Edith Amelia Lunn, B. ? D. ?
2. Ethel Mary.
   B. 1883, Collingwood, Vic.
3. Albert Louis.
   B. 1885, Richmond, Vic.
   M. Alice May de Noete, 1912, Vic.
   Alice May de Noete, B ? D ?
4. Florence Martha. 
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5. Frank Glen.
   B. 1896, Kew, Vic.
   M. Jessie Eleanor Harrington, 1919, Vic.
   D. 1953, Heidelberg, Vic.
   Jessie Eleanor Harrington, B. ? D. ?

4. Frank.
   B. c. 1863, Brighton, SSX, Eng.
   M. Mary Eleanor Eltringham, 1887, Vic.
   D. 1947, Burwood, Vic.
   Mary Eleanor Eltringham, B. 1863, Ballarat, Vic.
   D. 1954, Oakleigh, Vic.
   Children.
   1. Beatrice Rebecca.
      B. 1888, Hawthorn, Vic.
   2. Harvey Frank.
      B. 1889, Hawthorn, Vic.
      D. 1890, Hawthorn, Vic.
   +
   3. Martha Constance.
      B. 1891, Hawthorn, Vic.
   4. Emma Hilda Margaret.
      B. 1893, Kew, Vic.
   5. Frank Adrian George.
      B. 1895, Camberwell, Vic.
      M. Cath. May Parker, 1929, Vic.
      D. 1944, Canterbury, Vic.
      Cath May Parker, B. 1905, Heyfield, Vic.
      D. ?
      B. 1897, Camberwell, Vic.
   7. Clarence Roy.
      B. 1900, Camberwell, Vic.
      M. Nancy Reid Haines, 1917, Vic.
      D. ?
      Nancy Reid Haines, B. 1894, St Kilda, Vic.
   8. Ernest Ralph.
      B. 1902, Camberwell, Vic.
      B. 1905, Camberwell, Vic.
      M. Ivy Mildred Sybil Anderson, 1921, Vic.
      D. ?
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Ivy Mildred Sybil Anderson B. 1900, Collingwood, Vic.
D. ?

5. Harry.
B. 1864, Koroit, Vic.
M. Marian Cath. Lumley, 1886, Vic.
D. 1940, Hawthorn, Vic.
D. 1945, Hawthorn, Vic.

6. Frederick.
B. 1866, Melton, Vic.
M. Elizabeth Anna Maria Creak, 1892, Vic.
D. 1908, Heidelberg, Vic.
Elizabeth Anna Maria Creak, B. Collingwood, Vic.
D. 1937, Westgarth, Vic.

Children.
1. Olive Elizabeth.
   B. 1893, Kew, Vic.
   D. 1922, Northcote, Vic.
2. Elva Rosina.
   B. 1896, Kew, Vic.
3. Frederick William.
   B. 1898, Kew, Vic.
4. Beatrice May.
   B. 1901, Kew, Vic.
   D. 1947, Westgarth, Vic.
5. Hazel Frances.
   B. 1904, Northcote, Vic.
   B. 1907, Northcote, Vic.

7. Martin.
B. 1869, Melton, Vic.
D. ?
D. ?

8. Emma.
B. 1870, Melton, Vic.
M. George Henry Joshua Emmerson, 1923, Vic.
D. 1947, Surrey Hills, Vic.
George Henry Joshua Emmerson, 1923, Vic.
B. 1878, Footscray, Vic.
D. 1928, Surrey Hills, Vic.
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+ 

4. Mary.
   B. 1837, SSX, Eng.
   M. William Newnham, 1853, Preston, Vic.
   D. 3 May, 1911, Camberwell, Vic.
   Children, see Newnham.

5. Daniel.
   B. 1839, SSX, Eng.
   See above.

6. Ruth.
   B. 7 June, 1841, 3 Claremont Place, Brighton, SSX, Eng.
   M. John Chandler, 7 June, 1860, Hawthorn, Vic.
   D. 26 Sep., 1921, N. Fitzroy, Vic.
   Children see Chandler.

DODSWELL/DADS WELL.

The list of passengers published in The Argus showed “Dodswell and Wife” on board the Harpley. Research indicates that the name was wrongly spelt and should have been “Dadswell” The circumstantial evidence for this supposition is quite strong and it would appear that they were Robert and Naomi Dadswell nee Juniper.

The evidence is as follows:

1. The Sands and McDougall Directory, 1872 has Robert Dadswell living at 5 Peel Street, Hotham, Victoria. He was the only Dadswell/Dodswell listed in Melbourne in that year.

2. The death of a Louisa Vincent shows her father as “John” Juniper and the informant was S. O. Dadswell, nephew.
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3. Death certificates of Robert and Naomi Dadswell.\textsuperscript{26}

<table>
<thead>
<tr>
<th>Name &amp; Surname,</th>
<th>Sex &amp; Age.</th>
<th>Cause of Death</th>
<th>Name &amp; Surname,</th>
<th>Sex &amp; Age.</th>
<th>Cause of Death</th>
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Name & Surname of Father & Mother, etc.

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<th>Name &amp; Surname,</th>
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<tr>
<td>Robert Dadswell, Harriett Dadswell, not known.</td>
<td>— Juniper, Mothers name</td>
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Signature, Description, and Residence of Informant

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<th>Name &amp; Surname,</th>
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<th>Name &amp; Surname,</th>
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<tr>
<td>S. O. Dadswell, Son, Sercombe Gr. Glenferrie.</td>
<td>— Juniper, Mothers name</td>
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Where Born, and how long in the Aust. Colonies, stating which.

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Married-1. where, 2. at what age 3. to whom.

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N.B.:- Naomi was born and married in Sussex.\textsuperscript{27}

From this one can assume that:

- Louisa and Naomi were sisters;
- their father shown by Stephen Orrace Dadswell on each death certificate as either “John” or “not known” Juniper was actually Samuel Juniper and their mother was Louise nee Dove;
- they were sisters of John Juniper of the Harpley;
- Stephen Vincent was a relative of William John Vincent of the Harpley, possibly a brother, and so Louise a sister-in-law? It would appear that she was a widow when she arrived at the age of 40/41.
The Migrant Ship Harpley

It is surprising not to find Louisa Vincent nee Juniper on the Harpley. She arrived c. 1850 and would have had relatives on board, both Juniper, Vincent and Dadswell, so she may have been part of one of these families. There was a Louisa Vincent who arrived 23 July, 1849, on the Elizabeth with her father, James Vincent, and mother, Elizabeth, sister Mary Ann and brother John. This Louisa was born 1845, so only aged four on arrival. Is this a coincidence?

Suppositions that the above were DADSWELLS were confirmed in Forty Years in the Wilderness, page 37, Cannon edition:-

My father went to Preston, and with our old shipmates formed a party (to join the gold rush) of our own people. Our party was— Messrs Juniper, Wood, Tyler, Allen, Vincent, Dadswell and a young man named Fairhall, Chandler, and myself as a boy.” Then on page 38- “We were taken a long way out of our way by young Fairhall, who said he knew the road, having been up in this direction shepherding.”

The name Fairhall was on the list of passengers on board the Harpley and was most likely John Fairhall who married in 1851, Susannah Trotman.

DADSWELL FAMILY TREE
( Juniper links into the Dadswell family tree)

Samuel (or John) Juniper.
M. Louisa Dove.
Children.
1. John.
   B. c. 1801, SSX. Eng.
   M. Sarah Gillam, Eng.
   D. 12 Dec. 1871, Vic.
   Sarah Gillam, B c. 1810, Eng.
   D. 1902, Hawthorn, Vic.
   Children, (see Juniper).
2. Louisa.
   B. c. 1809, Eng.
   M. Stephen Vincent, Eng.
   D. 29 Nov. 1890, Hotham, Vic.
   No Issue.
3. Naomi.
   B. c. 1816, SSX, Eng.
   M. Robert Dadswell, c. 1842, SSX, Eng.
   D. 30 May, 1905, Carlton N., Vic.
   Robert Dadswell, B. c. 1819, Eng.
   D. 1889, Hotham, Vic.
   Children.
History of the Chandlers and others on the second voyage.

   B. 1854, Preston, Vic.
   M. Ellen Garland PETT, 1881, Vic.
   D. 1940, Burwood, Vic.
   Ellen Garland Pett, B. 1861, Brunswick, Vic.
   D. 1939, Moonee Ponds, Vic.
   Children.
   1. Orrace Stephen Pett.
      B. 1882, Fitzroy, Vic.
      M. 1/2, Minetta Blanche Griffiths, 1913.
      D. 1937, Fitzroy, Vic.
      Minetta Blanche Griffiths, B. c. 1884.
      D. 1915, Essendon, Vic.
      Victoria Hope Violet Wallace, B. 1884, Prahran, Vic.

2. Percy Joseph Wardlaw.,
   B. 1884, Carlton, Vic.
   M. Eva Victoria Scaddan, 1910, Vic.
   Eva Victoria Scaddan, B. 1887, Castlemaine, Vic.
   D. 1966, Melbourne, Vic.
   Children.
   1. Nettie Jean.
      B. 1911, Ascot Vale, Vic.
   2. B. 1912, Ascot Vale, Vic.

   B. 1885, Carlton, Vic.
   M. Lilly Robinson, 1913, Vic.
   D. 1947, Mornington, Vic.
   Lilly Robinson, B. 1886, Rochester, Vic.
   D. 1964, Caulfield, Vic.

4. Elsie May.
   B. 1887, Carlton, Vic.
   M. Cecil Spencer Darling, 1908, Vic.
   D. ?
   Cecil Spencer Darling, B. 1875, Williamstown, Vic.
   D. ?
   Children.
   1. Grace May.
      B. 1909, Ascot Vale, Vic.
The Migrant Ship Harpley

5. Herbert Ernest.
   B. 1889, Hawthorn, Vic.
   M. Ida Keighley, 1926, Vic.
   D. 1968, Brunswick, Vic.
   Ida Keighley, B. 1896, Bendigo, Vic.
   D. 1936, Prahran, Vic.
   Children.
      B. 1929, Vic.
      D. 1947, Fitzroy, Vic.

6. Frank Leslie.
   B. 1890, Hawthorn, Vic.
   M. Elizabeth Kirk Raff, 1919, Vic.
   D. 1950, Ashburton, Vic.
   Elizabeth Kirk Raff, B. 1893, Scoresby, Vic.
   D. 1964, Gardenvale, Vic.

Notes

1 J. Chandler, *Forty Years in the Wilderness*.
3 The memorial as shown.
5 J. Chandler, loc. cit., page 12.
6 At first the site at the north-west corner of Lonsdale and Stephen (later Exhibition) Streets was used as a petrol service station and is now the Rockman’s Regency complex.
7 Much of the Turner history has come from the “Family History of Rev. John Turner”
Chapter 4.

The Newnham Dynasty

This book about the Harpley is a pot-pourri of information concerning the ship, its voyages and passengers. In some cases details have been scarce about any one of the latter, and in other cases the information has been so vast it had to be edited. One of these was where a plethora of writings was found of the Newnhams and it has been inevitable that some history of the Newnhams will have repeats. There exists many writings by Newnhams about their particular place in life, each of which covers some of their earlier history. Some of this has been edited to try and avoid unnecessary repetition without interfering with the flow of their own narratives.

On board The Harpley were the brothers Frederick and William Newnham, aged on arrival respectively 21 and 19 years. They came out with their uncle Stephen Chandler, their mother being his sister Catherine Newnham nee Chandler, born 1796. They were not from Brighton but from a small village in Sussex named Wivelsfield some 15 miles inland. John Chandler in his book quite succinctly wrote that:

My two cousins - F. and W. Newnham, from the country, came to see us. and rather astonished us townies with their rough hats and smock frocks.¹

They were the eldest sons in a family of ten children, their father was William Newnham born 1791. On arrival in Melbourne they lived for sometime with Stephen and Ann Chandler and she is credited with nursing one of the Newnham boys through a bout of dysentery from which he nearly died.² Frederick married Mary Wood in 1853 and they had three children. In 1858 Mary died. Frederick re-married in 1859, to Emma Eastwood, a cousin of Mary Wood, and they had twelve children. William married Mary Harvey in 1853 and they had fourteen children. As the families grew the Newnhams formed themselves into a Newnham Clan sub-divided further into Tribes and Houses. Two Tribes, Frederick and William, and a House for each surviving child, thus nine Houses for Frederick and eleven for William. There have been at least 2000 descendents to date.³ It is not possible to include the full Family
The Migrant Ship Harpley

Tree in this book but Beth Hamilton nee Newnham, the Clan historian, has a complete listing.

The Newnhams are clannish, tending to stick together; they are good living and devout. This is of course to a degree a generalisation especially now as there is such a wide family, and yet, as Bill Newnham remarks in his privately published book:

their only claim to fame is that not one of us has achieved fame - an extraordinary ordinary family. 4

However, one Newnham did become the Queensland Chief Commissioner of Police in 1989, having been Victoria’s Assistant Police Commissioner. He is Noel Newnham, Tribe of William, House of Frederick Albert. An article published about him reads:

When Victoria’s assistant police commissioner Noel Newnham won the unenviable task of trying to straighten out the Queensland police, his typically straightforward message to crooked cops was: “Leave now.” The 51-year-old policeman admits that attempts were made early in his career to bribe him. And how did he respond? “I locked them up” he says with a snarl. The new commissioner plans to involve those honest members of the Queensland force in the process of change and meet Tony Fitzgerald who headed the inquiry into corruption and seek his advice. “It is an enormous task and it does scare me,” he readily admits. “There will always be a few corrupt police who will try to ambush you if they can, and there will be those who are not necessarily crooked but will have their own axes to grind and they’ll ambush you if they can. “So one needs to be on one’s guard,” he says. In 32 years with the police, Noel has served on the beat, as a detective, in administration, industrial relations and internal investigation. He holds a degree in psychology and politics and a diploma in criminology. Noel says his wife Judy is looking forward to the move after some concern about leaving their two sons and two daughters in Melbourne. The children are all of an age where they don’t need mum and dad any more, but no doubt they’ll visit,” he says. 5

Noel was “too good” for some of Queensland’s policemen and others and was hounded out of the force by false insinuations, etc. He was eventually successful in a Supreme Court appeal. There have been many good business people amongst the Newnhams and some will be mentioned later.

William Harvey (Bill) Newnham, published a small book in January, 1949, and the following is a lightly edited version of it.

DEDICATION

Farewell! Again I must that word repeat
And though the tear of true affection falls
For you the prayer of love I will repeat,
Protect them, Lord, till they by death be called.

Mary Newnham
Wivelsfield, Sussex, England
1849
The Newnham Dynasty

PREFACE

This small book, which has been written for private circulation among members of the Newnham Clan in Australia, does not profess to set down the details of a "remarkable family" — unless more than 500 descendents of two young English emigrants in one hundred years deserves such a description. Probably our only claim to fame is that not one of the 500 or more of us has achieved fame — an extraordinary, ordinary family.

The booklet has been written to give all members a glimpse of their two ancestors and the origin of the annual gathering and, with that glimpse, a certain natural pride in holding tight to the ties of kinship. In an age which suspects sentiment, sincerity and Christian principles, we believe that the virtues that distinguish a good name and unite families - in either the narrow or broad sense of that term — and the basis for a better world.

The family is not of Scots origin as the appellation "clan" suggests to many. The word is good English for a tribe, collection of families or group of persons. All members were asked for some alternative to the term, "clan," but none was considered suitable so it is as the Newnham Clan that we greet the centenary as an Australian family of six generations.

This book is the result of considerable research but it is inevitable that small errors will have slipped in — errors which are not so much the fault of the writer as his sources — or lack of sources. He would appreciate word of any of them — errors or sources — that may make revision of this "history" worthwhile in the future.


OUR CLAN FATHERS

One hundred years ago, a few days after the S.S. Harpley, a small ship of 547 tons burthen, left the London Docks for Australia, a young girl of sixteen sat down in a sleepy village of Sussex to write the words used as the dedication to this book. She was sister to our clan fathers — William and Frederick Newnham — and the poem, of which the dedication is part, represents one of her earliest attempts at writing. She, like the remainder of the family in England, had been greatly moved by the departure of her brothers for what was then a strange and little known land. She headed the poem, "To Frederick and William on their Departure for Australia, September 1, 1849."

Thirty years later, after her death by consumption, this poem, and others written by her between the ages of 15 and 20, were printed for private circulation by her husband and brothers in Sussex. The poetry commends itself by its simplicity though Mary Newnham herself (her married name was Newbury) held no great opinion of it. In fact she never mentioned her writings to her husband and they came to light only after her death.

Yet here we are using them a century later. And not only us, but people in other parts of the world. A few weeks ago, another Mary Newbury, Canadian newspaperwoman and poet, wrote: "Greetings to the Newnham Clan from Canada. I am a granddaughter of Mary Newnham whose brothers set out on their memorable journey to Australia just a century ago... I like to think I have inherited a slight gift of verse from my grandmother and have a copy of her poems."

In the introduction to that slim volume of verse, the reader makes some small acquaintance with the childhood of William and Frederick. Their parents were of "humble circumstances" — there were ten children in the family of whom our two ancestors were the eldest. They received a very simple education from the nearest
The Migrant Ship Harpley

school which was three miles away.

It was the more courageous of them to set out at such an early age — Frederick was 20 and William, 19 — to seek their fortune in Australia. The first days of their journey were test enough. The sailing vessel, tiny by to-day’s standards — took three days to beat round Beechy Head and eleven days to make Plymouth, a day’s sea journey from London now.

When the Harpley finally reached Melbourne, Frederick and William had not set foot on land for 122 days. But it had not been an unhappy journey — even if it had been a dangerous one. They had good friends in their relatives, the Chandlers, now well known in Melbourne business circles, who travelled with them. This family belonged to a band of Particular Baptists and Frederick and William attended, with them, many of the regular church services held during the journey. One of the features of these meetings was the singing lead by a Mr. Edward Wood, whose daughter married Frederick. The little group formed the First Particular Baptist Church in Port Phillip, as Victoria was then called. On board also was a 19 year old lad, Tom Harvey, who later worked in partnership with Frederick and whose sister married William.

These then were some of the passengers who leaned over the side of their ship as she anchored in the Bay. There were then no wharves large enough to take the Harpley. Next day everyone was taken off in the Diamond, a small launch that ran them up the Yarra River and landed them at Queen’s Wharf. From there Frederick and William could see a girl managing the ferry across the Yarra where Elizabeth Street is now.

In those first early days, the young Newnhams won a precarious living by cutting timber on Hartwell Creek. They bought a bullock team and carried passengers and luggage to the gold diggings at Blow’s Flat, out from Ballarat. After two or three trips it would seem that the gold fever gripped them too: they turned out their bullocks and, in 1852, pegged out the first of several claims at the Mount Alexander diggings near Castlemaine. There they worked for five months and were well rewarded; one “strike” producing twelve pounds — in weight — of gold! It was apparently with the proceeds of this that Frederick decided to travel overland to Sydney and buy two teams of horses for another carrying venture. With him went Tom Harvey who had travelled out with him on the same ship.

After they bought their teams of horses, the two young men set out on their return journey, a difficult and risky six hundred miles. The winter had bequeathed heavy floods and there were no bridges or made roads. It took them six months (some references say five weeks, others two months and a semi-Government book, six months) to get through and they were given up for lost. However, one bright sunny morning in early 1853, they arrived in a cloud of dust at Preston, then called Irishtown. Shortly afterwards, Frederick married Mr. Edward Wood’s eldest daughter, Mary. William married Tom Harvey’s sister on the same day. Her name was Mary too.

It appears that, on his return to Preston and his marriage there, Frederick bought 5 acres of land and built a house. He resumed his carting business. In 1857, he bought 300 acres at Melton (near his brother William), but he had been there only a few months when Emily, his third child but aged only 5 weeks, died in January, 1858. In the same year his wife, Mary, died also.

Next year, in May, he married his second wife, Emma Eastwood, at Melton. In 1860 they were baptised at the Ebenezer Baptist Chapel, Melbourne, which can still be seen in Victoria Parade near Hoddle Street. His wife wrote of these days: “Of a Sunday we often yoked up the horse and drove 25 miles to Melbourne to arrive at the Ebenezer Chapel in time for the ten o’clock prayer meeting. Often we stayed with friends on Sunday and returned to Melton early on Monday morning.
The Newnham Dynasty

After a while, they moved to Tylden where Frederick had bought 150 acres. In 1874-5, whilst retaining the ownership of the Tylden property, he and his eldest son selected 320 acres each at Karramomous in the Shepparton district. After five or six years there, he returned with his family to Tylden. In 1886 he moved to Preston where he had bought a property from his first father-in-law, Mr Wood. Five years later, owing to what his wife describes as “adverse circumstances,” he moved to a property at Kilmore East where they had continued losses. An old family Bible reminds us that these culminated in a disastrous bush fire (1893) which destroyed much of the property’s grass, fences and sheep. Two of the outbuildings were burned down too and the homestead was saved with great difficulty. Frederick’s arms and hands were badly burned. “This disaster,” wrote his wife, Seemed for the time to crush him completely. His has been a life of warfare, spiritually and temporally.”

Despite these heavy losses at Kilmore, he rented a property at Croydon where he hoped his three sons would carry on the farm while he superintended. But even this last venture was not the success he dreamed of. He had not been there long when, after attending the funeral of his son Frank’s little girl, he caught cold. He took to his bed and became worse. After a few days he asked his wife to bring in his boys to whom he gave advice about managing the farm. He felt he would not get better. He was possessed by a stern Calvinistic belief with its note of predestination and sense of complete dependence on the mercy of God. “I pray that it would be better to go, for even if I get better, I would not be able to work again.” A day later, on the 12th July, 1899, he died at the age of 71.

Frederick was a man who “valued a good name above riches.” One example was his agreement to buy the Kilmore East property. When he returned to Melbourne, he realised that he was paying too much for rather poor land and asked to be released from his promise. The vendor would not agree. So Frederick, despite the fact that the agreement rested on a handshake, honoured the contract and lost money he could ill afford.

That may sound rather quixotic, but it illustrates the type of man he was: a man of transparent honesty and integrity. He was, like his brother William, a stern father who expected the same high qualities in his children. Yet although he was an austere man he was a great lover of small children with whom he was a great success. He was, like his brother William, a stern father who expected the same high qualities in his children. Yet although he was an austere man he was a great lover of small children with whom he was a great success.

Another incident, small in itself but indicative of his grit, was his perseverance after dropping a heavy log on himself. He insisted on working despite considerable pain. At the end of three days it had become almost unbearable. Forced to go to a doctor, it was found that he had three broken ribs.

The two brothers were of medium height and nuggety build. They both enjoyed a reputation for great physical strength. One of the tests in those days was to place a 200 lb. bag of flour on a man’s back as he lay flat on the floor. He then had to raise himself and come to his feet still balancing the bag on his back. Frederick, on one occasion, amazed everyone by rising to his feet with a 300 lb. bag of peas which some friends had placed on his back as a joke.

William, like his brother, was deeply religious and both probably lived more under the shadow of Sinai than Calvary. But William’s rather bleak Calvinism was less lit up by flashes of humour than Frederick’s. However, his veneer of aloofness and severity covered a quite sentimental attachment and love for his family.

He too had worked at timber cutting during the first two years in Australia, then driven bullock teams to the diggings and shared with his brother the excitments of chasing gold at the Castlemaine diggings. After he married Mary Harvey, he took land at Melton where
The Migrant Ship Harpley

he continued carting for several years.

In the sixties he bought “The Oaks,” Camberwell (still standing in Ackeron Street) which, with its extensive grounds, however, he owned till his death in 1912. In the 50 years between, however, he engaged in many activities and helped to install his sons on farms and in business. He went to Longford, Sale, and set up one of his sons in a bacon factory. Earlier than that he had a bacon factory himself and had engaged in cider, vinegar and jam manufacture. He also owned lime kilns at Sale.

About 1890, he bought Fulham Estate (Sale), a property of some 2000 acres where he had a staff of 20 men and his four sons milking 220 cows. He set up a small butter factory.

At Fulham he worked like a giant for ten years having in mind the reclamation of much of the swampy land from flood waters. He had great banks built to hold back the water but when these finally gave way, he left his property to his four sons working with him there: Joe, Ben, Bert and Fred. His son Ben, can still recall the dismay and resignation in his father’s eyes as he looked across the flood waters swirling about the tops of 10 foot high maize.

In 1890 he retired to “The Oaks” but even then, his tireless spirit urged him on and, in his 75th year, he began writing poetry — poetry for special occasions such as the birthdays and marriages of his children and commentaries on morning sermons. No one would protest that it was good poetry any more than they could withhold admiration for the spirit of a man who hoped, even at that late stage of his life to have his verse printed and the proceeds devoted to some charitable cause.6

The little book of poems was published a few months before he died, at the age of 82. The introduction talks of his early life in humble circumstances and of his parents’ great industry in bringing up a large family. It reflects too, on his conversion in 1862 by Pastor Allen, the same pastor who married and baptised his brother.7

In 1912 William set out with his daughter Ada (later to become Mrs. James Tann) to visit all the members of his family. He was enjoying his last call at the home of his eldest son, William; had helped with some small jobs around the house when he went up to rest. A little later he was found “sleeping peacefully” on the porch with a magazine lying across his shoulder. The heading of the article he had been reading was, “Best for me to draw near to God.” He had passed away in his sleep.

It was 9th August, 1912, and the last of our two ancestors was dead. They had both tried, in their different fashions, to be “good men.” They left behind them a reputation for natural dignity and integrity. They were men who professed Christian beliefs and did their best to live up to them. And while we must confess that their religion seemed to dictate an austerity and severity of bearing and countenance, they were kindly at heart, possessed great courage and determination and, above all, expected no more for their fellow men than their beliefs demanded of themselves.

THE FIRST NEWNHAM FAMILIES

Frederick Newnham, the elder of our two ancestors, married his first wife, Mary Wood, in 1853. Their first child, Frederick Edward Newnham, was born in December of that year. It is appropriate that the living descendents of this eldest second generation Newnham should be more numerous than those of any of the other children of either Frederick or William. At our last gathering in 1948, the genealogical table showed there were 117 living descendents of Frederick Edward Newnham, of a total of 282 of the Tribe of Frederick, his father.
The Newnham Dynasty

William Newnham 1830 - 1912
M.1853
Mary Harvey 1837 - 1911
The other two children of this first marriage of Frederick were Mary Catherine, born in February 1856 (married to David Evans) and Emily Mercy (born in January, 1858), who lived only five weeks. In the same year, his first wife, Mary Wood died at the age of 27.

Frederick’s second wife, Emma Eastwood, like Mary Wood, was born at Brighton, England. She was only 19 when she was married on May 2, 1859. By this union there were 11 children. The third child — the eldest son of this second marriage to marry — was George, our Clan Chief, aged 85. Every one of his descendants to the fifth generation, are still living, as is his wife who was Elizabeth Chandler. Moreover, at the 1948 gathering, every member of his House, excepting one who could not attend because of school duties next day, was present.8

William Newnham, the younger of the two brothers was also married in 1853. His wife was Mary Harvey, the sister of Tom Harvey who came out on the same ship as the Newnhams. He, like Frederick, had 14 children.

The eldest of these was William and, by a strange coincidence, this eldest son of the Tribe of William (like the eldest son of the Tribe of Frederick) has more living descendants (80) than any of his brothers and sisters. He married Naomi Hickmer.9

The total living descendants of our two ancestors was 528 at the last gathering (1948) — 282 of the Tribe of Frederick and 246 of the Tribe of William.

These two brief chapters would not be complete without some salute to the devotion and love of the wives of William and Frederick. They were all young and familiar with the comforts and amenities of English life. They too, came to a strange uncouth land and not only matched their husbands’ courage, determination and high Christian ideals but must have possessed other equally important qualities necessary to the successful upbringing of very large families in what were, at times, the most primitive conditions. Against what would seem overwhelming odds to-day, they managed to bring most of their 28 children to healthy manhood and womanhood. It would be difficult to estimate their strength of character and the qualities they must have needed. That they possessed them in good measure is evidenced in the strength of the Newnham Clan today.

THE CLAN GATHERINGS

Frederick died in 1899 and when his widow, Emma, followed him nine years later, there were nine of their children living — Frederick E., Mary, George, Frank, Emily, Jack, Ebb, Joe and Lock. Concerned that they should not drift apart as so many families do, they agreed to keep sacred the Sunday previous to Eight Hours Day by joining in family worship, and to meet together on the Monday for a picnic. For 28 years these family church services and picnics were held, some at Shepparton and Rochford, others at the homes of the “children” in Melbourne. In later years, members of the third generation occasionally attended these gatherings.

By 1936, when only four of Frederick’s children remained — George T., Emily, Jack, and Joe — it became obvious that, unless the younger generation was persuaded to join the older ones, the gatherings must soon come to an end. So Jack C. (Northcote) and George T. (our Clan Chief) invited all the descendents of their father, Frederick, to attend a meeting at George’s home at 4 Melville Street, North Fitzroy. Very few responded and those present were Jack and George (sons of Frederick), Mrs. Lillian (widow of Lock and a very active member of the Clan), Mrs. George T.; Miss Muriel (daughter of Jack) and Mr. W. A. (Fairfield), son of Frederick E. Newnham.

Despite the small gathering, it was decided to hold a picnic at Heidelberg
The Newnham Dynasty

Park in 1937 on Eight Hours Day and to invite the descendents of both Frederick and William. Mr. George T. (Broadford) was elected our first President and Mr. W. A. (Fairfield), Organising Secretary. Mr. George, though our oldest Newnham, is still an active member and is our Clan Chief. Everyone who heard him speak at our last gathering in 1948 and at the Newnham Clan Younger Set Re-union, must have felt proud of such a grand old man.

Mr. W.A. Newnham was our Secretary for more than ten years and only relinquished that office to become our President for the Centenary Year. It is to him — and no apology is needed for this superlative — that the continued success of these Newnham gatherings is due. He has had the assistance of good committees and fellow officers but they have worked against the background of his organising ability and inspiration. The amount of time, thought and energy he has put into the meetings has been prodigious.

It was the more fitting then, that he should have issued the first letter of invitation to all Newnhams. Do you remember it? The letter began: "Among the early pioneers of this land were Frederick and William Newnham who landed in Australia in 1850". It went on — "The descendents of these two great souls now number hundreds and, being one of the connections, you will be interested in this letter. You will be aware no doubt that, for about 30 years, the family of the late Grandpa (Frederick) Newnham have met annually on Eight Hours Day.."

He then explained the idea of extending the Newnham fraternity, invited them to the first gathering at Heidelberg Park and . . . asked them to look out for the Newnham flag. Yes, even at that first gathering, details were not forgotten. Hot water and milk was provided, a sports program was arranged and a small note at the bottom of the circular asked people to estimate how many of their family would be attending. The time table read: 10 a.m. assemble, 12 noon dinner, 1 p.m. to 4 p.m. sports and 5 p.m. tea.

The committee wondered how their invitation would be received — remembering the small inaugural meeting. So when the day arrived — the 15th March, 1937 — there were many anxious hearts. But they need not have worried. More than 120 members signed the Attendance Book and it was estimated that 150 members of the Clan were present.

A report about the occasion ran: "Quite a number came from Sale and Shepparton, Dandenong, Pyalong, Broadford, Rochford and Monument Creek as well as from city and suburban areas. During the day many re-unions took place and, although there was a sports program provided, many preferred to renew old acquaintances with relatives they had not seen for years. Representatives of the Press were there and next day, space and pictures were devoted to the First Newnham Clan Gathering."

But the business side was not forgotten. A meeting was held and it was decided to hold the gathering again the following year at the same place. A committee was elected — Miss Ada (Essendon), Miss Muriel (Northcote), Mrs. Lilian (Ivanhoe), Messrs. George T. (North Fitzroy), Jack C. (Northcote), William A. (Fairfield), W. F. (Sale), Harvey (Burwood), Alf (Essendon) and Mr. Will Davies (Glenhuntly). This committee duly appointed officers for various duties.

During 1937, several meetings were held and the arrangements for 1938 were on a slightly more ambitious scale. A short Devotional Service was added to the program at 12.45 p.m., followed by the Secretary’s Report and, what has now become one of the highlights of the gathering, the Family Roll Call. At which the descendents of each of the “children” of Frederick and William are asked to stand for official recording.

The sports program was widened by a Quoit Tournament in which teams of five competed and the six best players of the Tribes of Frederick and William played off for the Clan Championship. This is one of the most coveted sports trophies of the Clan.

There were other small innovations, too, such as names being pinned on lapels and . . . the Newnham Family Tree. This was a twenty-foot wide parchment genealogical
The Migrant Ship Harpley

table setting out the lines of descent of the Tribes of Frederick and William. The work of our indefatigable Secretary, Mr. W. A., of Fairfield, this huge chart has proved one of the attractions of all gatherings.

The original tracing and placing of more than 400 descendents had been quite a task but the Secretary must have felt rewarded by the way members took up the suggestion that each one should drive in a black tack against his or her name so that it could be seen, at a glance, what tribes, houses and families were best represented.

At this second gathering, 180 members signed the Attendance Book, so that at least 200 must have attended. There are always a few “missed” signatories. The ages of members, as they have at all gatherings, ranged from a few months to three score years and ten — and more!

The Clan Gathering has now attracted the attention of the Melbourne Press. It was an “annual,” and no one was much surprised to read in 1939 that — “As Monday will be a Public Holiday, there will be doubtless many family re-unions in Melbourne. But none will assume such impressive proportions as that of the 200 Newnhams expected to attend the Annual Clan Re-union at Heidelberg.”

Nor, for that matter, could the Clan Church Parade, introduced that year, be equalled by many other families. It was held as had been its forerunner, family worship, on the Sunday before Eight Hours Day. East Brunswick Methodist Church was chosen. Our Chief was a member there. A Newnham choir sang, a Newnham quartette added its quota of music, and the Rev. J. E. Newnham preached the first Clan sermon entitled, “The God of Jacob”. There were 50 members present. The parade has been held every year since, and attendances have stayed at that consistently high level.

During this same year (1939), it was decided that the office of President of the Newnham Clan should be held alternatively by a member of the Tribes of Frederick and William. About the same time the Clan decided that it should do something practical to give the gathering a purpose. As a result, enough money was subscribed to buy a cot which was presented to the Austin Hospital, whose matron was the late May Newnham, one of our kinswomen. In the years following, £20 was donated to the Children’s Hospital, and the Clan Chief was made a Life Governor. Many food for Britain parcels and canteen orders were also sent overseas, some of them to members of the Clan on active service.

The second year of the war (1940) saw a sprinkling of uniforms among the members of the annual re-union. Wartime restrictions had their effect on the attendance, too, and against 161 who signed the book in 1939 (approx. 180), it was considered that only 150 were present.

Petrol rationing had arrived by 1941, but numbers remained surprisingly high. By lunch hour this year, the now almost traditional Family Roll Call of the two Tribes showed a difference of two only between the descendents of Frederick (67) and William (69). After the midday meal, many others arrived, and the figures moved up to the healthy total of 180.

Some time before, the idea of a printed genealogical table for private circulation had been taken up enthusiastically, and, at this year’s gathering, a family tree printed on parchment 23 inches long and about 9 inches wide, was on sale. Ninety were sold in the day, and there was much tracing of branches and relatives of the Clan.

The following two year’s gatherings, 1942 and 1943, were cancelled because of war conditions, petrol restrictions and the Government’s request that the congregating of people should be discouraged.

1944 brought some relief in restrictions, however, and about 100 members again gathered. At that time more than 50 members were serving with the Forces, and a short
memorial service was held for men who had lost their lives in the war; Stan Newnham, son of Fred, and Arnold, son of Harvey. At a later gathering, Eric, son of Harvey and Meg, was remembered as another Newnham who had made the “supreme sacrifice”.

The year in which the war was won (1945) brought the strength of the annual gathering well back to average with an estimated attendance of 170. Many were still away on war service, though, and greetings from them bore postmarks of places as far apart as India and England.

In October, 1945, two important decisions were made by the committee. The first was the creation of the office of Clan Chief which was to be held by the oldest Newnham, Mr. George T. (Broadford). The second was the creation of another important office, Clan Chaplain, and the appointment of the Rev. J. E. Newnham to that position. During the same year, the total of living descendents of the Clan passed the 500 mark.

Next year, the weather was so bad that the Annual Re-union was held indoors at Anzac Hall, Heidelberg, a spacious building that, fortunately, had been hired, “just in case”. Every provision had been made for such an eventuality, and except for the limitations that a hall impose, the gathering was little different to those held before . . . with one exception, the official investiture of the Chief of Clan. George T. Newnham, now 83, was invested with the insignia of his office — a suitably gold lettered royal blue sash — by our Clan Chaplain. The ceremony was written about by “A Clansman” in the Melbourne Herald.

“George Newnham, 83, of Broadford, was invested into the high office of Clan Chief at the Newnham Clan Re-union this afternoon at Heidelberg. Our oldest clansman, George Thomas Newnham, is the third son of Frederick Newnham, 1850 pioneer, from whom, with William, his brother, the clan traces its Australian lineage. Born at Melton in 1863,
George’s first memory of Melbourne was “all houses on top of one another” — the first two-storey buildings he had seen. He made the trip into town by trap. He and his wife, who was also at the gathering, will celebrate their Diamond Wedding Anniversary later in the year.”

In November, they did. It was the first Diamond Jubilee of a member of the Clan. A remarkable feature of the celebration, which was attended by 60 members of the Clan, was the presence of three of the elderly couple’s bridesmaids, one of them a member of the Clan, the late Mrs. Hugh McLachlan, a cousin of the Clan Chief.

The 9th Newnham Clan Re-union was held in 1947 (we had missed two during the war) when 150 members attended. The Clan Church Parade celebrated its 11th anniversary with 60 members at the Prince of Wales Methodist Church, Northcote. The year previous it had been held at the Fairfield Baptist Church, where a Newnham Choir, under the direction of Jack Newnham (Ivanhoe), and accompanied by Mrs. W.A. (Fairfield), took part in the service.

Our last gathering in 1948 was distinguished by greater interest than ever before. A record number of 75 members attended the Annual Clan Church Parade at Ivanhoe Baptist Church, where the Clan Chaplain delivered the address. On the following day, even before lunch, there were at least 225 members joined in the gathering.

Our latest Clan News contained the President’s 1948 Xmas message. It began — “I recall my earliest impressions of Xmas, 60 years ago. At that time we lived on a selection. My father had taken up land alongside his father, the original Frederick, in the Shepparton district. The conditions we lived under were more or less primitive.” And it ended — “Times have changed — the car has taken the place of the horse, but many of us older ones have happy recollections of those early days. May God’s richest blessing be abundant to each member, according to their individual need, and may we all be united in closer bonds of affection as we gratefully remember the favours bestowed on us and ours, over the past hundred years.

Those last sentences sit, quite properly, at the end of this small book, for are they not the answer to the lines of dedication with which it began — lines written by another Newnham, Mary, just 100 years ago.”

The above history was written in January, 1949 and Clan Gatherings are still held yearly, the last on 26 March, 1995, at the Kyneton Race Course when many descendents attended. The “Newnham News” is now edited by John Newnham and the March, 1995, issue had details of the 1995 Annual Re-union:

PLACE: Kyneton Race Course. (Located at north end of town adjoining Campaspe River) Turn right of Calder Highway into Jeffrey St. (next after Wedge St.); left into Lennox St. Gate entrance at end of street.

DATE: Sunday, March, 26th.

TIME: From 11.00 a.m.

FEATURES & ACTIVITIES:
* Items, photo’s of historical interest.
* Copies of “Newnham Clan 1849-1949” and (hopefully) further copies of “Forty Years in the Wilderness”.
* Races for kids and others........
* Fire engine rides. Vintage fire truck.
* Quoits competition. (Merv. Newnham is the man to
The Newnham Dynasty

beat. Three times champion and still going strong.)

* BBQ facilities, and river nearby for fishing enthusiasts.

See note for author’s connection with the Newnhams.10

This issue also had a report of the New Clan Chief:

RALPH NEWNHAM of Tatura turns 90 in July this year. A member of the Tribe of William, House of Joseph; he and his wife have a son and daughter, both married, and five grandchildren. Ralph’s early years were spent in the Camberwell district where his father operated a coach building/blacksmith business. When just a “nipper” he started blacksmithing himself, but with a talent for woodwork he became a wheelwright in the days when horse and cart was the main transport. Lead poisoning forced his dad to relinquish the business he had built up and the family moved to Shepparton where farming was the main source of income although father and son also took care odd blacksmith needs. During World War II Ralph tried to enlist but was sent back to what was in war-time a “reserved occupation”. In 1987, at age 82 Ralph was still firing up the forge at Tatura where he had moved pre-war. Recently, sad to say, he suffered a stroke, but it’s to be hoped he can repeat the visit to Kyneton of last year and continue the links with the Clan which he has maintained over many years.

The comprehensive family tree continued by the late Edgar L. Newnham who died in 1985, is now kept up to date by his daughter, Elizabeth (Beth) Hamilton who is also the present Clan Historian and Treasurer.

Edgar Newnham in his introduction to his family tree says:

Dates and names used in the following material were obtained by research at the libraries of the Genealogical Society of Victoria and the Church of the Latter Day Saints; from Birth, Death and Marriage certificates as well as help from other members of the Newnham Clan.

During the early part of the 20th century in Victoria the name Newnham was considered to belong, rather exclusively, to the Newnham Clan. This certainly was not the case in England.

From the Introduction of Mary Newbery’s (sister of Frederick and William) book of poems, we learn that our ancestors came from the parish of Wivelsfield in Sussex, eldest sons in a family of ten, nine reaching adulthood. Mary Newbery being the seventh child.

Upon studying the microfiche on Sussex, we were overwhelmed by the number of Newnhams listed, in the period between 1700 and 1850. In the parish of Wivelsfield alone there were over 60, within all Sussex the number would be over 600. While it is possible to trace a probable family back in 1767, the first definite date arrived at was 1791 when Frederick and William’s father was born, named William, he married Catherine Chandler.

The Newnham brothers appear to be the first Newnhams in Victoria but others must have followed very soon after as the date 1853 is given for a marriage of an Arthur Newnham in an early reference book.

In compiling these notes efforts have been made to keep them pre-1900 or of English origin. Possibly some of our older members have much more to add and anything in this nature would be appreciated by the compiler.

This also applies to up-dating of the family tree, now numbering some
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2000 names, many received over the phone, many errors and omissions must occur. I apologize for these and corrections will be made where possible and when known. The original 1941 family tree was used as a base and the same method of using only one Christian name was followed; sometimes resulting in the name on the tree not the one the person is usually known by.

Mary Newbery née Newnham, born 31 March, 1833; extracts from her ‘Book of Poems’:

INTRODUCTION.

Mrs. WILLIAM NEWBERY, the author of these Poems, was the seventh child of Mr. and Mrs. William Newnham, of Wivelsfield, Sussex. She was naturally of a very thoughtful and serious frame of mind, and also very sensitive, and exceedingly kind in disposition. I shall never forget, when we were quite children, the way in which she used to talk to me, if I committed a fault for which she thought I was likely to get punished. Instead of her telling our parents she used to talk to me herself, and endeavour to show me how wicked it was for me to act in the way I had done, and then she would pray to the Lord to forgive me. But, although she used to screen my faults as much as she could, yet she would never tell an untruth to enable her to do so. Although she showed such anxious concern for me, she was only one year and nine months older than myself. Our parents being in humble circumstances, with a large family — ten in all, of whom nine lived to grow up — she received, in common with the rest, a very limited education, the school we attended being about three miles from where we lived, there being no school nearer worth naming. Being of a weakly constitution she was often kept at home on account of the weather, so that her attendance was irregular. When she was about the age of sixteen, our two eldest brothers emigrated to Australia. She felt the parting very keenly, and her farewell poems, composed shortly after that event, were, I think, nearly her first attempts at poetry. She used to attend the ministry of the late Mr. Baldock, at the Baptist Chapel, Wivelsfield, in company with her mother and the younger members of our family; and as she advanced in years her religious convictions became very deep and sincere. She was married at
The Newnham Dynasty

the age of twenty-four, and with her husband settled in business at Tonbridge, Kent, where they resided until she died. After her marriage the cares of business and a fast increasing family put a stop to her writing, though I do not think she had written any poetry for some time previous. I remember once asking her to let me see her writing. She did not comply with my request, but spoke with regret of her defective education, and said the poetry was not worth saving. I only remember hearing her repeat one or two pieces beside those before mentioned, and I firmly believe the whole of the contents of this little book were written by her when between the age of fifteen and twenty. A proof of how lightly she estimated her own abilities is the fact that she neither showed her writings or mentioned the subject to her husband. In a letter to me some time after her death, he says, “It is only since looking through poor Mary’s MS. that I seem fully to realise the great loss I have sustained.” I have before stated that she had a weak constitution, which eventually gave way, and she died of consumption, after a lingering illness, at the age of forty-four. The last time I saw her alive was about three weeks previous to her death. She was then very weak, but not quite confined to her bed. She was perfectly resigned, and spoke calmly of her approaching end. She said, “I have walked side by side with death for a long time, and I thought I had got used to him, but when he first turned and stared me full in the face he looked very ugly indeed: but my whole trust is in my Saviour, and I know He will never, never leave me.” She told me she should last about another fortnight, which proved nearly correct. In speaking of a cousin about her own age, and who was only just married, she said, “When I think of it, it seems like a dream: she, as it were, just beginning life, and me just on the finish.” About a fortnight after that interview, we received a letter to say she was much worse. I sent my wife off the next day (Wednesday), thinking she could tender some assistance, with the intention of going myself on the following Sunday. She found her in the same resigned state, but apparently fast sinking, and able to say but little. There was no perceptible change in her condition during the night, and the next day until the evening she seemed cheerful, and conversed as much as her strength would permit. On being asked if she felt any anxiety regarding her children she said, “No, they have a good father.” My wife asked her if she had preserved the poems she had written so many years ago, as I had a great desire to see them. (I had told my wife previous to her starting, to ask this). She replied, “Yes, there is a lot of papers. I daresay my children would like to keep them, but perhaps when I am gone William (meaning her husband) would look them up and have them printed, and then you can all have a copy.” In the evening my wife being alone with her, she expressed a wish to see the children. On their coming into the room she told them she was about to leave them. She embraced each one separately, at the same time giving each a few earnest words of advice. She bade them “good bye,” and then said they were all to go to bed. Even then those around her could hardly believe her end was so near, she seemed so calm and collected. She died without a struggle at about half-past 12 o’clock on Friday morning, January 5th, 1877, in her forty-fourth year. She was buried in St. Stephen’s Churchyard, Tonbridge, beneath a small fir tree, a spot she had herself selected. She leaves a husband and a family of six children to lament her loss.

Edward Newnham
377, Mare Street,
Hackney, E.

This little book is printed at the expense of the husband and brothers of the writer, not with a view to any pecuniary benefit, but for distribution among the relations and friends of the author, for whose sake it will ever be kept in affectionate remembrance.
The Migrant Ship Harpley

Her full poem:

TO F. AND W., ON THEIR DEPARTURE FOR AUSTRALIA, SEPT. 1st, 1849.

FAREWELL, farewell, my brothers dear;
Though we no more on earth may meet,
O, let it be our first and earnest care
To meet again at Jesu’s feet.

Do not, dear brothers, seek your pleasure here,
In this short life of vain and fading joys;
But seek to store your endless treasure where
No moth, nor thief, nor mouldering rust destroys.

Farewell! Again I must that word repeat;
And though the tear of true affection falls,
For you the prayer of love I will repeat-
Protect them, Lord, till they by death are call’d.

Free grace, free love, alone, their souls sustain;
Upon their Saviour may their hopes be staid,
Self-righteousness be all renounc’d as vain,
And Jesus looked to in all need for aid.

The following is included as an example of the achievements of other Newnhams. In July 1988, a Brief History of W. A. Newnham and Sons Pty. Ltd. was written. This company is still thriving but with the name, “Custom Coaches”. Jack Wilkinson retired at the age of 84! John Lewis is now Managing Director and Evan Ralph is Factory Manager and Director.

1849: (This paragraph repeats much of what is included in Bill Newnham’s book)

1913: Frederick Junior and his son William came to Melbourne and bought a rundown coach building and repair business in Fairfield on Heidelberg Road. The firm became known as Newnham and Son. Frederick became a painter. It is not known how his knowledge was gained for some very rough work was produced early although it quickly improved. On the other hand, with his blacksmithing and accountancy experience, William fitted into the business immediately. William managed the business during the war years -1914 to 1918- working on essential and Army work, while in the evening the factory was employed in making articles for the Red Cross. George Norman Newnham, youngest of Frederick’s sons, came to Melbourne also and learned the trade of coach-building before enlisting in the 13th Light Horse. He saw service in Gallipoli, before transferring to the 9th Light Horse where his brother Jack was serving, and later joined the Air Force before returning to Australia.

1919-1920: George Norman returned from the war, joined the business and shared a happy partnership with William for 10 years before joining Melford Motors specialising in the selling of cars and commercial units.

1930: Jack Wilkinson Newnham (son of William) learned his trade with the Company and in 1935 went to Brisbane and Sydney where he worked to gain trade experience returning
The Newnham Dynasty

home for a short time before going to New Zealand to gain further experience in Wellington and Hamilton.

1935: George Victor, brother of Jack Wilkinson, joined the Company learning his trade before enlisting in the Australian Army in the 2nd World War. When the war ended, George spent some time working in the motor-body workshop of William Angliss and Sons, Melbourne, to gain further experience.

1939-1945: During World War 2, the factory was once again used for the building and repairing of Army and essential services vehicles.

1947: The business became known as W. A. Newnham and Sons Pty. Ltd., with William as Managing Director, and Jack Wilkinson and George Victor, his sons, as Directors.

1953: The Fairfield factory was completely rebuilt with new amenities, offices and good working conditions. The building programme was carried out without loss of any working time to the credit of the builder, Mr. Fred Hollis.

1960: As the business grew especially in the building and servicing of the meat industry additional working space was necessary. Parker & Son, Motor Body Builders in Footscray was purchased.

1961: John Lewis Newnham, son of Jack Wilkinson and the first of the 5th generation of pioneer settler Frederick Newnham, joined the Company to learn motor body building which he did at Footscray.

1963: A momentous year for W. A. Newnham and Sons Pty. Ltd. The Co. needed bigger and better premises, the Fairfield & Footscray factories were sold. Fairfield to A. R. Neal Cartage Contractors and Footscray to George Miller, Furniture Removalists. Two (2) acres of land was bought at 87 Raglan Street, Preston, 1 acre was subdivided and sold off. A new factory was erected and by Jan. 1964 full production was in progress.

1964: Feb.: W. A. Newnham completed 50 years of service. An open factory day was held to celebrate this occasion with many friends, relatives, clients and trade personalities attending.

1964: March: After a short illness, William A. Newnham died at 82 years of age. William Newnham was a man who held strong Christian beliefs and faiths which determined a way of life which insisted on absolute integrity in personal and business transactions as well as help to those in need. He knew bad times and hard times, especially during the 1930s depression, but with his reputation for honesty and hard work, not to mention of a fine sense of humour, he lived to see the establishment of a solidly founded business.

1964: Jack Wilkinson became Managing Director, George Victor Company Secretary and Director. Evan Ralph son of George Victor joined the Company to learn the body building trade.

1967: The Company was approached by Custom Coaches Manufacturing Co. Pty. Ltd. of Guildford N.S.W. to build under licence passenger coaches and buses. During this year the first Newnham Custom passenger school bus body was built onto a Bedford V.A.M. petrol bus chassis.

1968: Mrs. S. J. Newnham, wife of W. A. Newnham died. The Company acknowledge the faith in, and encouragement she gave to her husband throughout the firm’s developing stages and final success, as well as during the trying times of the depression. She was always interested in the affairs of the Company and never at any time had any real doubt about its future and its reputation.

1970: The Company began another new phase of body building producing complete fibre glass bodies to meet the needs for transport of low temperature and frozen goods.

1973: Aug: A most unexpected blow hit the Company when George Victor Newnham died suddenly. George was well respected by all who knew him, for his honesty and his contributions to both the Company and the community. His devoted, happy and forthright
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approach satisfied whatever demands life made upon his time and energy.

1974: John Lewis became Company Secretary and Evan Ralph became Director.

1980: Jack Wilkinson completed 50 years of service to the Co. A Testimonial dinner in his honour was given with clients, employees, suppliers, family and friends attending. A tribute to his achievement was given by the dinner speaker the then Hon. Don Chipp.

1982: Extra premises in Reserve St. Preston were acquired to accommodate a large order involving payroll delivery vans for Mayne Nickless Co.

1983: Premises in Cheltenham previously occupied by R.A. Engineering were taken and a new Company Newro was formed with Bruce Rowbottom to develope a midi bus on an Isuzu SBR Truck chassis. Warrnambool Motors approached W.A.N. to assemble School Bus Kits (Maxim) supplied by the Soon Chow Corporation, Singapore. Lease on Reserve St. ran out—to accommodate increasing sales in bus and coach bodies the property opposite (70 Raglan St.) was leased, Newro Pty. Ltd. was finished up at Cheltenham and all equipment and work relocated at 70 Raglan St. together with the Maxim Bodies and the Commercial division, leaving 87 Raglan for the exclusive building of Buses and Coaches.

1985: Further increases in volume of work saw the building at 87 Raglan St. increased by 50% and work and equipment from 70 Raglan St. withdrawn. Premises at Acheson Place, Coburg was acquired to assemble only the Maxim Bodies thus the Commercial body division and Bus & Coach division were brought together again.

1986: Extensions to No. 87 were effected with the addition of new board room, drawing office and sales office.

1987: Passenger vehicles involve 80% of production, A Special Purpose Vehicle for the transport of wheel chairs and handicapped persons was developed,

1988: In its 75th year, the Company as it is now, with

<table>
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<tr>
<th>Jack Wilkinson</th>
<th>Managing Director</th>
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<tbody>
<tr>
<td>John Lewis</td>
<td>General Manager and Company Secretary</td>
</tr>
<tr>
<td>Evan Ralph</td>
<td>Workshop Manager and Director</td>
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acknowledges not only the support, but also the importance of that support, given by its clients throughout this period.

We look forward to the continued associations and friendships in the years ahead.

In 1994: Jack Wilkinson retired at age 84. The Company is now known as Custom Coaches with:

<table>
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<tr>
<th>John Lewis</th>
<th>Managing Director</th>
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<tr>
<td>Evan Ralph</td>
<td>Factory Manager and Director</td>
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One of the other Newnhams who have enjoyed writing includes William, who in 1911 wrote his “Old Wayfarer’s Poems for Simple Folk”. The introduction is as follows:

IN My 82nd YEAR.
To the reader of my poems, and to my dear children, and all who wish to know a little of my pedigree:

I was born May 24, 1830, in the parish of Wivelsfield, Sussex, England. My father and mother were in humble circumstances of life, but by honest industry brought up a family of nine, and gave us all a little education; and we were sent to Sunday school, and we became morally good in the sight of man; and as children were taught to avoid bad company; and in my heart I did hate a low, immoral person, and as we grew up to youth and manhood we felt it a shame and disgrace to be seen in such company, and we never went to the extremes of sin, as some have done. We were always considered respectable; but before God we blush to hold up our heads, and must say, “Shame and confusion belongeth to me,” for I loved sin in the form of worldly pleasures, spending the Sabbath in pleasure, and sometimes for pleasure and company making up parties where drink and songs were indulged in. And, as pleasure was the bent of our mind, disappointment brought vexation, and the tongue being an unruly member, the habit of cursing was my greatest sin.

Now, I must go back to my early days, and give a little account of the exercises of the mind. From a child, I was under convictions of sin, and on hearing that Jesus loved little children, and that He took them in His arms, and blessed them, I wished He was on the earth now: I would go to Him, that He might bless me. Then sin and disobedience to my parents drove all such thoughts away; but they would return again at different times. When I was about sixteen years old, I had very strong desires to be a Christian, and a hope sprang up in my mind that I should one day be able to use the poet’s words and say:-

“When I can say that God is mine,
When I can feel His glory shine,
I tread the world beneath my feet,
Whate’er is called good or great.”

But how to attain it? I thought that if I could live a godly life for a time, God would then give me that blessed privilege to call Him mine. But, instead of getting better, I got worse and worse as I grew older, and at last I said: “I have sinned the day of grace away, and there is no hope for me now. I have resisted the Spirit of God, and now I am left.” Now I wished there was no God, and I tried to banish all thought of God from my mind, and I did so for a short time. But conscience would awake at times; then I would think of that sweet hope I had once. But now that is lost—the day is past; hell is my portion. Then I learnt that God had a chosen people, called the Elect, and now I thought if I had been one of them, I should never have gone into sin, and lost that blessed hope that I should one day say He was mine. But my infidelity and insensible state is gone. I know there is a God, and hell for the wicked, and I am one of them, not being a chosen one. I thought God could not save me if He wanted to do so; so it was no use to pray, for I am damned now already, and I felt I was damned, and it was no use praying. Then I thought, there are different kinds of death. A man is condemned. He may be put to a cruel death or one that gives no pain. So I thought that God may in mercy so put me to death, and not punish me according to my deserts, so I used Cain’s prayer, confessing my sins, saying my punishment was greater than I could bear, although I deserved the lowest or the hottest place in hell; but if He would be merciful, and not send me to the lowest or the most awful place, I would thank Him for that mercy. I had read that every one shall be punished or judged according to their deeds, and I felt I deserved the hottest place in hell, because I had sinned against God’s goodness and grace, He giving me such a good hope that I should be able to say He was mine. But I had not obeyed, and all warnings and deliverances I regarded not, and we were now reaping what we had sown—my earthly pleasures all gone, and nothing to look forward to but hell.
The Migrant Ship Harpley

Now, in that state of mind I went into a little Baptist chapel, where Mr. D. Allen was preaching. The first thing I remember was, in his prayer he was viewing the dry bones in the valley (Eze. xxxvii. 12). Then he said: “O, Lord, is there here any of Thy dry bones? Do Thou gather them up and put life in them.” And, oh! what a gathering there was in my soul. I saw God had been speaking to me in many ways, keeping and preserving from death naturally and spiritually; and, although my sins had brought death in my soul, and I was as helpless and as lifeless as the dry bones, yet I was His dry bones; so I felt brought together with flesh and sinews. Great hope sprang up in my soul. Then the Breath entered, and I found myself a living man. My sins were pardoned, and I said, “I am a brand plucked out of the fire”. Then, what peace and joy filled my breast!

A sinner must be lost before he can be saved.

And now I see the wisdom and love of God in letting me destroy myself as to having any good in self, and bring me as a lost, helpless sinner to His feet to confess my sins and acknowledge Him to be just if He had sent me to hell.

God has given us some portion, and our soul has been set at liberty, and we have said, “Bless the Lord, O my soul, and forget not all His benefits.”

Yours to serve in the Lord,

W. NEWNHAM.

Then follows three of his poems:

My Seventy-sixth Birthday.

May 24th, 1906.

Dear Lord, why hast Thou spared me,
This, my birthday, once more to see?
Seventy-six years have passed away
Since I was born—my natal day.

Can I give an account to Thee
For all that has been done for me?
My portion’s only sin and shame,
That I no more revere Thy name.

Thou hast in mercy borne with me;
Yes, my ungratefulness I see.
What can I render unto Thee,
For all Thy mercies, Lord, to me?

Yes, I would like to praise Thy name,
The Newnham Dynasty

And spread abroad Thy priceless fame;
More of Thy Spirit to me give,
That I may nearer to Thee live.

Oh, that I could Thy goodness see,
In gifts and presents sent to me,
By loving friends with Christian love,
Wishing all blessings from above.

For such kind friends, what can I say?
To the dear Lord I can’t repay
For all the mercies I receive
My humble thanks to thee I give.

So, now, dear Lord, I come to Thee;
Oh, let Thy word be found in me;
Old and feeble, my hair is grey;
Do guide, and keep me in Thy way.

Now, dearest Lord, hast Thou not said,
I will defend thy hoary head;
Even to old age I am He,
To hoary hairs I’ll carry thee.

Mr. Chandler’s Sixty-ninth Birthday.

May 22nd, 1907.

My dear brother Chandler in the God of love
My best wishes I give unto thee,
Your sixty-ninth birthday has now come around;
The Lord’s will, many more may you see.

In the years that are past what mercies are shown
To you; surely the Lord has been good.
Many dangers and deaths you have passed through;
While others have fallen, you have stood.

I remember the day you fell in the dock,
But, oh, I could do nothing to save;
But God’s arm was outstretched, His power made known.
You were saved from a watery grave.

How many more blessings you now can recount,
God’s great goodness and blessings to you.
When, like a wild ass on the mountains let loose,
God taught you for His mercy to sue.
The Migrant Ship Harpley

Ah, think, when near despair, just ready to die,
You were tempted to take your own life,
When the Lord in mercy did come to thy aid,
He brought peace and so ended the strife.

Now, let us look back to the way we have come,
And also to the place we are in;
What mercies, what goodness the Lord has made known,
For He has not remembered our sin.

What favours and blessings are ours to possess;
Yes, we are highly favoured indeed,
We have the promise of the life that now is
And the blessings of Abraham’s seed.

A Birthday Salute by a Handkerchief.

________

To Mr. G. A. Green.

This handkerchief I send to you,
Its usefulnesses not a few,
To wipe the nose, the mouth, the eye,
To drive away the teasing fly.

To wipe the tear of grief away,
To shade the head from the sun’s ray,
To salute a friend as we pass by,
To wipe the dust from face or eye.

It’s useful when we laugh or cry,
When something tingles in the eye;
It’s wanted both in joy and grief,
So we must have a handkerchief.

But one thing it may never do:
To wipe away our love to you.
Take no offence at what I say
In this my simple jovial way.

Further Newnham writings were found in the Newnham News, a small sheet written of late by John Newnham. He always opens with an “Editorial” followed by “News Notes and Comments”, etc. This epistle issued about quarterly must help greatly to keep the Newnhams together and give them news of other Newnham families. John has a wonderful sense of humour and some anecdote, quip or short tale is always included:

A visitor from the Junior Chamber of Commerce in Australia was guest speaker at a function
The Newnham Dynasty

in Taiwan. In the course of his address he told a joke about a Brazilian soccer player, and commented afterwards to the interpreter that it had gone over well. The interpreter replied that he had simply said to the assembled company - “Our visitor from Australia has just told a funny joke. I want you to laugh very loudly.”!

The “Newnham News”, as well as anecdotes, contains news of the annual Newnham Re-unions and snippets of other news about the families. An example of this can be found in the edition dated March, 1994:

A FAMILY TREE

There is an oak tree on Camberwell Road between Acheron Avenue and Orange Grove which is at least 112 years old. It was part of a farming property called “The Oaks” where William Newnham, son of our first pioneer William, had a bacon-curing shed about* 1881; the first of a number operated by Clan members subsequently.

William, according to a history of the Hawthorn-Camberwell district, “cured bacon and wrote verse” and was also a timber splitter, gold digger and dairy farmer! His son Thomas followed also in the “pig sticking” tradition, as it was called, starting a bacon factory at Glen Iris before buying a disused flour mill in the Woodend district, which closed in 1912.

The business was later continued at Longford, Gippsland by Bill, a younger brother of Thomas following service with the A.I.F. during the First World War. He was associated with Harvey, a son of Thomas, both during the war and then in the Longford business. It was moved to Sale in 1927 and continued to flourish until its disposal in September, 1979.

Neil (Committee) son of Harvey, in providing this historically interesting information has commented - “I remember my mother telling me that at the end of the First World War when she was about to marry returned serviceman Harvey, her other male friends said ‘Surely you are not going to marry a pig-sticker.’!” But marry him she did, and they both showed real “stickability” in surviving the business depression of the 30’s and the sad loss of two sons in the A.I.F. Arnold and Eric, during World War II.

* The district had many Irish farmers and pigsties, and each month a few pigs were roped in the farm carts and sent to the shed. (William Newnham’s grave is in the Boroondara Cemetery. The gravestone records his death in 1912, the deaths of his wife 15 months earlier, their infant children Frederick and Elizabeth, and their grandson, Sergeant Harvey J. Cook, son of James and Mary Cook, Romsey, killed in action in 1917.)

There was some confusion in the families as to who a “Grandma Sawyer” was. “Grandma Sawyer”, as she was known by some people of Newnham descent, died at Collingwood on 13 May, 1901, aged 84. Her father was James Gillam a Ship Captain, and her mother was Mary Gillam nee Shrivell. The informant shown on the DC was J. E. Newnham, grandson of 197 Vere Street, Abbotsford. She was buried in the Coburg Cemetery on 14 May, 1901.

According to the DC she was born at Brighton, Sussex, England, c. 1817, and had been in Victoria for 35 years so this would have her arriving c. 1866. This was incorrect as she
The Migrant Ship Harpley

married her third husband, George Minns, in 1863 in Melbourne. The family tree which I prepared from the DC and other records show she had been married four times, so little wonder there was some confusion. Her first child, Emma Eastwood, was Frederick Newnham’s second wife.

<table>
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<tr>
<th>Where</th>
<th>Age</th>
<th>To</th>
<th>Issue</th>
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</thead>
<tbody>
<tr>
<td>Brighton Eng.</td>
<td>22</td>
<td>Thomas Eastwood</td>
<td>Emma</td>
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<td></td>
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<td>Thomas</td>
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<td>Emily</td>
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<tr>
<td>Brighton Eng.</td>
<td>34</td>
<td>John Steers</td>
<td>Samuel</td>
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<td>May</td>
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<td></td>
<td>Henry</td>
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<tr>
<td>Melton, Vic.</td>
<td>47</td>
<td>George Minns</td>
<td>no issue</td>
</tr>
<tr>
<td>Melbourne, Vic</td>
<td>66</td>
<td>Augustus Sawyer</td>
<td>no issue</td>
</tr>
</tbody>
</table>

There appears to be no information about her, or any of her family arriving in Victoria. Other information about the Gillam family and Juniper are included in Chapter 3.

The Newnham Dynasty

Since writing the above the issue of the Newnham News, June, 1995, has been received. John Newnham uses the 50th. Anniversary of the end of World War 2 in his Editorial:

EDITORIAL: Vera Lynn, “The Sweetheart of the forces” sang “White Cliffs of Dover” during the recent 50th. Anniversary Celebrations of Victory in Europe Day and the memories were stirred of those days with too the realisation that our English ‘cousins’ were very much involved in the suffering and heartache of those critical times.

Without disparaging other traditions, we need make no apology for the pride we have in our heritage, which includes not only those with relatively remote ancestral links with the “Old Country), but those of the Clan in Australia who shared directly or indirectly in the defence of this country.

A “Sunday Herald-Sun“ feature on June 4th. recognises the ordeal of some, including our own clansman Clive Newnham, who suffered at the hands of the Japanese on Ambon Island in the Pacific and Hainan, just off the China mainland. Clive, as President of the Gull Force Association, comprised of survivors from those horror days, along with his comrades of the war years, is currently helping to “win the peace” through the Association’s program of medical aid for the Ambon Hospital and the financing of a well and pump for a Hainan village

May it be that as we celebrate the victory in Europe and the Pacific we too will be able to “overcome evil with good” and truly “advance Australia fair”!

NEWNHAM FAMILY TREE.

William.
B. c. 1791.
M. Catherine Chandler, Bp. 21 Sept., 1796.
Children.
3. Frederick.
B. 10 Aug., 1828.
M. 1/2 Mary Wood, 1853, Vic.
D. 12 July, 1899, Lilydale, Vic.
Mary Wood, B. 1830, SSX, Eng.
D. 1858, Vic.
Children.
1. Frederick Edward.
B. Dec., 1853, Preston
M. Mary Hovenden, B. 1858, Vic.
D. 1930, Kew, Vic.
Mary Hovenden, B. c. 1858.
D. 1922, Fairfield, Vic.
Nine children.
2. Mary Catherine.
The Migrant Ship Harpley

B. Feb., 1856, Preston, Vic.
M. David Evans, 1874, Vic.
D. 1932, Kerang, Vic.
David Evans.
Four children.
3. Emily Mercy.
   B. 1858, Preston, Vic.
   D. 1858, Vic.
4. Emma.
   B. 1860, Richmond, Vic.
   D. 1861, Vic.
   M. 2/2, Emma Eastwood, 2 May, 1859, Vic.
   B. c. 1840, Brighton, SSX, Eng.
   D. 24 Apr., 1908, Collingwood, Vic.
5. Alfred William.
   B. Sept., 1861, Melton, Vic.
   D. 19 Apr., 1879, Vic.
6. George Thomas.
   B. 8 July, 1863, Melton, Vic.
   M. Elizabeth Hannah Chandler, 9 Nov. 1886, Hawthorn, Vic.
   Elizabeth Hannah Chandler, B. 18 June, 1866, Vic.
   D. 24 Feb., 1952, Broadford, Vic.
   Eight children.
   B. 1864, Vic.
   D. 1892, Melbourne, Vic.
8. Emily Fanny.
   B. 1865, Melton, Vic.
   M. Richard Charles Cook, 1888, Vic.
   D. ?
   Richard Charles Cook, B. 1864, Woodend, Vic
   D. ?
   Seven children.
   B. 1867, Melton, Vic.
   M. Caroline Harriett Stray, 1893,
   D. 10 Apr., 1931, Nyah, Vic.
   Caroline Harriett Stray, B. 1874, Little River, Vic.
   D. 1954, Nyah, Vic.
   Six children.
    B. 1869, Melton, Vic.
    D. 1874, Melton, Vic.
The Newnham Dynasty

   B. 1871, Melton, Vic.
   M. Elizabeth Georgina Howe, 1897, Vic.
   D. 1960, Preston, Vic.
   Elizabeth Georgina Howe, B. 1872, Eaglehawke, Vic.
   D. 1944, Northcote, Vic.
   Five children.

   B. 1873, Tylden, Vic.
   D. 1892, Vic.

   B. 4 Dec. 1875, Tylden, Vic.
   M. Ethel Steers, 21 Dec, 1889, Vic.
   Ethel Steers, B. 1872.
   D. ?
   Seven children.

   B. 1880, Shepparton, Vic.
   M. H. King.
   One child.

15. Walter Lachlan.
   B. 1883, Tylden, Vic.
   M. Lillian Ethel Harriet. 1910,
   D. 1925, Ivanhoe, Vic.
   Lillian Ethel Harriet, ?
   One child.

   B. 20, June, 1830.
   M. Mary Harvey, 1853, Preston, Vic.
   Mary Harvey, B. c. 1837, SSX, Eng.
   D. 3 May, 1911, Camberwell, Vic.
   Children.

1. William Harvey.
   B. 1854, Collingwood, Vic.
   M. Naomi Hickmer, 1875, Vic.
   D. 1937, Sale, Vic.
   Naomi Hickmer, B. c. 1854, Brighton, SSX, Vic.
   D. 1926, Sale, Vic.
   Ten children.

2. Mary Elizabeth.
   B..1856, Preston, Vic.
   D. 1856, Vic

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B. 1857, Preston, Vic.
M. Annie Mary Adams, 1884, Vic.
D. 1906, Camberwell, Vic.
Annie Mary Adams, B. c. 1864, Vic.
D. 1936, Moonee Ponds, Vic.
Seven Children.

4. Ebenezer.
B. 1859, Richmond, Vic.
M. Sarah Adams, 1890, Vic.
D. 1940, Nagambie, Vic.
Two children.

5. Thomas.
B. 1861, Richmond, Vic.
M. Mary (Amy) Grace Ward, 1883, Vic.
D. 1924, Sale, Vic.
Mary (Amy) Grace Ward, B. ?
D. 1910, Clifton Hill, Vic.
Eight children.

6. Mary.
B. 1863, Koroit, Vic.
M. James Harvey Cook, 1890, Vic.
D. ?
James Harvey Cook, B. 1862, Woodend, Vic.
Four children.

B. 1866, Koroit, Vic.
M. 1/2 Mary Ann Gardner, 1901, Vic.
Two children.
M. 2/2 Clara Florant, 1907, Vic.
Two children.

8. Elizabeth.
B. 1868, Boroondara, Vic.
M. J. Adams.
Four Children.

B. 1870, Hartwell, Vic.
M. Hugh Henry McLachlan, 1893, Vic.
Two children.

10. Ada.
B. 1872, Hartwell, Vic.
M. J. Tann.

11. Frederick.
B. 1874, Boroondara, Vic.
D. 1874, Vic.
The Newnham Dynasty

12. Frederick Albert.
   B. 1876, Camberwell, Vic.
   M. Mary Robb, 1897, Vic.
   D. 1950, Lancefield, Vic.
   Mary Robb, ?
   Eleven children.
   B. 1878, Hawthorn, Vic.
   M. Alice Bell McEwen, 1902, Vic.
   Four children.
   B. 1880, Hawthorn, Vic.
   M. Violet Todd McEwen, 1906, Vic.
   Six children.

William and Frederick Newnham had 29 children and 108 grandchildren between them.

There is a plentiful supply of information in this book about the Newnhams. This does not denigrate other Harpley families; it merely reflects that some sources seemed more illusive.

Notes

3 The author’s copy of the Family Tree lists some 1520 and it is not complete.
5 The source of this article is unknown to the author, who apologises for not being able to properly acknowledge it.
6 See later, one poem is about “Mr. Chandler’s Sixty-ninth Birthday.”
7 Pastor Allen also married the author’s grandparents, John Chandler and Ruth Harvey.
8 Here follows a list of the other members of Frederick’s family. These will be listed on the family tree.
9 William Newnham’s children etc. appear on the family tree.
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Notes (Continued)

10 The author attends the Newnham Gatherings. My great great aunt, Catherine Chandler married William Newnham. They were father and mother of the Frederick and William Newnham of the Harpley. Also, my great aunt Elizabeth Hannah Chandler married George Thomas Newnham (Broadford). The author has produced in colour a chart called “The Chandler, Newnham, Harvey, Hickmer Connection”, all from Sussex, England.

The author’s main contact with the Newnhams was with George Newnham, Tribe of Frederick, House of George Thomas. (He was George Hartwell Newnham, born 2 September, 1887, married 5 July, 1919, Bessie May McFarlane.) He was the eldest child of the eight children of George Thomas and Elizabeth (Lizzie) Hannah nee Chandler. He worked for D. & W. Chandlers, finally managing their Warrnambool branch. The D&W C employees were a close knit group and used to have weekend trecks in the bush, often up
R. Parsons in his *Migrant Ships for South Australia-1836-1850*, records that the Harpley was the only Australian built ship to bring migrants to South Australia before 1850. This was the first voyage of the Harpley from England to Australia, which commenced on 12 May, 1848 at Deptford, arriving in Adelaide on Saturday, 2 September, 1848.

The names of the passengers she carried and her cargo as shown in *The South Australian Register*, Wednesday, September 6, 1848, were:

**SHIPPING INTELLIGENCE.**

arrived.

The ship *Harpley*, 574 tons, Buckland, master, from London. Passengers - Dr. John Spencer, surgeon superintendent, and John Spencer, in the cabin; and the following refugee emigrants from France:- John Barnet wife and six children, John Brown wife and four children, Wm. Burgess wife and four children, Joseph Clarke wife and child, John Clarke wife and three children, Wm. Cobb wife and two children, Henry Cope wife and seven children, Joseph Cope, Ann Cope, Henry Cope jun, Fanny Cope, Wm. Cope, Cornelius Crowder and wife, Hannah Crowder, Emma Crowder, Mary Crowder, George Dennisthorpe, John Davis wife and four children (one born on the passage), Mary Ann Denisthorpe (sic), Richard Dixon wife and two children, Sarah Dixon, Richard Dixon jun, David Dixon, Joseph Dixon, George Dormer and six children, Thomas Dormer, Thomas Dunk wife and five children, John Freestone wife and five children, Richard Goldfinch wife and four children, Jas. Hall wife and child, John Hemingway wife and two children, Wm. Harold and wife, John Hibbert and wife, Humphrey Hopkins wife and adult daughter Mary, Philip Hiskey wife and two children, James Henslie, Caroline Henslie, John Henslie, Benjamin Holmes wife and three children, Harriett Holmes, John Irons wife and child, Joseph James wife and two children, Edward Lander wife and six children (one born at sea) and Mary Ann (adult), Henry Lee wife and child, Hiram Langmore wife and five children, Matthew Matthews wife and three children, John Mountancy wife and three children,
The Migrant Ship Harpley

Thomas and George (adults), Emma Needham, Wm. Paul and wife, Wm. Parsons wife and seven children, Sarah, John, and Ellen, adults (the youngest, three months old, died at sea), Louisa Peat, Emily Peat, George Pike wife and child, John Revel wife and three adult daughters (Elizabeth, Anne, and Melisent), Wm. Henry Sanson and wife, John Sanson wife and four children, William Sanson, Jane Sanson, Thomas Sibley and wife, John Shaw, John Smith wife and four children (one, Mary Ann, adult), Thomas Street wife and four children, Wm. Stubbs wife and three adult children (Francis, Robert Henry, and Edward), George Summers wife and three children, Elizabeth (adult), John Sweeney, Theresa Sweeney, Mary Ann Sweeney, Robert Taylor, Walter Wells wife and seven children, Henry and John (adults), Thomas Wells wife and ten children, Sarah, Richard, Thomas, and Rebecca (adults), Thomas Widderson wife and six children, Henry Watts, Charles Richmond wife and eight children, Henry and Eliza (adults), Esther Samuels.

Cargo of the Harpley - 1 case, Elder & Co.; 1 cask, 3 anvils, 78 iron moulds, 1 box, 17 bundles steel, Blyth, Brothers; 2 cases, Miller & Bryden; 1 parcel, Lord Bishop of Adelaide; 1 do., Collector of Customs.”

Also in the same newspaper under the heading “Miscellaneous Shipping” there were three separate reports:-

The Harpley spoke the following vessels on the voyage out:- June 2nd., The Jumma, in lat. 5 10N., long. 24 W., from Calcutta bound to London; all on board well. June 16th., while in latitude 5 40N., long. 19 55W., she spoke the Richard Thornton, from London bound to Batavia. July 8th., spoke the General Sales, from London on 18th May, bound for Bombay, in lat. 26 56S., long 27 33W.

The Harpley arrived at Holdfast Bay, in safety, all well, having lost but one adult and a child during the voyage. She brought up with 60 fathoms on one chain, and 75 on the other; but partee (sic) both cables losing about 60 fathoms on both chains, but sustained no injury. She brings twenty-five agricultural labourers; the rest are lace workers, with their families.

The Harpley while in lat. 7 South, sighted a vessel, hull down, at daylight, but she came up with the Harpley in a few hours, and proved to be an American barque, supposed by her sailing qualities and other appearances to be a slaver.

A special article gave in more detail some of the history of the majority of the passengers, the “ Nottingham French Lace Workers”.2

THE EMIGRANT SHIP HARPLEY

This fine colonial-built ship took her departure from Deptford on the 12th May, and sighted Kangaroo Island on Tuesday the 20th August, at four in the morning. Remarkably insauspicious weather retarded the arrival within our harbour precincts, and eventually obliged Captain Buckland to trust to his cables and anchor in Holdfast Bay. During the terrific gale on Friday night the twice parting of the small bower cable obliged the Captain to have recourse to a chain cable on board, on freight, which by the help of the emigrants was got up and happily rendered conducive to the safety of the ship, the best bower holding on in the meantime, and confirming the good repute of the “holdingground” at the anchorage. The circumstantial history of the bulk of the emigrants per Harpley, is worthy of a particular notice.

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With the exception of six families, those on board the *Harpley* had been employed in French lace manufactories in or near Calais, some of them having been there eight years since they left their native place, Nottingham. At the outbreak of the French revolution the popular fury soon extended to the hitherto peaceful abodes of the refugees, and the cry of "*a bas les Anglais*" (down with the English) would possibly have been followed by actual and violent expulsion but for the timely interference of the Consul, who besought the insurgents at least to respect the persons of the English workmen. At that time the number of English working for or dependant upon manufacturing employers in Calais and its environs was nothing short of a thousand souls; of whom some have gone to Sydney, a few more are coming hither, and a ship-load were to embark at Calais for Port Phillip, a fortnight after the *Harpley* left.

In their extremity the English workpeople in Calais not willing to return to their native town of Nottingham, or any other part of the overstocked English labour-market, sent a memorial to Lord Palmerston, dated April 12, desiring to obtain passages to one of the English colonies, and a large number wishing to make a choice of South Australia, of which they professed to have heard through our "Voice". In those days an answer was returned by his Lordship, and a government Commissioner arrived to make the requisite enquiries. He was immediately succeeded by Mr. Cooper, a gentleman from the Office of her Majesty’s Land and Emigration Commissioners, who instituted diligent scrutiny into the characters and circumstances of the memorialists, and then arranged for their passage to England, preparatory to emigration for these colonies. On their arrival in London they learned that a benevolent Committee was sitting daily at the Mansion House, under the auspices of that genuine specimen of nobility the
The Migrant Ship Harpley
distinguished Lord Ashley, and eagerly engaged in getting up a generous subscription to which the town of Nottingham contributed £300 to £400 for the relief of those who were hourly compelled to return to England from the French territory. The objections of the Commissioners to send lace-makers and their families to a young colony like South Australia were compromised by the allowance of £5 per head from the subscription fund, and an engagement to provide a good outfit.
The details were then arranged, and the Harpley appointed, the emigrants embarked, and soon the poop of the ship, to use our informant’s words, was “transformed into a haberdasher’s shop,” from which everything necessary was gratuitously and unsparingly supplied to those who were in need; Mr Cooper being charged with Lord Ashley’s princely commands to let the unfortunate want for nothing. Mr Commissioner Wood visited them at Gravesend previous to their departure, addressed to them an admirable speech full of kindness and encouragement, assuring them they were proceeding to a land where honesty and industry seldom failed to find proper reward.
The only instance of death among the adults was an aged and ailing man (in his 67th year) who was unwilling to be separated from his family, and to whom the Commissioner humanely granted a free passage. He died in traversing the Bay of Biscay, the only instance of mortality besides, being a delicate infant of three months old. A sea-apprentice and a young sailor named Bateman fell overboard during the passage, but both were saved by a well directed life-buoy until they could be picked up. During the passage the ship only sighted the Cape Verd Islands and St. Pauls. The passengers, who were scarcely becalmed on the Line, suffered little from the heat in the Tropics, and as little from cold in the Southern Hemisphere, 39 S. being the most southerly latitude attained. There was no case of serious illness during the greater part of the passage, and 256 souls have arrived in excellent health, in a remarkably clean and well-commanded ship; manned by a fine crew. During the passage Mr Spencer the Surgeon-Superintendent read prayers every Sabbath when the weather permitted.
We have seen in the hands of the refugee Emigrants, some of the certificates granted by employers and municipal officers in France, and they speak well for the character of the people, who we hope will find they have exchanged the inhospitable treatment of the French for a hearty welcome in a British colony. Theirs is an instance calling for especial sympathy and spirited exertion on behalf of the colonists, and we shall much mistake if the newly-arrived do not in their case confirm the assurance, that any honest men and women who venture to South Australia with their offspring, will be likely to find the right hand of fellowship extended towards them, in a land of peace and plenty.
We have elsewhere published the names, and shall be exceedingly glad to assist, through our office, in facilitating, engagements between employers and those who assure us they are anxious to make themselves useful in any capacity.”

In September, 1981, Mr. Nick Vine Hall, Director, Society of Australian Genealogists published the following information in The Genealogist:1

AUSTRALIAN DESCENDANTS FROM THE NOTTINGHAM FRENCH-LACE WORKERS

254 passengers per the ship Harpley, departed London 12 May 1848, arrived Adelaide 2 September 1848.

296 passengers per the ship Fairlie, departed Plymouth 30 April 1848, arrived Port Jackson 7
The First Voyage

August 1848.

263 passengers per the ship *Agincourt*, departed Gravesend 16 June 1848, arrived Port Jackson 6 October 1848.

Madame Margaret Audin and Mrs. Elizabeth Simpson are collaborating on a study of these Australian immigrants. Originally they are British, mostly from the area of Nottingham, but a few can be traced to other areas of the British Isles. At some time in their lives all of them went to live and work in France, mostly in Calais, but a few can be found in other areas of France.

In the first half of the nineteenth century expert machine makers had cleverly devised machines capable of making lace, hitherto only slowly produced by hand. A booming industry grew-up in Nottingham. Traditional hand making lace areas began to suffer. Northern France was one of these. To survive they needed to begin to make their lace also by machinery. Not unnaturally, the British were anxious to preserve their monopoly of the trade and make it as difficult as possible for their ideas and patents to be copied.

But in any walk of life, at any time in history, a form of “espionage” can apply. Parts of machines were transported from England to France by all manner of means. Once there experts were needed to re-assemble them. Then some more experts, either to train French operatives, or move to live and work in France carrying on an industry learnt in England. Many thousands moved. Calais became known as the “Nottingham of France.”

In the “Year of the Revolution” in France, 1848, life was disrupted for everyone, but especially for the “British foreigners”. The closing factories threw many hundreds out of work. All suffered, from the top “owners” to the lowest operatives. Instinctively they turned for home. Nottingham alone was faced with the prospect of several hundred people - whole families of people - arriving all together. They needed places to live and support for the coffers of the Poor Rate until they could find work through which to support themselves. Above all they needed work.

In 1848 the machine lace trade in Nottingham, quite simply, could not absorb this kind of influx. The Poor Rate, always stretched to the limit anyway, could only provide for numbers on such a vast scale as this by one method - increase the rates! The city fathers put their heads together to devise a way out of this dilemma. “Collections” were made. But this was not a small disaster, like a ship wreck or a fire - this involved enormous numbers of people. A “one off” payment would not suffice. There were long term problems looming here.

Emigration - mass emigration - seemed to offer a remarkable solution! Not only would this lift the burden completely from the shoulders of the Nottingham Poor Law administrators, but it would also preserve the livelihood of the many thousands of workers already in the machine made lace industry in Nottingham - an industry which could in no way absorb so many extra hands without the threat of financial collapse.

More than all this, the solution could offer hope to this mass of people, otherwise faced with great hardship, if not ultimate destitution. Emigration to Australia offered them a chance to build new lives for themselves and their families.

This then is the bones of the story of how three boatloads of remarkably skilled immigrants arrived in Australia in the space of only three months in 1848.
The Migrant Ship Harpley

In 1987, the autumn edition of the Genealogical Society of Victoria’s journal, *The Ancestor*, had the following story by Mignon Preston. It is one good example of what some Harpley immigrants were able to do after coming to Australia.

**A VICTORIAN SEEKS HIS FORTUNE IN THE GOLDEN WEST**

In 1930, a newly-elected member of the Western Australian Parliament mentioned advice he had been given to the effect that he should ‘read, mark and inwardly digest’ everything until he found his feet. He declared that ‘if compelled to swallow all the vapourings I have heard in this house in the last few days I should have an attack of indigestion!’ His comment did not impress some of the more senior members of parliament. If they had known something of the member’s early history they might have understood his direct, no-frills approach to the business of government.

The speaker, Herbert Edward Wells, was the grandson of Thomas and Sarah Wells of Nottingham. The latter were members of a group of lacemakers living and working in France, who left Calais at a time of political unrest, arriving in South Australia on the *Harpley* in 1848. Seven years later this family drove their cattle overland and settled near Buninyong. One member of the family was a small boy called James, born in France a few years earlier. James married Mary Murray, and their son Herbert Edward, was born at Ballarat in 1872.

Herbert’s earliest memories were of a one-roomed house built of saplings, filled with clay, at Blackwood Mining Camp. He went to school at Barry’s Reef, and at first was more interested in emulating the Kelly gang, than in his schoolwork. Later however, he became more studious and enterprising. In his twelfth year he was only compelled to attend school for half of his time. During the remainder he carried out alluvial prospecting with his father, James. A small claim was pegged in his name, but prospecting for gold was seen as an uncertain future, and he was apprenticed to a local bootmaker. Gold however, was to play a further part in his future. As a young man of twenty-two, he vainly sought work in depressed Melbourne. The Coolgardie goldfields were then booming in far-off Western Australia, and Herbert decided to seek his fortune in the West. In a spirit of adventure he borrowed £2-10-0 from a ‘wealthy’ friend and bought a steerage passage on the *S.S. Buninyong*.

After parting from his family, he suffered a very rough passage across the Bight, and like the other passengers who did not quit the ship at Albany, mainly because they did not possess the train fare to Perth, was very glad to round Rottnest and see the white sands of Cottesloe in the distance. At Fremantle, a short time later, Herbert descended the gangway and walked along the jetty, with thirty shillings in his pocket, and only his courage and initiative on which to build a future for himself. When a little later, he parted with 22/6 for a week’s board and lodging in the centre of Fremantle, he felt more secure temporarily, though urgently in need of money. He explored his surroundings over the next two days, and noticed that gangs of convicts were at work, quarrying limestone which abounded locally, or building roads. An old school pal whom he met offered him a job at Coolgardie, about 600 km inland, but typhoid fever was rife and he had promised his mother not to work on the goldfields. Monday came, and he was able to obtain a position in a warehouse in Cliff Street. This brought him a regular income, and by exercising care he was able to save some of it. He later took on the job of warder in the Fremantle prison of Her Majesty’s Government. Supervising a party of fourteen men, some of them serving terms for manslaughter, in blasting operations underground, was at first nerve-racking work, but the pay was better.
At the end of a year he had saved enough to bring his parents and his seven brothers and sisters to Western Australia, with jobs for those who could work. He then felt free to leave for the goldfields which had called from the other side of the continent. After a train journey to Mingenew he boarded coach for a rough 2-day journey across almost trackless mulga country, towards the Murchison Goldfields. Lying under a starry blue canopy at night, he wondered what adventures lay in store.

In fact, he played many parts over the next few months - not just because they were offered to him, but because he was willing to try his hand at almost anything. He did sign-writing, lined horses’ collars, and took on various jobs on the mines, both above and below ground.

Hard work was the order of the day. There was little or no recreation in the outback camps, and the miners spent any spare time gambling and drinking. Police protection consisted of periodical visits from Yalgoo, and sometimes a drunken miner had to be forcibly chained to the ‘lock-up’ tree by his more sober mates. Herbert and a friend decided to do something to uplift the moral atmosphere of the town. With the publican’s consent they proposed to hold a Sunday evening service outside the ‘pub’. Despite their notices, a congregation was not forthcoming until Herbert ventured to sing ‘The Holy City’, in his pleasant baritone. Then the publican, his wife and the barmaid took their chairs onto the verandah, and the campers began to drift towards the ‘chapel’ with their hurricane lamps. Several of the young miners were Welshmen, with fine voices, and the Sunday evening services grew to be a looked-for event. Cricketing gear was purchased from Geraldton, and Sunday afternoon matches became popular also.

Herbert presently returned to Perth, and not long afterwards he set out for the Eastern goldfields. In 1897 the railway was still under construction. Coolgardie, his destination, was the railhead, and Herbert was surprised at its immensity, and the enormous amount of business carried on. The countryside was alive with prospectors who gravitated quickly to any reported ‘new find’. Goods of all kinds were ‘shipped’ to all the outback country by camel trains. Herbert was to manage his friend’s bootshop, a galvanized iron affair. His living quarters consisted of a tent. Conditions in the town were dry and very dusty and most of the available water had to be distilled at high cost.

While he was living at Coolgardie, important finds were made at Hannan’s (now known as Kalgoorlie), and thousands of eager miners stampeded to the area. The railway was soon extended to serve this new goldfield. Herbert suffered an attack of the dreaded typhoid, and was out of action for six weeks, during which he saw strong men carried out, but never doubted his own recovery. Phillipa Bayley, one of the young ladies visiting the patients to bring them good cheer, was later to become his wife. His adventurous spirit took him further afield, by train and bicycle, for a while longer, and he visited such places as Menzies and Leonara. The arduous climate and his bout of fever were beginning to tell on his health, however, and he decided to look for a cooler climate.

Collie, in the south-west of the state, was beginning to build up a coal-mining industry, though most of its inhabitants lived in tents and huts. Herbert made the move to Collie early in 1900, and in the following years, he and Phillipa reared a family of three boys and a girl. Some of his cousins from Victoria had also made the journey across the continent, and had settled in various parts of Western Australia. His father, the bewhiskered James, who had journeyed from France to South Australia, mostly on board the Harpley, and then around the other eastern states before
settling his family near the traffic bridge at North Fremantle, now also moved to Collie.

For a time Herbert ran his own shoe business, but later, seeing the need for a local market for produce then being sent to Perth, he disposed of his interests to a large firm, and established himself as an auctioneer and produce merchant. He was active in local government and on the W.A. Roads Board executive. On Sundays he was for a time superintendent of the Sunday-school, and proceeded from there to the local football field where he also gave his services. This was a source of distress to his wife who was deeply religious, and considered the Sabbath should be kept sacred. He was elected to the office of Mayor in 1910, and held this position for three years prior to World War 1.

In 1914 he was granted a commission and agreed to accept an overseas posting, though he was by then forty-four years of age. His service was in Britain, and gave him the opportunity to visit many famous castles and cathedrals. This compensated, in part, for being separated from his family, left behind in Collie.

It was not surprising that on his return, after the war, he decided to remove his family to the much larger city of Perth. He tackled the challenge of building a new business with zest, adopting an advertising campaign which borrowed heavily from Shakespeare. Tram passengers found their eyes attracted by illustrations such as one depicting Hamlet standing in a grave, with a skull in his hand declaiming:

‘Alas, poor Yorick,
I knew him well.
’Twas he who first said
WELLS SELLS WELL’

This brought the family name into prominence, and the firm of ‘H.E. Wells & Sons, Auctioneers’, was born.

Its founder was to serve the public further, in local government, in the Returned Soldiers’ League, and as a member of parliament in Sir James Mitchell’s government. He was influential in setting aside some of the recreation land which enhances the Swan River today. Nowadays, the auctioneering business which he founded in 1919 is managed by one of his grandsons. It is one symbol of his many achievements. Herbert Edward Wells had come a long way from the sapling hut in a small mining camp in Victoria.

This account is based on information derived from his own memoirs, from official records, and from interviews with his daughter, Mrs Dolly Rees and his son Mr Les Wells.

Notes
1 Ronald Parsons, loc. cit., pages 95-96.
2 The South Australian Register, Adelaide, 6 September 1848.
3 Mr. Nick Vine Hall gave his kind permission for this extract to be used.
4 State Library of Victoria - for the use of illustration - Emigrant Needlewomen on Deck - Wood engraving
The Third Voyage

Chapter 6

The Third Voyage - September 1850 to 31 January, 1851.

The third voyage of the Harpley from England to Australia, commenced in September 1850, from London and Plymouth via Adelaide 27 January, 1851, arriving in Melbourne 31 January, 1851.

The names of the passengers she carried and her cargo as shown in The Argus, Saturday 1 February, 1851, were:

Thomas Buckland, commander. Capt. Cameron. Messrs. Mills, Purchase, Smith, S. Walsh, F. Walsh, Fellows, Townley, Johnson, McCooney, Hills, Ratcliff, Brown, Smith, Calthrop, Mande, Steinthorpe, Mackeny, Cosby, Caughters, Dunlop, Hewitt, Cheray, Howell, Martin, Oliver, Fairhurst, Carter, Hobler, Kimey, Birming, Leek, Smith, Wright, R and G. Rogers, Wheeler, Hougetts, Gamble, Wood, J and T. Allen, G and T. Reddish, George, Jones, Hammond, Hogue, Lecks, Sheppard, Middleton, Clear, T. Clear, Warren, Sweetman, Henshaw, Misses Beard, Davis, Tallow, Wood, C. Wood, A and J. Hugall, A and T. Motherwell, Jenndtt, A. Savile, Algiers, Walker, Donovan, Fox, Mr and Mrs Allen, Mr and Mrs Murphy, Mr and Mrs Brooks, Mr and Mrs Williams and son, Mr and Mrs Phillips, Mr and Mrs Duncan, Mr and Mrs Browne, Mr and Mrs Headings, Mr and Mrs Cain, and two sons, Mr and Mrs Harper, Mr and Mrs Singleton and family, Mesdames, Wright, Wheeler, Gardaner, Gardener, Walsh, Davies, Motherwell, Bennet. O. Browne & Co, Agents.

Imports

January 31 - Harpley, from London via Adelaide - 24 packages, H. Harper; 913 bars iron, 21 bundles, 29 casks, 2 tierces, 2 cases, R and W Perry; 1 bale, T and J Berry; 2 crates, Crouch, Trangmar; 5 cases, Allen; 1 box, Mrs Walsh; 40 bags, 19 barrels, 50 tubs, A.F.Ozanne; 4 packages, Order. Shipped at Adelaide - 4 casks rice, 4 barrels ginger; 28 qr. casks wine, 4 hhds gin, 20 cases do, 186 bags wheat, Order.

Under "Commercial Intelligence" the following report appeared:
The Migrant Ship Harpley

THE HARPLEY.

A meeting of the passengers by this vessel was held at the Jerusalem Coffee House, Adelaide, Mr Coates in the chair.

The following expression of opinion was unanimously agreed to—

“We the passengers by the ship Harpley, from England, whose names are herewith annexed, having heard on our arrival at Port Adelaide of the sensation that has been created in the minds of many persons in the colony and in England, and letters having been received from our friends in England expressive of intense anxiety for our safety, find that this alarm and anxiety has arisen from a paper found in a bottle picked up on the English coast, bearing the following words—

“We the passengers and crew of the ship Harpley, bound for Australia, enclose this paper to inform our friends that we are half starved on a raft, having drunk the contents of this bottle, the only thing we have drunk for twenty-four hours. The vessel sprung a leak and foundered 24th September, 1850. Courteney Fowler.”

As the bottle may have been thrown overboard by some person or persons at present unknown, passengers by the Harpley, we whose names are hereunto annexed, regret that we cannot find words sufficiently strong to express our horror and disgust at such a wanton act of cruelty, which may have caused more serious effects than mere alarm in the minds of our friends and relations; and we do hereby wish publicly to record our feelings on the subject, that the same may be officially transmitted to England, in hopes that the Press by giving publicity to the same may deter any future passenger from acting such a wicked, mischievous, and cruel part.

(Here follow the passengers names.)

Moved by Mr Miles, seconded by Captain Buckland, and carried with one dissenting voice—

That it is the opinion of this meeting that Mr Courteney Fowell(sic) was not the real author of the false report concerning the Harpley, and that we beg to express our regret that he should have been prejudiced at home and in the colonies by the improper use of his name.

A good deal of conversation took place on the proposal of this resolution, and resulted in being carried with one dissentient voice.

A vote of thanks was then given to the Captain, the owners, and the charterers of the vessel and the meeting broke up.

No attempt has been made to obtain a copy of any report from English papers, but no doubt something would have been printed. There was much interest at ‘Home’ as to what was happening in the colonies; general interest, and particular interest by families left behind in England.

On the shipping list the man mentioned in this report is shown as ‘Fellows’.

The Argus, Saturday 8 March, 1851, simply records that the Harpley sailed on 7 March for Callao. Other newspapers were just as niggardly in their reports of the Harpley’s sailing. Both the Melbourne Daily News, and the Melbourne Morning Herald, Saturday 8 March, 1851, had the same simple message - “Sailed - March 7 - Harpley for Callao.” Callao is a seaport in Peru, probably the port for Lima. It is a trading centre with a population of about 90,000, with dry docks and a naval arsenal. The exports are cotton, sugar cane, copper, silver and lead.
The Third Voyage

Many ships sailed to Callao in the mid 1850’s both from Melbourne and Sydney. For example in 1855 the *Abdallah* left Sydney and the *Francis Ridley, Mooresfort* and *Hero* left Melbourne in ballast. Did they load cotton and sugar in Callao for England?
Chapter 7

The Fourth Voyage - 9 April to 17 July, 1853

The fourth voyage of the Harpley from England to Australia commenced on the 9 April, 1853 from Southampton, and arrived in Melbourne 17 July, 1853. Although the Lloyd’s Registers dated 1853 to 1855 show the Master as R. Carey, he was actually Charles Henry Cary. His signature on the passenger lists for each of the voyages is quite clear and was C. H. Cary. The new owners were Bennett & Co., and the port of registration was London. The Surgeon Superintendent was Dr D. J. Roberts. The “Passenger List” gave the total number of ‘Statute Adults’, exclusive of Master, Crew and Cabin Passengers, which the ship can legally carry as 237. The Master signed that:

“I hereby certify that the provisions actually laden on board this ship, according to the Requirements of the Passengers’ Act, are sufficient for 237 Statute Adults”.

This figure (actually 236 1/2) was calculated as follows:

<table>
<thead>
<tr>
<th>Number of Souls</th>
<th>English</th>
<th>Scotch</th>
<th>Irish Statute Adults</th>
<th>Total</th>
<th>Equal to</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adults</td>
<td>191</td>
<td>-</td>
<td>18</td>
<td>209</td>
<td>209</td>
</tr>
<tr>
<td>Children between 14 and 1</td>
<td>47</td>
<td>-</td>
<td>8</td>
<td>55</td>
<td>27 1/2</td>
</tr>
<tr>
<td>Infants</td>
<td>3</td>
<td>-</td>
<td>1</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>241</td>
<td>-</td>
<td>27</td>
<td>268</td>
<td>236 1/2</td>
</tr>
</tbody>
</table>

Here are some headings and statistics from the passenger and disposals lists

1
# The Fourth Voyage

## Passenger List

<table>
<thead>
<tr>
<th>Ports of which Embarkation Passengers</th>
<th>Names of Passengers</th>
<th>Ages</th>
<th>Profession Occupation</th>
<th>Whether English or Scotch or Irish Calling.</th>
<th>Port at which Passengers are to land.</th>
</tr>
</thead>
</table>

### Nominal List

- **No.**
- **Name**
- **Calling**
- **Native Country**: England and Wales
  - Scotland (The home county was listed here)
  - Ireland
  - Other Countries (No one was listed here)

### Religious Denomination

- Church of England (Preponderance)
  - Presbyterian
  - Wesleyan
  - Roman Catholic
  - Other Persuasions

### Education

- Read and Write (Preponderance)
  - Read Only
  - Neither

### Disposal List (This follows across from the nominal list)

#### Age of Adults

- **Married**
  - 45 and Upwards
    - Male
      - (3)
      - 14 and under 45
      - Male
      - (40)
      - Female
      - (43)
  - Single persons, Widows and Widowers
    - 45 and Upwards
      - Male
      - (1)
      - 14 and under 45
      - Male
      - (3)
      - Female
      - (118)

#### Age of Children

- 7 and under 14
  - Male
  - (7)
  - Female
  - (15)
The Migrant Ship Harpley

1 and under 7
Male  Female
(19  14)
Under 1 Year
Male  Female
(2  3)

By Whom Engaged
Name  Address
Date
Wages
Term
With or Without Rations

A list of deaths follows, there were 2 deaths, Marian Jefferson and John Trinnick, both infants. Also 2 children were born on the voyage, to the Bradfields and the Carters.

Among the occupations etc., are the following: Ag. Labourers, carpenter, bricklayer, mason, shoe maker, gardener, tailor, school master & (wife) matron, shepherd, blacksmith, domestic servant, dressmaker, milliner, warehouseman, etc.

A ship load of skilled and semi skilled people would most likely find work and fit in well with other immigrants who were already in the burgeoning colony. Also, there was a preponderance of females. For example, Adults, 46 male and 163 females most were domestic servants already engaged, but often for one month only, at a wage ranging mainly between £20 and £30 per annum with rations.

Valuable information to genealogists and others can be gathered from lists such as these.

Passengers on Board the Harpley arriving 17 July, 1853. Families:

<table>
<thead>
<tr>
<th>Name</th>
<th>Age</th>
<th>Calling</th>
<th>Name</th>
<th>Age</th>
<th>Calling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adcock</td>
<td>35</td>
<td>Ag. Lab.</td>
<td>Maloney</td>
<td>25</td>
<td>Ag. Lab.</td>
</tr>
<tr>
<td>Emanuel</td>
<td></td>
<td></td>
<td>Patrick</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elizabeth</td>
<td>42</td>
<td></td>
<td>Bridget</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anderson</td>
<td>22</td>
<td>Sawyer</td>
<td>Mary</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>John Nicholls</td>
<td></td>
<td></td>
<td>Patrick</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Emma</td>
<td>22</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bilson</td>
<td>18</td>
<td>Lab.</td>
<td>William</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>John</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elizabeth</td>
<td>17</td>
<td></td>
<td>(Infant born dead)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bowser</td>
<td>36</td>
<td>Carpenter</td>
<td>Margoie or Magin</td>
<td>29</td>
<td>Carp.</td>
</tr>
<tr>
<td>Charles</td>
<td></td>
<td></td>
<td>(or) George</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eleanor</td>
<td>35</td>
<td></td>
<td>Caroline</td>
<td>33</td>
<td></td>
</tr>
<tr>
<td>Jane</td>
<td>12</td>
<td></td>
<td>Henrietta</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Elizabeth</td>
<td>3</td>
<td></td>
<td>Thomas</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>William</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bradfield</td>
<td>29</td>
<td>Ag. Lab.</td>
<td>Frederick</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Henry</td>
<td></td>
<td></td>
<td>George</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Elizabeth</td>
<td>22</td>
<td></td>
<td>Richard W</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(Infant born on board)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buchland</td>
<td>26</td>
<td>Ag. Lab.</td>
<td>Martin</td>
<td>36</td>
<td>Carp.</td>
</tr>
<tr>
<td>James</td>
<td></td>
<td></td>
<td>Elisha</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The Fourth Voyage

<table>
<thead>
<tr>
<th>Name</th>
<th>Age</th>
<th>Job</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sarah</td>
<td>24</td>
<td>Sally or</td>
</tr>
<tr>
<td>James</td>
<td>2</td>
<td>Sarah</td>
</tr>
<tr>
<td>Emma</td>
<td>1</td>
<td>Emily</td>
</tr>
<tr>
<td>Burrows</td>
<td>25</td>
<td>Ag. Lab.</td>
</tr>
<tr>
<td>Mary</td>
<td>24</td>
<td>Laurall</td>
</tr>
<tr>
<td>John W.</td>
<td>1</td>
<td>Matthews</td>
</tr>
<tr>
<td>George</td>
<td>33</td>
<td>Carp.</td>
</tr>
<tr>
<td>Adelaide</td>
<td>38</td>
<td>Mary Ann</td>
</tr>
<tr>
<td>William</td>
<td>15</td>
<td>Carp.</td>
</tr>
<tr>
<td>Mary Ann</td>
<td>12</td>
<td>William</td>
</tr>
<tr>
<td>Henrietta</td>
<td>9</td>
<td>Ellen</td>
</tr>
<tr>
<td>George</td>
<td>5</td>
<td>Muskin</td>
</tr>
<tr>
<td>Charlotte</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>(Infant born on board)</td>
<td>?</td>
<td>Matron</td>
</tr>
<tr>
<td>Casey</td>
<td>22</td>
<td>Ag. Lab.</td>
</tr>
<tr>
<td>Patric</td>
<td>23</td>
<td>William H.</td>
</tr>
<tr>
<td>Jeramiah</td>
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The Migrant Ship Harpley

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Then follows either adult children of the above families or passengers without families:

Legend for “Calling”.
(This list puts very indistinct names in italics.)

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<td>WM</td>
<td>Waistcoat Makers</td>
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Atkinson Francis 38 DS Mack Mary W 19 DS
Aylesworth Cath 23 WW McMannes Mary 23 DS
Bellmont Rose 21 DS McDonnell Ann 24 DS
Bennett Mary Ann 25 DrM McMannes Susan 18 DS
Bayles Ellen 24 DS Meeham Ann 32 DS
Brealey Emma 26 DS Meadows Ann 24 DS
Brealey Sutton 14 DS Moody Eliza 31 DS
Buckley Lucy 27 DS Moore Elizabeth Amelia 27 DS
Burns Mary 30 DS Moore Mary A. 19 DS
Burnett Sarah 40 DS Nesbitt Susanna 19 DS
Chasey Ann B. 33 DS Norris Amelia E. 19 DS
Cooke Anne 27 DS Nugent Ellen F. 15 -
Cox Margaret 38 DS Nunn Eliza 23 DS
Coulty Eliza G. 22 M Page Sarah 27 DS
Cross Anne 29 DS Paysey Eliza 28 DS
Cormack Mary Ann 21 DrM Prentice Margaret 29 DrM
Cowdrey Eliza Mary 30 DS Phillips Emma 21 DS
Davis Maria 29 DS Powell Mary 27 WM
The Fourth Voyage

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Florence Chuk in her book *The Somerset Years*, records that the *Harpley* had a pleasant voyage to Melbourne and passengers kept in good health.²
The Migrant Ship Harpley

*The Argus*, 17 July, 1853, reported the arrival of the *Harpley* with the Master as Captain Cary and with two hundred and sixty Government immigrants landed. There was no list of passenger names.

*The Argus*, Wednesday 10 August, 1853 recorded that she had been “cleared out”, that is sailed, on 9 August, in ballast and with no passengers, for Madras.

Geelong, looking towards the port in the 1850's
S.T. Gill's illustration.

Notes

1. The author has copies of the full passenger list and nominal and disposal list, but it is not possible in all cases to decipher names and particulars. This list puts very indistinct names in italics.

The Fifth and Last Voyage

Chapter 8

The Fifth and Last Voyage to Melbourne - 10 February, 1855 to 8 April, 1855 from Hong Kong.

A report in The Argus, Tuesday 10 April, 1855:

Arrived April 8 - Harpley, barque 547 tons, Charles H Cary, from Hong Kong 11 February, with three hundred and forty-six Chinese passengers. Capt. Cary Agent.” Also under the heading: “Imports” - “April 8 - Harpley, from Hong Kong, 160 tons tea, Order.

The passenger list, however, shows that the number of Chinese taken on board in Hong Kong was 336. One passenger aged 31 died on the voyage of 57 days and 335 were disembarked in Melbourne. In the author’s copy of the passenger list many names are indistinct so could be misleading to try to record them here. Some statistics may be of interest and details of these under each column heading are shown:

- Port of Embarkation - in all cases, Hong Kong.
- Whether Male or Female - in all cases, Male.
- Age - in the range of 20 to 42 years.
- Calling - 314 Coolies, 1 22 Merchants.
- Native Place - Canton, then perhaps Packson.
- Whether Free or Hired Employees - in all cases, Free.

In 1855 Captain Cary, the Master of the Harpley, took advantage of the influx of Chinese to Victoria and left Hong Kong with a ship load of Chinese passengers and 160 tons of tea. The lure of gold brought some 34,800 Chinese to the Victorian gold fields between 1850 and 1859, with a further 8,000 or so between 1860 and 1890. The peak was in the year in which the Harpley came to Melbourne, 1855, when some 11,500 came. Ship owners took advantage of this and it provided a bonanza for shipping. About 80 ships carried the Chinese passengers from Hong Kong in the years 1854 to 1858 inclusive. These ships are named below:
### The Migrant Ship Harpley

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<td>Mathilde</td>
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<td></td>
<td>Sumatra</td>
<td>Juno</td>
</tr>
<tr>
<td></td>
<td>July</td>
<td>Lady Hayes *</td>
<td>August</td>
</tr>
<tr>
<td></td>
<td>December</td>
<td>Excelsior</td>
<td>Labuan</td>
</tr>
<tr>
<td>1857</td>
<td>January</td>
<td>Bernicia</td>
<td>Land o’Cakes</td>
</tr>
<tr>
<td></td>
<td>March</td>
<td>Vanguard</td>
<td>Oracle</td>
</tr>
<tr>
<td></td>
<td>April</td>
<td>Wild Wave</td>
<td>Alfred The Great</td>
</tr>
<tr>
<td></td>
<td>June</td>
<td>Maria Hay</td>
<td>William &amp; Jane</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bonnie Doon</td>
<td>Hebe</td>
</tr>
<tr>
<td>1858</td>
<td>February</td>
<td>Cashmere</td>
<td>Eleonore</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hindestan</td>
<td>March</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bengal</td>
<td>Lancashire</td>
</tr>
<tr>
<td></td>
<td>August</td>
<td>Lord Warriston</td>
<td>May</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ocean Chief</td>
</tr>
</tbody>
</table>
The Fifth and Last Voyage

To summarize:

1854 23 ships arrived.
1855 31 “
1856 9 “
1857 10 “
1858 7 “

* Four ships made two voyages each.

The Chinese were generally not accepted by the mainly English speaking settlers in Victoria. This was because of a lack of understanding of the Oriental culture and language which were so different to those of the earlier immigrants. The lack of communication between the European and Oriental races caused much misunderstanding which led to violence especially on the gold fields. The administrators tried to alleviate the situation by establishing a Gold Fields Commission of Enquiry and passing laws and regulations, some of which were specifically aimed at the Chinese. One which was passed to try and discourage Chinese from coming to Victoria provided for a landing or poll tax of £10 for each Chinese disembarking in Victoria. This led to the disembarking of some 20,000 Chinese in South Australia, who then walked overland in large groups to the Victorian gold fields. John Chandler wrote of some of his exploits with these groups; including one of his journeys in 1856, when he was 18.

Chinese at the Bendigo goldfields
S.T. Gill
The Migrant Ship Harpley

The Chinese had now begun to come into the country, and threatened to swamp the diggings. So they put a poll tax on them, but John (one name for Chinese in those times) soon found a back door. I met between six and seven hundred coming overland from Adelaide. They had four wagons carrying their sick, lame, and provisions. They were all walking single file, each one with a pole and two baskets. They stretched for over two miles in procession. I was half-an-hour passing them. As I stood on a hill when I first came in sight of them, I could not make out what it was coming. They were winding across the plain like a long black mark, and as I passed them, every one behind seemed to be yabbering to his mate in front in a sing-song tone. It was a beautiful morning, so I did not feel very much against them, although they were defrauding the revenue. There was a poll tax of £10 each on them, so there was a loss of revenue of about £7,000 on this one lot. They nearly all had hats like the top of a haystack, nearly a yard across.\(^3\)

Not long after the arrival of the Harpley, The Argus, Saturday, April 14, 1855 reported:

The arrival of large bodies of Chinese to this colony has attracted the attention of our Legislature, and has become a subject of considerable interest and importance to the public generally. Upon reference to our shipping reports, it will be found that within the last few days about two thousand six hundred and seventy-seven Chinese have been brought to our shores by the Annie, George Metcalf, Statesman, William and Martha, Harpley, Kate Hooper, Lady Hayes, Robertina and Levant; and a greater number may be daily expected by the Tusquina, Monsoon, Wizard, Margaret, and three others, now on their way to this port, from Hong Kong. Most of these vessels have on board one or two Chinamen, who left Victoria some months since for the purpose of inducing their countrymen to visit the gold-fields of Australia; and these leaders, who manage to speak English tolerably well, inform us that “all” their countrymen are coming after them. Then what steps can be taken to stop this inundation? We perceive that the Government of Hong Kong have recently put the provisions of the English Passenger Act of 1852 into active operation, so that vessels will in future be allowed to carry only one passenger for every two tons. This, to a certain extent, will stop the present tide of immigration of these people, because it will be found by owners of small vessels that it will not be remunerative now the numbers of Chinese passengers will be limited. But still we shall have larger vessels, such as the one just arrived, the Kate Hooper, of 1507 tons, and bringing 716 Celestials as one cargo; and this can be done without infringing the acts in operation at Hong Kong and here. The vessels referred to above have brought exactly five hundred and ten passengers in excess, and, of course, the immigration officer will take the usual legal proceedings against the captains, who incur a fine of £2 per head, or a little over £1000. Would it not be well, in addition to the contemplated capititation tax upon the Chinese, to compel the master of every vessel to enter into a bond with two responsible sureties that the Celestials should work at their legitimate trades for a certain period after landing, before permission should be given them to dig for gold? Owners of ships would soon find a more profitable occupation for their vessels than that of bringing Chinese to these colonies.

Also, in the same issue the following article was published under the heading “Legislative Council”, where matters discussed in the Council are listed:

“THE CHINESE INVASION”

It is not a matter of much surprise to find that considerable anxiety prevails as to the increasing numbers of the invading army of Chinese, and that the colonists are beginning to rouse themselves to an anxious consideration of what is best to be done to turn aside impending
The Fifth and Last Voyage

danger, whatever its nature may be.
An event occurred on Wednesday which exhibits strongly the manner in which the presence of these strangers may seriously compromise our welfare.

Five of the new arrivals were charged, at the Police Court, with exposing for sale, and with selling, a number of pictures of the most indecent character. These pictures, according to the evidence of the detective officers, who deserve credit for their vigilance, had been exhibited to a miscellaneous crowd of bystanders, among whom were several children of both sexes.

There was a characteristic manifestation of Chinese cunning in the defence set up,- that the sales had been effected by one of the group only, and that the rest were not responsible. In connection with the defence, the apparent incapacity of the group generally to understand the ground on which they were charged with criminality, shows how low the Chinese notions of morality are, and from this particular case we may well auger other serious evils.

This occurrence is, we believe, a specimen of the effects which will follow the presence among us of a large proportion of immigrants from China. We must be prepared either to subject the community to the demoralising influence of their ideas, or to draw a line of demarcation between them and the previous inhabitants of the colony,- such as only can be kept up at the expense of great and increasing vigilance, and such as will perpetuate among our population the existence of two distinct races, On the part of the one race, there will be conscious superiority, constant vigilance, and correspondent suspicion and dislike. On the part of the other, there will be, as manifested in the Police Court, an incompetency to comprehend the moral distinctions drawn, a disposition to resist, and, by all the cunning which distinguishes Orientals, to evade, the existing laws.

Chinese immigrants thus present themselves in an entirely new aspect to our view. Not only are they liable to the commission of various illegal acts, but they commit them without ever dreaming of thereby violating any law, or exposing themselves to any penalty. There could be no more significant illustration of the moral degradation of our new colonists, than the amazement with which they learned that their exhibition of these things was an offence against the laws.

This question of Chinese invasion is, indeed, becoming a very exciting one. And leaving it to the Legislative Council to consider what permanent measures should be adopted with respect to them, we are in the meantime principally anxious as to any immediate evils which are likely to follow upon their arrival in such numbers; and principally as to the liability to collision between them and the other residents at the gold-fields.

The Report of the Commission, and the recent revelations of their character which the Chinese have made, will prepare all to understand how their presence on the gold-fields should be very liable to lead to conflict with the rest of the population. None but those who have themselves been on the gold-fields can, perhaps, understand how serious the injury is which is inflicted on the whole people by a waste of water, and by a neglect of those regulations which are intended to preserve it. But, in this respect as in many others, the Chinese place themselves in a very odious position in the eyes of the other diggers; and the liability to serious quarrel is thereby greatly increased.

The people of the towns can, in some measure, understand the feelings with which they are regarded; and they would be more pained than surprised to hear of some collision having taken place. The whole question is one in which the town and the country-Melbourne and the gold-fields-are equally interested. The conviction of its importance is entertained by all classes. We sincerely hope that no foolhardy confidence on the part of the Chinese, will encourage them to fan the existing dislike with which they are regarded, into a flame of active opposition and assault; and we would entreat our European brethren of the gold-fields population to exercise forbearance, and to permit no conduct on the part of their Oriental neighbours to stimulate them
The Migrant Ship Harpley

in violence.
Any open quarrel, such as has already taken place between the Chinese and the other residents in some British colonies, might become of a most formidable character. There would probably be an amount of bloodshed which would throw Ballaarat into the shade; and blood so spilled must ever be the occasion of bitter regret, as having been shed causelessly. The whole people of Victoria are fast becoming alive to the evil of an unrestricted Chinese immigration, and there can be no doubt but that every effort will be made either to avert the evil, or to mitigate its injurious effects.

We believe that prompt measures are necessary, as any day a fatal encounter may occur. But in the meantime, we doubt whether it would not be well to endeavour to restrain these men from wandering too generally over the country. If collected in one place, and allowed to work only on one gold-field, perhaps even on one worked out by white people, the chances of collision would be reduced. The facility of intercommunication amongst them, alluded to by the Gold Commission, might be used for good purposes as it is quite capable of being used for evil, and any restrictions to which they should be subjected might readily be explained to them, as arising from motives of friendly precaution towards themselves.

The above is some evidence of the seriousness with which the public in general, and the Legislature in particular, looked upon the so called Chinese problem.

The influx of Chinese to the gold fields was not the first time Chinese had come to the Port Phillip District. In the 1840’s a few came to work with squatters on the land. The Nimrod brought some 120 Chinese from Amoy to Geelong in December, 1848.4

After a stay in port of only 13 days the Harpley was “cleared out” from Melbourne on Saturday 21 April, 1855, for Madras in ballast. It seems remarkable at this distance in time how such small ships of the era could have voyaged to the remote ports of the world. The Harpley, of only 547 tons and 133 feet long, returned from Port Phillip to England via Callao and Madras.

One could chart possible routes - firstly to Callao in Peru. Did Captain Cary go via the Great Southern Route which would have taken him close to the Antarctic ice fields and winds? Or did he thread his way north of New Zealand and amongst the islands in the South Pacific? As the “crow flies”, this would be some 12,000 miles. There was no Panama Canal then, so the Harpley would have had to sail south, go through the Magellan Strait or around the Horn, along the South American East Coast, and across the North Atlantic Ocean, another “crows flight” of some 14,500 miles, a total of about 26,500 miles. But of course, the Harpley would have had to take advantage of different winds and other things, so how many miles did she eventually travel on this one voyage “Home”? The trips via Madras would have been south of Australia then roughly north to Madras; south west to Capetown and then home around Africa. Another “crows flight” of 22,000 miles. We think of the conventional trip to and from England as being about 12,000 miles, so the trips “Home” via Callao and Madras were about twice this length.

Why did Captain Cary go to Callao and Madras, were the advantages tea, sugar and cotton; or what else?
Notes

1 The calling “Coolie” was the description at the time for native labourers in India and China.
2 Canton could be clearly read and what looks like Packson. There were two other places named but indistinct.
3 J. Chandler, op. cit., page 70.
Chapter 9

The Second Voyage to England (from Adelaide)
20 February, 1849.

The Harpley, which had arrived in Adelaide on 2 September, 1848, and remained there for about five months and was “cleared out” on Tuesday 20 February, 1849, for England. The passengers on board were Captain Edward Charles Frome, his lady, five children and two female servants, Mr. and Mrs. Tolmer, Mr. Williams, Mrs. Duncan, Mr. Showbridge, Mr. Wilson, Mr. and Mrs. Line, Mr. D. Thomas, Dr. Kemble, Mr. S. Everard, and Mr. R. Everard.¹


This adds up to 204 tons copper dre, 1304 bales of wool, 3 bales of goat skins, 104 casks of tallow, 24 bags of emery, and 2 cases of wine. It is interesting to note that as early as 1849 wine was being exported from South Australia.

Captain Edward Charles Frome R.E., was the retiring Surveyor General of South Australia. The South Australian Register, Wednesday, February 21, 1849 gave a report of the previous Monday:

An elegant, valuable, and gratifying testimonial was presented to the Surveyor-General by several of his official brethren, and most esteemed fellow-colonists. The honourable token of regard given to Captain Frome, previous to his departure from the colony, was a silver cup, or rather vase, of chaste design and elaborate workmanship, provided for the subscribers by Mr. Griffin, silversmith, of Hindley-street. It is about 16 inches in height, including the cover, which
The Second Voyage to England

is surmounted with a *frosted silver* kangaroo in the act of springing, or (in more erudite parlance) preparing for saltation. The margin of the cover is beautifully chased, and enriched with truthful representations of choice specimens in South Australian botany. The vase is exquisitely formed, and the handles (oak branches with acorns) are happily conceived, as appendages to a work of art intended to perpetuate the remembrance of Anglo-Australian services and friendships. The inscription is as follows:-

PRESENTED

TO

Captain E. C. FROME, Royal Engineers.

*Surveyor-General of South Australia.*

19th February, 1849.

BY A FEW OF HIS FRIENDS IN THE COLONY,

On The Occasion Of His Departure For Great Britain,

In Testimony

Of their Appreciation of the Courtesy and Integrity displayed by him in his Official Capacity, and the Invariably Honourable and Gentlemanly Demeanour as a Leading Member of Society, for a Period of Ten Years.

________

Coat of Arms on the Reverse.

________

The Judge
A. M. Mundy
R.F. Newland
Rev. James Farrell
W. H. Maturis
R. H. Torrens
D. T. Finiss
Thos. Lipson
J. W. Macdonald
Thos. Gilbert
T. S. O’Halloran
John Watts
C. B. Brewer
Thos. Burr
R. Cromwell
C. J. F. Campbell

F.S. Dulton
Saml. Davenport
Geo. C. Hawker
F. C. Singleton
G. A. Apstey
John Morphett
Chas. B. Newenham
Benj. Archer Kent
J. H. Fisher
W. L. O’Halloran
F. H. Dutton
Chas. Bonney
D. Macfarlane
James Henderson
J. McLaren
Geo. F. Dashwood.
The Migrant Ship Harpley

Edward Charles Frome was born at Gibraltar on 7 January, 1802. He was the son of the Rev. J. T. Frome, a member of the old Dorsetshire family of the Frome’s of Woodlands. Both his parents died of the plague in the epidemic that was then devastating the Gibraltar garrison, and when very young, he was taken back to England, lucky to receive in those days of rather haphazard rewards, a pension granted in recognition of his father’s services during the plague.

Frome’s formal education began at a school conducted by a Mr. Stone at Bexley and continued at Blackheath, where he formed a schoolboy friendship with Benjamin Disraeli. He left Blackheath in 1817 to enter the Royal Military Academy at Woolwich on a nomination from his great uncle, Sir John Macleod. Here he did well, for he passed out at the head of his batch. In 1825 he received his commission.

In 1827, he was ordered to Canada. Colonel John By, R.E., had been sent out at the instance of the Duke of Wellington to build the Rideau Canal, connecting the Ottawa River with Kingston on Lake Ontario. The country was largely virgin wilderness, and Frome made the whole of the surveys and superintended much of the construction. The canal, completed at a cost of $2,500,000, was never of any great commercial importance, and was never called upon to fulfil its primary object as a military work to enable gun-boats and military supplies to reach the lakes from Montreal without being exposed to attack from the United States along the St. Lawrence frontier. But it was invaluable experience for South Australia’s future Surveyor-General, and had an interesting sequel of another kind. A fair sized settlement grew up at the Ottawa end, which came to be known as Bytown. As the lumber trade developed, Bytown rapidly increased in size and importance. In 1854, it was incorporated as a city, the name being changed to Ottawa; and four years later Queen Victoria selected Ottawa as the capital of Canada.

In 1833, Lieutenant Frome returned to England and married Jane Light, daughter of Alexander Whalley Light, of the 25th King’s Own Borderers. Two years later, he was appointed Instructor of the junior officers of the Corps in Surveying and Astronomy. He found time to publish his book entitled, Outline of the Method of conducting a Trigonometrical Survey for the formation of Geographical and Topographical Maps and Plans, Military Reconnaissance, Levelling, etc., with the most useful problems in Geodesy and Practical Astronomy and formulae and tables for facilitating their calculation. With such a title it deserved to be a standard work, and its worth is put beyond question by the fact that it ran to four editions, getting better as it went, for the third edition carries on the title page, in addition to the grandiloquent title, the rather naive assurance that it was “Revised and much improved”.

Meanwhile in South Australia the position of Surveyor General had been filled by Colonel William Light and Captain Sturt, Governor Gawler performing the duties between the retirement of Light and the appointment of Sturt. In 1839 Sturt was given the lower position of Assistant Commissioner and the Colonization Commission in England “found” for Governor Gawler another Surveyor General in the person of Lieutenant Edward Charles Frome R.E. He was sent to South Australia with a detachment of Sappers and Miners, arriving
The Second Voyage to England

at Port Adelaide on 19 September, 1939, on board the *Recovery*. He was accompanied by his wife, Jane, and three children, and his wife’s sister, Miss Eleanor Light (no relation to Colonel Light) Frome’s youngest daughter, Susan Augusta, aged just thirteen months, died soon after arriving.

The Colonization Commissioners instructions in a despatch to Gawler, which arrived at the same time, were not to his liking giving he thought, Frome too much authority. He wrote to the Commissioners letting them know in no uncertain terms of his dislike. However, over time Frome showed that he was a very capable hard working Surveyor General and Gawler acknowledged this by writing in 1840 that:

> The department is now under most complete and sufficient superintendence, and probably not inferior to the best survey establishment in the British colonies.

Frome was promoted to Captain in 1841, and in the same year he consented to act as Colonial Engineer in addition to his duties as Surveyor General without any increase in pay. In the second half of 1843 he made a journey into the interior which entitles him to be ranked as an important South Australian explorer. He had already made several journeys mainly surveying in the Murray lakes and Coorong country. In July 1843 he commenced the exploration of the country northwards from Black Rock Hill as far as Mt. Hopeless and between Flinders Range and the eastern border of South Australia, returning in September, 1843.

> Edward Charles Frome
> 7 Jan 1802 - 12 Feb 1890

South Australia had to operate on a very small budget and this had its effect on Frome’s remuneration. What with this and the work he undertook as both Surveyor General and Colonial Engineer and other extra duties, the latter work carried out at night, his health was affected. He was suffering from severe and frequent attacks in the head. In August 1848 Frome applied to the new Governor, Sir Henry Fox Young, for eighteen months leave of absence on the grounds of health and pressing family affairs. This application was granted and in reporting to Earl Grey, the Secretary of State for the Colonies, Young pointed out that Frome had served nine and a half years in the colony enjoying uninterruptedly the confidence
The Migrant Ship Harpley

and approbation of his official superiors. The esteem of the community was evinced in the citation to the silver vase presented to him a few days before he left.

Frome with his family, left Adelaide aboard the Harpley on 20 February, 1849. He took with him at the Governor’s request, a map of the completed triangulation of the settled areas of South Australia which he was to hand personally to Earl Grey. Frome never returned to South Australia for he returned to his Corps duties, and was for a time stationed at Brighton, Sussex. In 1841 he was promoted to Major and appointed as Surveyor General of Mauritius and while there he was promoted Lieutenant Colonel. In 1858, at the age of 56 he resigned and was transferred as Commanding Royal Engineer of Ireland as a Colonel. In 1862 he was Commanding Royal Engineer to Gibraltar. In 1868, with the rank of Major General he became Inspector General of Fortifications, Director of Works and Inspector General of Royal Engineers. In 1869 he was appointed Lieutenant Governor of Guernsey which post he held for five years, and attained the rank of General. Three years later, at the age of 75, he retired. He died on 12 February, 1890, at Ewell in Surrey.

Frome was something of an artist. When his daughter, Mrs. Frank Wynne, died in 1930, over two hundred paintings and drawings were left to the Royal Empire Society. In South Australia his name was given to a road, a creek, a county, and a desert lake.2

Notes

1 South Australian Register, Wednesday 21 February, 1849.
2 Much of the information regarding Edward Charles Frome came from (the late) Basil C. Newland and appeared in the Proceedings of the Royal Geographical Society, (South Australian Branch) Vol. 63, December, 1962. Permission has been granted by the Royal Geographical Society, S.A. for this extract to be included. B. C. Newland was descended from Mrs. Jane Frome’s sister, the former Miss Eleanor Light, who had come out with the family, had married and stayed in Adelaide when the Fromes returned to England.
Further Voyages, other Masters and Owners, and her Final Fate.

Chapter 10

Further Voyages of the Harpley, other Masters and Owners, and her Final Fate.

Subsequent to 1855 her voyages were:

- Hartlepool to India and the Mediterranean.
- Shields to the West Indies.
- Milford to India.

In 1856 her port of registration was changed to Hartlepool which remained as such until her demise in 1862.

Masters in later years were:

- 1856-57 Leighton.
- 1858-59 W. Sheffield.
- 1860 W. Saunders.
- 1861-62 T. Heseltine.

The owner after Bennett & Co., from 1858 to 1862 was G. Geipel. She remained A1 at Lloyds’ throughout her existence.

The Harpley met her ignominious end on 12 May, 1862, when she was lost with a cargo including iron pipes and beer. She foundered off Realejo, Tenerife, Canary Islands. The Harpley was headed for India having sailed about 1,200 of her 10,700 nautical miles journey. One wonders just how many nautical miles the Harpley sailed in her short but chequered life of 15 years?

The Canary Islands are situated in the North Atlantic Ocean off the North West coast.
The Migrant Ship Harpley

of Africa. The Islands have an area of 2,900 square miles and a population of about 700,000. The main industries are sugar cane, fruit and fishing. Las Palmas on the Island of Grand Canary is the Capital.

One wonders just how many nautical miles the Harpley sailed in her short but chequered life of 15 years?

The map below shows Realejo on Tenerife.
The Migrant Ship Harpley

LEGEND

+ No Issue.
B. Born.
BC. Birth Certificate.
BDM Birth, Death and Marriage.
Bu. Buried.
c. circa (about).
D. Died.
DC. Death Certificate.
ECR. Early Church Records.
Ed. Editor.
Esq. Esquire.
Ken. Kent.
M. Married
   1/2. First of two.
   2/2. Second of two.
   Etc., etc.
MC. Marriage Certificate.
MDX Middlesex.
Melb. Melbourne, Victoria.
Nee. Born.
NSW. New South Wales.
NZ. New Zealand.
P.P. Port Phillip District of New South Wales.
Rev. Reverend.
SA. South Australia.
Sct. Scotland.
Sic. Let it stand.
Sry. Surrey
SSX. Sussex.
VDL. Van Diemens’ Land.
Vic. Victoria.
Here is the listing for the medicines required under the *Passenger Act*. For every fifty statute adults, and in like proportion for any greater or less number.

<table>
<thead>
<tr>
<th>Medicine</th>
<th>lbs</th>
<th>ozs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acet. Colobici</td>
<td>o</td>
<td>1/2</td>
</tr>
<tr>
<td>Acid. Acet. Concent.</td>
<td>o</td>
<td>4</td>
</tr>
<tr>
<td>Acid Citric</td>
<td>o</td>
<td>1</td>
</tr>
<tr>
<td>Acid Hydrocyanic (Ph. Lond)</td>
<td>o</td>
<td>1/2</td>
</tr>
<tr>
<td>Acid Nitric</td>
<td>o</td>
<td>2</td>
</tr>
<tr>
<td>Acid Muriat</td>
<td>o</td>
<td>2</td>
</tr>
<tr>
<td>Acid Sulphur</td>
<td>o</td>
<td>4</td>
</tr>
<tr>
<td>Acid Tartar</td>
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<td>6</td>
</tr>
<tr>
<td>Ammon. Carb.</td>
<td>o</td>
<td>1</td>
</tr>
<tr>
<td>Ammon. Muriat</td>
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<td>3</td>
</tr>
<tr>
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<td>Antimon. Tart.</td>
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<td>1/4</td>
</tr>
<tr>
<td>Argenu Nitræ</td>
<td>o</td>
<td>1/4</td>
</tr>
<tr>
<td>Bals. Copaiba</td>
<td>o</td>
<td>4</td>
</tr>
<tr>
<td>Calx Recons</td>
<td>o</td>
<td>8</td>
</tr>
<tr>
<td>Camphor</td>
<td>o</td>
<td>3</td>
</tr>
<tr>
<td>Cerat. Alb.</td>
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<td>0</td>
</tr>
<tr>
<td>Calaminæ</td>
<td>o</td>
<td>4</td>
</tr>
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<td>Reisnæ</td>
<td>o</td>
<td>4</td>
</tr>
<tr>
<td>Conf. Sennæ</td>
<td>o</td>
<td>8</td>
</tr>
<tr>
<td>Cupr. Sulph.</td>
<td>o</td>
<td>1/2</td>
</tr>
<tr>
<td>Emplas. Lyfæ</td>
<td>o</td>
<td>3</td>
</tr>
<tr>
<td>Resiæ</td>
<td>o</td>
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</tr>
<tr>
<td>Exu. Coloc. comp.</td>
<td>o</td>
<td>2</td>
</tr>
<tr>
<td>Conii.</td>
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<td>1/4</td>
</tr>
<tr>
<td>Hyoscyam</td>
<td>o</td>
<td>1/4</td>
</tr>
<tr>
<td>Opii. Colat.</td>
<td>o</td>
<td>1/2</td>
</tr>
<tr>
<td>Feuri. Sulph.</td>
<td>o</td>
<td>1</td>
</tr>
<tr>
<td>Goutian. Rad. Incis.</td>
<td>o</td>
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</tr>
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<td>Hydrarg. Submur.</td>
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<td>1/2</td>
</tr>
<tr>
<td>Oxmuriat</td>
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<td>1/4</td>
</tr>
<tr>
<td>Hydriodate Potass.</td>
<td>o</td>
<td>1/2</td>
</tr>
<tr>
<td>Linement. Saponis</td>
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<td>4</td>
</tr>
<tr>
<td>Liquor Ammon. Pur.</td>
<td>o</td>
<td>4</td>
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<tr>
<td>Arsenical.</td>
<td>o</td>
<td>1/2</td>
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<tr>
<td>Magnesiae Sulph.</td>
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<tr>
<td>Morphii Acetat</td>
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<tr>
<td>Ol. Lini. Sem.</td>
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<tr>
<td>Olive</td>
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<tr>
<td>Ricini. Opt.</td>
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<td>Terebinth</td>
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<td>Tiglium Croton</td>
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<td>Pil. Hydrag.</td>
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<tr>
<td>Pulv. Acacieae</td>
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<td>Aloes Socot</td>
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<td>Aluminis</td>
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<td>Jalape</td>
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<td>Ipecac.</td>
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<td>Pulvi Kino. Comp.</td>
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<tr>
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<tr>
<td>Supertart.</td>
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</tr>
<tr>
<td>Rhæi Ind.</td>
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<tr>
<td>Seammonii</td>
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<tr>
<td>Scillæ</td>
<td>0 1/4</td>
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<td>Secale Cornutum</td>
<td>0 1/2</td>
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<tr>
<td>Sodæ Boracis</td>
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<tr>
<td>Quininae Sulph.</td>
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<tr>
<td>Saponis Dur.</td>
<td>0 1/4</td>
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<tr>
<td>Sennæ Fol</td>
<td>0 6</td>
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<tr>
<td>Sodæ Carbon</td>
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<td>Sodæ Tart.</td>
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<td>Sp. Ether Comp.</td>
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<tr>
<td>Nit.</td>
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</tr>
<tr>
<td>Sp. Ammon. Arom.</td>
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<td>Vini Rect.</td>
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<td>Sulphor Sublim.</td>
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<tr>
<td>Tinct. Digitalis</td>
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<td>Ferri Muriat</td>
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<td>Hyosciam</td>
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<tr>
<td>Opii</td>
<td>0 2</td>
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<td>Rhæi</td>
<td>0 8</td>
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<table>
<thead>
<tr>
<th>Item</th>
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<tr>
<td>&quot; Sennæ</td>
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</tr>
<tr>
<td>Unguent Hyd. Fort.</td>
<td>o 2</td>
</tr>
<tr>
<td>&quot; Nitrat</td>
<td>o 01/2</td>
</tr>
<tr>
<td>&quot; Sulphur</td>
<td>o 01/2</td>
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<tr>
<td>Vin. Sem. Colchici</td>
<td>o 1</td>
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<tr>
<td>Zinci Sulphat. Purif.</td>
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<tr>
<td>Lard</td>
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</tr>
<tr>
<td>Linseed Meal</td>
<td>4 o</td>
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<tr>
<td>Lint, best</td>
<td>1 o</td>
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<tr>
<td>Tow. common</td>
<td>1 o</td>
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<tr>
<td>&quot; fine</td>
<td>11/2 o</td>
</tr>
</tbody>
</table>

**INSTRUMENTS, Etc.**

Two sets only of these Articles for each ship.

- One yd. Emp. Resinæ Exten.
- One Male Syringe
- One Female Syringe
- One Minim Measure
- One 2 oz. Graduate Glass Measure
- One Bolus Knife
- One and a half doz. Assorted Phials
- One-half gross Phial Corks
- Three yds. Flannel
- Three yds. Calico

Two sets only of these articles for each Ship.

- Two Sponges
- One Bed Pan
- One Paper of Pins
- Two pieces of Filleting for Bandages (Bleeding)
- Two Trusses for Hernia (right and left)
- One Paper Pill Boxes
- Three Gallipots

One Set only of these articles for each Ship.

- One Set of Splints
- One Enema Apparatus
- One Bleeding Porringer
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One Set Copper Scales and Weights
One Aborter
One Funnel
One Spatula
One Pair of Scissors
Two Sins of Leather
One Tin Bath for Children
One Pill Tile
A case of Amputating Instruments
One Case of Lancets, six in number
One Pocket Surgical Dressing Case

MEDICAL COMFORTS.

For every fifty statute adults, and in like proportion for any greater or less number.

<table>
<thead>
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<th>Item</th>
<th>Quantity</th>
</tr>
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<tbody>
<tr>
<td>Oatmeal</td>
<td>34 lbs.</td>
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<tr>
<td>Arrowroot</td>
<td>14 lbs.</td>
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<tr>
<td>Scotch Barley</td>
<td>28 lbs.</td>
</tr>
<tr>
<td>Sago</td>
<td>75 lbs.</td>
</tr>
<tr>
<td>Preserved Meat, in Tins</td>
<td>15 lbs.</td>
</tr>
<tr>
<td>Mutton, do</td>
<td>15 lbs.</td>
</tr>
<tr>
<td>Lime Juice</td>
<td>200 Pints</td>
</tr>
<tr>
<td>Sugar</td>
<td>150 lbs.</td>
</tr>
<tr>
<td>Port Wine</td>
<td>12 Bottles</td>
</tr>
<tr>
<td>Sherry</td>
<td>6 do</td>
</tr>
<tr>
<td>Porter</td>
<td>20 Dozen</td>
</tr>
<tr>
<td>Brandy</td>
<td>2 1/2 Gallons</td>
</tr>
<tr>
<td>Rum</td>
<td>2 1/2 do</td>
</tr>
<tr>
<td>Vinegar</td>
<td>5 do</td>
</tr>
<tr>
<td>Preserved Milk</td>
<td>60 Tins</td>
</tr>
<tr>
<td>Sir William Burnett’s Chloride of Zinc</td>
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<td>Chloride of Lime</td>
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<tr>
<td>Marine Soap</td>
<td>112</td>
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Born 27 January, 1918, Rolicker is the youngest grandchild of John and Ruth Chandler. He was educated at Mentone Grammar and Hampton Higher Elementary Schools. Rolicker served in New Guinea in 1943-44 as Paymaster ANGAU (Australian New Guinea Administrative Unit).

In 1941 Rolicker married Gwendoline Lindsay and they have three children.

After the war he was with the State Electricity Commission as Internal Audit Inspector and Investment Manager, SEC. Superannuation Fund.

For many years he has pursued his hobby of gathering material connected with family history and has written:

*Harpley*, 1996.
“HARPLEY” - ERRATA.

PAGE

iii & 155 John Mansfield should be Masefield.

4  “Notes” - No. 11 - 22. 3. 1950 should be 22. 3. 1850.

37 Ann Ruth is shown as 1861 -1975
    Should be 11861 - 1945

84 “The name FAIRHALL was on the list of passengers on board the Harpley and was most likely John Fairhall who married in 1859, Ellen Maria Upham.”

    Should read:

    “The name FAIRHALL was on the list of passengers on board the Harpley, he was William Fairhall who married in 1851 Susannah Trotman.”

100 Under the photo - Mary Newbery nee Newnham
    “Married William Newnham” should be
    “Married William Newbery.”
Additional information that came to hand after publication

….. water in the lee scuppers Constantly; but we objected strongly to the huge breaches the waves had wade in our side, and the mountain seas which continually broke over our ship. One of these filled and broke down the larboard quarter, and the other was very much damaged.”

“To Crown all, we found, on sounding the well, that the ship had sprung a very extensive leak, and that water was coming in at the rate of one inch a minute (i.e. five feet per hour); and moreover, we feared that we should be unable to keep the ship afloat until we could reach the nearest land. However, the pumps were manned instantly, and they have been going night and day without a moment’s intermission ever since, and they are going now. A detachment of the 96th, consisting of 36 men divided into four watches of 9 men each, was appointed to pump constantly; and by dint of continued and unwearied exertions (and extra beer), they have just managed to keep the ship clear. had the vessel made three inches per hour more water, we never could have been able to keep her afloat until we made land. Had we not been so fortunate as to have the soldiers on board, we must inevitably have perished, for it would have been utterly impossible for the crew and passengers to have kept her afloat for a week, even in fine weather (which we never saw), much more during the succession of storms, gales and squalls which attended us for more than a month from the time we sprung the leak.”

“Our distressed situation, the tremendous hole in the bottom of the ship, and fears for the safety of our lives induced the Captain to. bear up for Valparaiso, as he was afraid to risk going round the Horn. Though only ten days sail from New Zealand it was not, of course, practicable to reach it on account of the prevailing westerly gales. We stood on, therefore, through storm and rain towards Valparaiso; but at the end of a week, the continued bad weather, the continued bad seas we shipped, the state of the men who had hardly ever been dry since leaving Hobart Town, and our apprehension that the pumps and the soldiers would both be worn out, were considerations sufficient to make us alter course, and bear up for Tahiti, as the nearest harbour and the best place to fly “for safety and for succour”, though we had no chart of the. island, and did not know the least in the world how the chances of obtaining assistance might stand in such a half-civilized out of the way part of the world. After we had made a. northerly course for two days we had a gale - such a gales to use the sublime words of Euripides, -

“I’ve been in many a breeze before, But never sitch a blow.”

”All the other gales and squalls, etc., were insignificant by comparison with this one; it laid our blessed ship on her beam ends, washed me out of my cot (at about 3 o’clock in the morning), and frightened almost every one to a fearful extent that is, to. the full extent of fear. I rushed out of my cabin, in which my boxes and clothes were floating about four feet from the deck, found the cuddy full of water, women weeping and screaming, and men in great bodily fear, ,—— and went upon deck, where I saw a picture I shall not forget in a hurry. The ship was lying right down on her larboard side, all her quarter-deck (on that side) under water, and also a great part of the poop, and a mountainous sea washing right over her. The soldiers, unable to stand, or work the pumps, were holding on as they best might to anything within their reach. Captain
Buckland told the carpenter to fetch his axe to out away the masts, but by the time all was ready the wind lulled, a moment, and the ship righted a little. The sight was magnificent; sea and sky seemed all one mass; and it blew so hard that you could not look to windward nor stand for an instant without holding on with all the strength of your arms vide now translation. We were skudding under two close reefed topsails and fore-topmast-staysail when this occurred. Afterwards we lay to for a couple of days under a storm triesail, when the wind was abating, we made sail, and about five weeks afterwards — having experienced nothing but foul winds we arrived at Tahiti. We never had (for more than six weeks) one day’s fair wind; or even one day’s wind sufficient to enable us to lay our course; and what in more, the wind was not only generally blowing in our teeth, but mostly blowing so hard that it was impossible to carry sail. Even after we got within the tropics, when we confidently hoped to meet with a south-east trade, which would have been fair for us, we still had foul wind (though not gales), and storms of rain accompanied by a great deal of thunder and lightning, which lasted for nearly a week. Nay, misfortune pursued us so far that, although we saw Tahiti at daylight on Wednesday morning, and were close to it (within ten miles) at night, yet we were unable, in consequence of calms and light baffling winds, to get in until Saturday, and in all probability should have been outside the harbour till this very minute had it not been for the brickish conduct at the French and Englishmen-of-war lying here, who manfully and without any provocation whatever, sent 8 boats (4 French and 4 English) pulling from 12 to 18 oars each, who towed us into the harbour in gallant style, to our great joy and immense satisfaction. And here we are; amongst coconuts, plantains, bananas, oranges, limes, pineapples, arrowroot, Englishmen, Frenchmen, Yankeemen, Danishmen and le Kanngue as the natives of these islands are called.’

After such excitement the rest of the voyage was more routine. The ‘Harpley’ was refitted and sailed from Tahiti on 12th September, 1847. (Launceston Examiner 20th September, 1847). She apparently called in at Rio de Janiero (Miss Wayne’s file note says “all well at Rio’ with a newspaper reference of 26th February, 1848 - this does not seem to be the Launceston Examiner, but it maybe another newspaper).

The ‘Harpley’ reached England on 8th February, 1848 (L.E, 10th June, 1848). Here she must have been given a very thorough going over by the Surveyor or Lloyds of London, and was classed a Al for ten years (Cornwall Chronicle, 26th August, 1848 - this is a Launceston newspaper).

Researched by Dr. R.J. Burgess