



Convict Connections

*An Interest Group of the Genealogical Society of Queensland Inc
Covering the Colonial era – convicts & others*

THE CHRONICLE



*Medal issued by the Sydney Academy
1822*

June 2023

Please address all correspondence to:

**Convict Connections
c/- Genealogical Society of Queensland Inc.
PO Box 1471
CARINDALE QLD 4152**

PLEASE NOTE EMAIL ADDRESS

Email: convictconnections@gsq.org.au

PLEASE NOTE NEW BANK DETAILS

BENDIGO BANK BSB: 633 000 Account: 198816720

Our *Chronicle* is published
February, June and October

Subscribers need not be members of GSQ.

Annual subscription is \$15 (includes postage).

Subscribe and enter your convicts on our website.

The Genealogical Society of Queensland Inc. does not hold itself responsible for any statements made, or opinions expressed by authors of articles in this newsletter.

V. Blomer (Editor)
For Convict Connections.

CONTENTS



Front Cover – Merit Medal of James Cunningham	2
Convict Connections News	10
The Four Marriages of Convict Elizabeth Gore	11
William Buelow Gould – Artist and Painter	16
Frederick Strange, Artist	18
The Fate of Captain James Cunningham	19
Newcastle Parish Registers	21
Do the NSW Convict Indents tell the whole story?	22
Book Review – Richard Siddins of Port Jackson	25
Fate of the <i>Hope</i> in the Derwent	30
Francois Girard	32
Mrs Pexton’s Diary	35
Diary of John Smith, Surgeon on the Clyde	36
“A Lady’s Visit to the Gold Fields”	38

FRONT COVER



In the June 2022 *Chronicle* the front cover featured a medal that was awarded to Gustavus John Birch by the Sydney College in 1837. The commemorative medal of merit featured here pre-dates that one as it was issued on 25th December 1822 by the Sydney Academy in Macquarie Street.

It was presented to Master James Cunningham, *in the various branches of Literature in which he has been instructed*. Isaac Wood was the presenter.

Originally, Mr Wood had established his Academy in Parramatta by 1813. Two years later, in 1815, he moved to Pitt Street and it became known as the Sydney Academy. When larger premises were required, Mr Wood relocated to Phillip Street in the following year. Eventually even more commodious premises were required, and the Academy finally moved to Macquarie Street.

There are three topics to bear in mind with this award - the engraver of the medal; the owner of the Sydney Academy; and the scholar.

The engraver:

It is believed that the engraving of the medal was done by **Samuel Clayton**, a wood engraver, silversmith, miniature painter and portrait painter. Clayton was born in Dublin around 1783. He and two brothers were trained by their father as wood engravers.

After two marriages in Ireland in 1800 and 1807, Clayton arrived in Sydney in 1816 – as a convict. I guess it comes as no surprise that he was convicted of forgery. His sentence was for transportation for seven years and he sailed on the *Surrey*. His eleven year old son, Benjamin, from his first marriage, traveled to New South Wales with him.

Clayton wasted no time in offering his skills to the people of the colony. On 4th January 1817 he advertised in the *Sydney Gazette* that he could paint “*likenesses either in full or in profile*”. Just days later he was offering instructions in ornamental painting and drawing, engraving and miniature painting.

It was also in 1817 that he was commissioned to prepare the copperplates for the five denominations of bank notes to be issued by the Bank of New South Wales. He also engraved the first bank notes for the Van Diemen’s Land Bank. By August 1818, he was also dealing in silver and jewelry.

Clayton began offering silhouette portraiture in late 1820. He announced that he had a much-improved machine for taking likenesses in profile. These portraits were *particularly portable, as they may be conveyed in letters to relatives or friends, without injury, to any part of the world*. They could be created within a few minutes, printed on Bristol card, for a cost of 10 shillings each.



Evidence of his capabilities were endorsed by Charles Izard Manigault of South Carolina. This gentleman was traveling to China via Sydney. He wrote - *'I had some of my visiting cards engraved by one of those talented convicts, S. Clayton of New South Wales, by placing my signature with its usual flourish in his hand, he imitated it and engraved it perfectly, for he was sent here from England for forging the name of another ... too tricky to remain at home. He also did several hundred of my Coat of Arms, now my book plates'*.

After acquiring his ticket-of-leave in October 1824 Samuel Clayton married Jane Lofthouse by special license. It is interesting that both parties signed affidavits to say they were not already married. Sadly, Jane died in 1829.

Through to 1835 Clayton's advertisements continued to appear in the Sydney newspapers. He was also working as a lithographer and jeweler with his address given as Pitt Street, Sydney. He became a respected citizen and businessman and was a founder of the first regular lodge of Freemasons.

In 1835 Samuel moved to Windsor, probably to be near his son Benjamin, who had sailed to London in 1826 to study as a doctor. When Dr Clayton decided to move to Gunning, midway between Goulburn and Yass, to practice medicine, it is not clear if he or his father had purchased the property of 2,641 acres with four miles of river frontage and named it "Baltinglass" after their native place in Ireland.

The property was advertised for sale from November 1840 and throughout 1841. However, Dr Surgeon Clayton and his wife continued to have many children - all born there. Benjamin had begun experimenting with various grapes in his vineyard to make the perfect colonial wine. Once again, though, the 'Baltinglass Estate' was offered for sale by the proprietor in May 1853. The description was followed by the comment that *those who desire a homestead where every pleasure and comfort abounds will do well not to let so good an opportunity pass through their hands. We shall feel the loss of the present proprietor, and regret is the only feeling which the inhabitants of Gunning will experience. All we can say is, success attend him wherever he goes.*

Samuel Clayton died on 26 June 1853 at "Baltinglass", Gunning, NSW at the residence of his son. One newspaper reported that he was the old and respected father of Dr. Clayton and had passed his 80th year.

Samuel Clayton's skill as an engraver and artist has a place in our colonial history. The engraving on Cunningham's Sydney Academy medal has been compared by experts to the surviving Clayton medals which were made two years later for the nearby Halloran School. It was decided that the work on all three medals can be attributed to the same person.

Because of the age of the Cunningham medal, it remains one of the earliest surviving examples of work done by a silversmith in Australia. One other surviving artefact is a trowel engraved by Samuel Clayton. It was presented to Governor Macquarie after he lay the foundation stone for Sydney's Roman Catholic Chapel in 1821. Other engravings by him, of course, could still be in private hands.

The Teacher:

Isaac Wood arrived in Sydney at the age of 33 years on the ship *Archduke Charles* in 1813. He was tried in Wexford, Ireland (crime unknown) and sentenced to transportation for 7 years. As he is recorded as establishing a school in Parramatta by 1813, he may have already been qualified as a schoolmaster. He was granted an Absolute Pardon in 1817.

By then he had married Felicia Sims in 1815. Felicia and her brother had arrived in October 1811 on the ship *Friends* with their mother, Jane Sims, who had been appointed as a mid-wife to the colony. It is interesting that the *Sydney Gazette* on 2 November 1811 reported that Miss Sims, lately from England, had opened a day school at No. 16 Pitt Street for the reception of young ladies and young gentlemen not exceeding the age of 8 years. Young ladies would have the advantage of learning the finest needle-work. Felicia would have then been 16 years old.

In the same newspaper, Mrs Jane Sims of 16 Pitt Street advertised that she had many years of experience in midwifery in London and was now offering her professional services in Sydney.

Isaac and Felicia had four children – William Henry (born 1816); Joseph (born 1817); Eliza (born 1819) and Louisa (born 1821).

Meanwhile, in June 1815, Isaac Wood had announced that he would be establishing a respectable Seminary at 96 Pitt Street, Sydney for a limited number of young Gentlemen. They would be taught *spelling, reading, English grammar, arithmetic, book-keeping, geography, the use of the globes, and mathematics, &c.* In August, Mr Wood advertised that his Sydney Academy would be making arrangements for boarders and would also be taking a few more day scholars. The following year, by request, he began an Evening School for those who could not attend during the day.

In August 1816 he moved to "more desirably situated premises" at 53 Phillip Street, on the corner of Hunter Street. Fees were now being advertised and more scholars could be accommodated. A year later, in October 1818, he announced that *the Hours of Attendance at his Seminary during the Summer Season*

(commencing the first Monday in the ensuing Month), will be as follows:- English, Greek, Latin, Italian, French, and Spanish Languages, from Six to Eight in the Morning of each Day; Spelling, Reading, Writing, Arithmetic, &c. from Ten in the Morning until Two in the Afternoon, with the exception of classical Scholars, who will retire from Study at Noon, and renew the same from Three to Five in the Afternoon. Mr Wood (aided by his Assistant who is perfectly competent) being desirous as much as possible to devote his Time to the Improvement of his Pupils, has adopted the above Regulation, so highly approved by the first Teachers in the Universe, well knowing the advantage the young mind derives by being employed in the most early part of the day. Young Gentlemen, placed as Boarders, will derive the Benefit of those Hours.

Isaac Wood appears to have been a dedicated teacher. By mid-1820 the family had moved to a substantial two storey house in Macquarie Street where he took in student boarders at his Seminary, but was not always in receipt of the fees he charged. In the *Sydney Gazette*, on 1st July 1820, he made mention of the fact that despite his repeated advertisements of the fees, some individuals had not paid. In case of litigation, he now expected notice in writing if any boarder or day scholar was to be removed from the Academy. Boarders under 10 years of age were charged £30 a year. Those over 10 years paid £40. There was an extra charge for washing.

The scholars received “*every personal Comfort and Improvement in Manners, Learning, Morals, and Religious Principles; and the Place appropriated for Play so contiguous to the School-house, that they are under the immediate Eye of the Master*”.

Mr Wood also engaged a person qualified to instruct Pupils *in the graceful Accomplishment of DANCING, which is considered so necessary to the acquirement of a becoming demeanour. Terms, per Week, 2s. 6d. each; and the Days of Attendance are appointed for Tuesdays and Thursdays, at five o'Clock in the Afternoon. No Pupil will be received for a less Term than three Months. The Person engaged, is M. GIRARD, a native of Paris.*

Mrs. Wood will also receive young Ladies on the same Terms, to whose Instruction she will personally attend.

Sadly, Mrs Felicia Wood (nee Sims) died on 30 March 1821 after a short but severe illness. Isaac advertised for a husband and wife as servants to help with the home and his young children. William was 5, Joseph was 4, Eliza was 2 and Louisa was a babe born in that year.

According to the Prospectus for 1822, the Academy stood on a hill with commanding views of Sydney Town, the Cove and the Harbour. It had been erected at considerable expense with commodious apartments for accommodation. *Young Gentlemen, of all ages, are received and educated in the several branches of useful and polite literature, according to their destinations in life. The Scholars are formed to the habits of Gentlemen, and are consequently treated with becoming mildness;*

whilst their health, comfort, and religious concerns, are primary objects of solicitude. Each Pupil has a separate bed, and the whole family breakfast, dine, and tea together.

Instruction - The English Language (as set forth in the annexed Statement of Terms), plain and ornamental Writing, and Arithmetic, are taught indiscriminately to every Pupil, and on a plan which ensures incredible success in a comparatively short time. The Latin, French, Drawing, Dancing, Music, Fencing, &c. (by Persons perfectly qualified}, essential embellishments to a good education, are likewise indefatigably pursued, unless the age and views of the Student determine otherwise.

Hours of Study - in the Summer Season, from 6 to 8 o'clock in the morning; from 9 to 12; and from 2 to 5 in the afternoon; Winter Season, from 9 to 12; from 2 to 5; and from 7 to 8 in the evenings.

There were extra fees for day scholars instructed in such subjects as Spelling and Reading, Writing, English Grammar, Arithmetic, Geography, Bookkeeping, Elocution, Elements of the Mathematics, Latin and French, Drawing, Dancing and Fencing, and Music, according to the Instrument.

Vacations - The usual Vacations are, a Fortnight at Christmas; a Week at Easter; and the same at Whitsuntide; for either of which, if a Boarder continues in the House, the Charge is One Guinea per Week extra.

Previous to the Christmas Recess the Pupils are examined in their respective Classes, and, according to Merit, receive Medals, Books, Toys, &c. &c. and for which there is a full explanation given (by way of certificate) on the back of each Christmas Piece. The day following is an Entertainment, at a moderate Charge, to which each Pupil, with his Sister or female Relative, is invited. Should a Boy absent himself on this occasion, he will be chargeable with the same, in consequence of the trouble and expense attending such preparations.

On 20th February 1823, the death of Mr Wood was announced in the newspaper. His wife had passed away in March 1821, and he fell into a depressed state while still trying to run the Academy. The affliction of a 'gradually decaying leg' hastened his demise. *He leaves four orphans – two sons, two daughters, the eldest of whom is a mere child.* He was 43 years old.

As the school year had already commenced, the Executors of his estate, in order to provide for the orphaned children, decided to continue the operation of the Academy under the Superintendence of Mr James Bradley who had been operating a large school at Parramatta.

In December 1825, Jane Sims, Felicia's mother, wrote to the Colonial Secretary. She wanted free passage back to England for herself and the children. She said that her daughter and son-in-law were deceased, and their four children were incapable of providing for themselves. Two were in the Orphan School and two were unhappily situated with a Guardian.

She was not granted free passage and remained in New South Wales until her death in 1838. She had written again to the Colonial Secretary in 1830 regarding the admission of ten year old Eliza into the Female Orphan Institution. Louisa had died on 3 June 1829 in the Parramatta Institution at age 6. Jane had obviously not been able to care for the children.

The Scholar:

James Cunningham was born in Sydney on 21 September 1812 and was baptised at St Philips Church, Sydney on 20 December. He was the son of James Cunningham and his wife Charlotte who had married by special Licence on 14 May 1812 at the same Church. Captain Cunningham was Second Officer of the ship, *Mary*, when they wed. Charlotte was living at Castlereagh-street.

Although James and Charlotte could afford the fees for their son to attend the Sydney Academy, tragedy struck the family before young James was awarded the medal in December 1822. Charlotte died the year before. The *Sydney Gazette* reported on 29 September 1821 that she had died on the 27th *at the house of Mr Henry Marr, Castlereagh-street, of a lingering illness*. She was the wife of Mr Cunningham of the colonial merchant service; the eldest daughter of Mrs Marr; and the sister of Mrs Read who had recently died in Hobart. It may be that Charlotte's death was connected to the birth and loss of a daughter in 1820.

The family connections in that death notice allowed me to delve deeper into Charlotte's life - but first a little about 'scholar James'.

We have seen that Mr Wood of the Sydney Academy died in February 1823, but it continued to operate for a time. I could not find anything regarding the further education of James. Some students were sent to England to receive further instructions or attend universities. This does not appear to be the case with James.

I found there were numerous James Cunninghams in and around Sydney at the same time frame. The death announcement in the *Australian Town and Country Journal* on 1 February 1873 seemed to indicate the correct age – *At his residence, Essex-street, on the 18th, Mr James Cunninghame, aged 60 years, many years resident of King-street, leaving a wife and four children to mourn their loss.*

The index to the NSW registry of births, deaths and marriages confirmed that he was indeed the son of James and Charlotte and had died in 1873.

The muster of 1822 lists James as age 10, a grandchild to H Marr, Sydney. His brother Henry, age 5, was listed as the same.

I found that Mr Henry Marr was a step-grandfather to the boys. It was Mrs Elizabeth Marr who was their grandmother. Mrs Charlotte Cunningham was the daughter of Elizabeth and her previous husband, William Snailham/Snaleham. Charlotte used the surname of her stepfather (John Driver) when she married. Confusing, I know! Elizabeth Marr had four marriages!

On 3 January 1825, Mrs Elizabeth Marr, wife of merchant Henry Marr, died just three days after arriving in Portsmouth, England. It was her third voyage to England, and she was adept in purchasing goods and livestock. In Sydney she proved to be a very astute business woman in her own right. More about Elizabeth later.

Charlotte's brother Richard Driver also lived at Castlereagh Street and was a ship's master. He married in 1823 and had accompanied his mother on the fateful trip to England. On his return, in 1826, he described himself in advertisements as the *son-in-law of that old and respected merchant and dealer Mr Henry Marr* when he was selling merino rams with certificates to say that they were from stock imported by the King of England from Spain. When his wife gave birth to their first child in 1827, it was at the house of Mr Henry Marr. It would appear then that there was a close personal and business relationship between Henry Marr and his deceased wife's son, Richard Driver.

In the 1828 census, we see that James Cunningham (16) and his brother Henry (10) were described as being lodgers with Mr Marr, a merchant. Their father was obviously still engaged in the shipping trade as the Master of various ships travelling overseas with cargo and passengers. Young James could possibly have been working for Henry Marr and Henry would still have been a scholar. The census shows that Richard Driver was now living at his Camberwell Farm at Cabramatta.

It is not known how long the boys stayed with Henry Marr who died in 1835, age 65. He had children of his own, but he remembered Elizabeth's family in his Will. Both Henry and Elizabeth Marr had held publican's licences. It would appear that James may have inherited an hotel in Castlereagh Street.

In 1835 James Cunningham, now 23 years old, married Mary Anne Smith. The *Sydney Monitor* on 21 December 1836 had the following notice – *James Cunningham, publican, at the Fox and Hounds, Castlereagh-street, presented an application to the Bench to be permitted to remove his licence to the house situated at the corner of Phillip and King-streets, known as the sign of the Three Tuns, recently vacated by Mr Richard Driver. – Granted.*

Sons James and George were born in 1837 and 1839. Infant George, however, died in 1841 - *youngest son of Mr. James Cunningham, of the Bunch of Grapes Tavern, corner of King and Castlereagh-street.* Mary Anne died at age 26 years also in 1841 at her residence in Castlereagh-street.

James married again in 1850 – to Maria Smith. Three more children were born – Elizabeth in 1854, George in 1857 and Maria in 1859.

On 21 December 1857, the eldest son of James (also named James, born 1837) died at just 20 years of age. He died at his father's residence, the Commercial Hotel, King-street East, Sydney.

It seems James remained at King Street for some time. He died in 1873 at age 60 years. I found a tombstone on Find a Grave showing that he was buried at

the old Devonshire Street Cemetery with members of the Driver family. When that cemetery became defunct, the graves were moved to Rookwood Cemetery in 1901.

Although the Rookwood Cemetery site lists a James Cunningham as having died in 1851, no death appears in the NSW Registrar's death index for that year. The Devonshire Street tombstone is difficult to read but indicates the death of James in 1842. The NSW death index lists only an infant James Cunningham in 1842. A family member has placed the Devonshire Street tombstone on ancestry.com and believes that the 1842 death was attributed to James Cunningham born in 1792 and that his wife was Charlotte and sons were James and Henry.



tombstones bearing the name of James Cunningham.

Has the date been wrongly transcribed? I believe James Cunningham met with a gruesome death in 1847 in New Caledonia.

On 15 September 1847, the *Vanguard*, 61 tons, Cunningham, master, departed Sydney for the South Sea Islands. At the time the ship was leaving, it was reported that the Mission at New Caledonia had been abandoned. A French ship had just arrived in Sydney with four Catholic clergymen and two lay brethren on board. They said they were compelled to leave because of the ferocity of the islanders. One man had lost his life at the Mission. News was that the natives had murdered the crew of a European vessel.

The *Vanguard* was listed in the shipping news as "Expected to Arrive" in Sydney from 22 October. On 9 November, the ship did arrive – but the Captain and seven seamen were not on board. had been murdered by natives.

Sources:

<https://www.smallsauctions.com/auction-lot/australia-school-prize-medal-for-examinations-at-479464C936>

<https://www.daao.org.au/bio/samuel-clayton/biography/>

<https://www.jstor.org/stable/48572020> Dublin Historical Record

[Vol. 72, No. 2 \(Autumn / Winter 2019\)](#), pp. 126-138 (13 pages) Published By: Old Dublin Society

<https://australianroyalty.net.au/>

The Driver and Read family history

Trove digitised newspapers

CONVICT CONNECTIONS NEWS

Our June meeting was definitely one with a difference. Some of us (myself included) had never even done zoom meetings, and here we were sharing our meeting with people from afar. Helen and Ailsa were on hand to set it up – Helen at the meeting and Ailsa on the screen – and they were able to tweak the controls when required.

Lyn started off the meeting with 12 trivia questions. The talk followed and was about ‘Using Diaries, Journals, Letters, etc’ to learn more about your colonial ancestor. Some parts of this talk have been included.

Lyn and I are heading off to Norfolk Island at the end of June. I am sure we will find something of interest to report on. I notice the “Dancing in Fetters” exhibit will be at the Kingston Museum until August. We will also be able to visit Government House for its Charity Open Day during our stay.

Lynne finally organised to have her DNA test after much deliberation and has found a close connection that has led her to another branch of the family. Amazingly, one surname she mentioned is one Lyn is also researching. Carlene found a book in our lending library about her Mead family. Our “guest on screen” from NSW had ancestors who arrived in 1837 on the very same ship that Sue’s (and my) ancestors sailed on. It was certainly one of those “can you believe it” days.

We have long been emphasising that our group’s interest covers the colonial era up to the 1850s when transportation to the east coast ceased. Whether you ancestor was a convict, a marine, a soldier, a public servant, a free settler, a Commandant, a merchant, or a minister of religion, the records are for the same time period. We began years ago as Convict Connections, which rolls off the tongue easier than Colonial and Convict Connections, so it is good to see interest from those with non-convict heritage.

The next meeting of the
Colonial and Convict Connections
Special Interest Group

Will be held at the GSQ Resource Centre

13 August 2023

Please contact GSQ if you would like to access the meeting remotely.

convictconnections@gsq.org.au

THE FOUR MARRIAGES OF CONVICT ELIZABETH GORE.

James Cunningham was born in 1812. With any child born in the colony as early as that, then there is a good chance that convict heritage may be lurking in the background.

I found that neither of his parents were convicts. His father was Captain Cunningham, Second Officer of the ship, *Mary*, when he married Miss Charlotte Driver of Castlereagh-street. Charlotte was born in Sydney – but Driver was not her birth name! Her parents were William Snailham and Elizabeth Needham. Both of whom arrived as convicts! But Needham was not Elizabeth's birthname either! She was born Elizabeth Gore in London in 1762, the daughter of George Gore and Elizabeth Lake. Her first marriage was in London. The second was soon after her arrival in the colony. The third may have been in London when she and John Driver returned briefly - but it may have been a 'convenient truth' when he willed his estate to his wife of ten years. The fourth marriage was in Sydney to Henry Marr.

Elizabeth's father, George Lake, was a groom for Lady Charlotte Finch who was the governess for the children of King George III and Queen Charlotte for more than thirty years until her retirement in 1793. She died in 1813. This connection to Lady Finch would prove helpful to Elizabeth Gore.

On 11 February 1782, at 20 years of age, Elizabeth married Henry Needham in Hanover Square in London. Their son, Henry Needham, was born in October 1782. Just a few months later Elizabeth was found guilty of stealing 27 yards of muslin. She had entered a draper's shop with her young child and bought a small piece of muslin. When she left the shop, it was said she had her cloak and apron wrapped around the child – but also had the stolen muslin hidden inside. Elizabeth said in her defence - *Sir, I had no cloak, nor the gentleman never searched me, for I gave it him out of my hand; he said, young woman, you have a bit of lawn, and I said, have I, and I gave it him directly, my husband is a journeyman butcher, in Oxford-market, and has six shillings a week.*

Elizabeth was lucky. Her offence was reduced to a single felony and the draper did not want to see her transported for seven years. Her husband had not made an appearance and Elizabeth made the comment that her child was *almost starved already* when she and the child were sent to the House of Correction for six months.

Three years later, at the Old Bailey, on 19 July 1786, Elizabeth Needham was once more before the court. Elizabeth and Henry were both arrested for shoplifting and Elizabeth stated that her husband was innocent. It was she who was indicted for stealing two pair of silk stockings from the shop of John Arthur.

At her trial she said her father was deceased but that he had been a coachman for Lady Finch, no doubt hopeful of gaining a lighter sentence by mentioning her name. On being found guilty she was to be transported for 7 years. Of course, transportation to New South Wales had not yet commenced. A petition

for a pardon was refused. Her father's former employment in the house of Lady Finch and the Right Honourable William Finch, vice chamberlain to the household of King George III, did not gain her leniency. She was sent to Newgate Gaol.

It was not until January 1787 that Elizabeth boarded the *Lady Penrhyn* bound for Botany Bay on the First Fleet. The Naval Surgeon on board described her as a needleworker and a maker of childbed linen.

Soon after arriving in Sydney, she married William Snailham and both were able to sign the register. A son was duly born, and Private Thomas Bramwell with whom she had "connections while on board" the ship, was believed to have been the father. The child was baptised William Dennis Thomas Snailham. It was with her husband William Snailham that two daughters were born – Ann in 1791 and Charlotte in 1794.

Thirty acres of land at Mulgrave Place was granted to William, but he seems to have either left the colony or died soon after Charlotte was born. In 1796, Elizabeth was granted 40 acres at Bulanaming in the name of Elizabeth Needham. It is thought that the Finches helped Elizabeth and she seems to have been determined to better her position and support her children.

In 1797 she gave birth to another daughter who was baptised Mary but would be known as Elizabeth. The father was John Driver who had arrived on the *Neptune* in 1790.

Between 1797 and 1799, Elizabeth Needham had a publican's licence for the Wheatsheaf public house in Sydney. She and John Driver and the children returned to England, and amazingly they obtained permission to return to Sydney as free settlers! They arrived on the *Minorca* in 1801. Driver leased an allotment on Chapel Row which became Castlereagh Street. There they established a warehouse and a general store. They both held publican's licences from 1803 to 1809.

During that time, two children were born – Richard Driver in 1803 and Charles Driver in 1806. This was a turbulent time in colonial history when Governor Bligh was deposed during the Rum Rebellion. The Drivers, as publicans, were naturally supporters of Major Johnson.

In February 1810, John Driver died. In his Will he left his property to his wife and stated that they had been married for ten years. It was just eight months later that Elizabeth Driver/Needham/Gore married widower and merchant Henry Marr at St Philip's Church. Although Henry had arrived as a convict on the *Royal Admiral* in 1800, he had become a successful dealer and publican. The alliance would no doubt have benefited both Henry and Elizabeth.

A memorial dated 20 December 1810 lists the grants of land made to John Driver -

The humble petition of Elizabeth Marr late Elizabeth Driver and administration of John Driver deceased Most respectfully sheweth

That your petitioner's late husband in obedience to Your Excellency's Proclamation surrendered into the Secretary's Office three grants of land of the following description –

One granted by Lieutenant Governor Paterson to the said John Driver his Heirs and Assigns for ever of two hundred acres of land situate at Cabramatta.

One of 100 acres of land granted by the same gentleman to Charlotte Driver (Your petitioner's eldest daughter) and situate at Minto.

One of 82 rods of land granted by Lieutenant Col. Foveaux to she and John Driver situate in Chapel Row (now called Castlereagh Street) Sydney being the premises Your Petitioner occupies at present and on which Your petitioner's late husband, and, since his decease, Your Petitioner, has expended a considerable sum of money in additional erections and improvements.

Your dutiful petitioner therefore humbly prays Your Excellency in consideration of her large family and the pains and industry with which she has strove to support them, will be graciously pleased to renew the said grants.

It would appear this was successful, as the farm at Cabramatta was later the residence of her son Richard Driver and was known as Camberwell Park.

Charlotte 'Driver', born Snailham, married in 1812. The *Sydney Gazette* announced the following - *MARRIED. On Thursday morning last, by special Licence, at the Church of St Philip, Sydney, Mr. Cunningham, second Officer of the ship Mary, to Miss Driver, of Castlereagh street.*

Charlotte's sister Elizabeth (baptised Mary) Driver married Captain George Frederick Read on 13 March 1816 in St. Phillips Church. The *Sydney Gazette* reported - *MARRIED—By the Reverend Mr. Cowper on Wednesday, at the church of St. Philip, Sydney, Captain Read, of the merchant service, to Miss Elizabeth Driver, of Castlereagh street.* The couple would settle in Hobart.

The sisters had no doubt been living in a privileged part of society where most of the traders were emancipists who had done well. Governor Macquarie had a vision for the colony. Public works were undertaken and he encouraged the emancipists to do well. More importantly for Elizabeth, he encouraged trade. He regulated the currency and the trade in spirits, and he introduced banking. Elizabeth was enterprising and was not afraid to use her connections in London. It is said that she could have been as successful as the entrepreneurial convict Mary Reibey. Both of her daughters had married captains of ships so all would have benefited from trading and the selling of imported goods.

Interestingly, but possibly not surprisingly, Governor Macquarie wrote on 12 July 1819 to Lord Bathurst recommending land grants for Elizabeth on the suggestion of Lady Finch's son – *Mrs. Marr, one of the oldest inhabitants of this Colony, a very well behaved woman, industrious and useful. She had long kept a Shop at Sydney, and carries on in conjunction with her Husband, very advantageous Trade for the Town of Sydney. Having saved a little Money, She is*

now going Home... to see her friends in England, intending to return again to this Country with a useful Investment of Goods.

Elizabeth Marr made a trip back to London in 1819 with her 13 year old son, Charles. Lady Charlotte Finch had died in 1813, but Elizabeth had kept in contact with her son, George Finch, the Earl of Winchilsea. No doubt she was able to secure saleable items and stock during the trip. Governor Macquarie had also requested of Lord Bathurst that a return passage be arranged for her, and she returned on the *Surrey* in September 1820.

On her return it was obvious that the Governor was in poor health. His letter of resignation was accepted in late 1820 but he did not leave until February 1822 after his successor, Governor Brisbane had arrived.

Elizabeth suffered the loss of her two daughters within a month. On 19 August 1821, Mary (known as Elizabeth) Read (nee Driver) died in Hobart. The *Hobart Town Gazette* reported - *"Death - On Sunday last, Mrs. Elizabeth Read, wife of George Frederick Read, aged 24 years and 11 days, leaving a disconsolate husband and three small children to lament her loss - a dutiful daughter, affectionate wife and tender mother. She lived in charity with everyone, loved and respected by all who knew her"*. One month later Charlotte died. *The wife of Mr. Cunningham of the Colonial Mutual Service, died of a lingering illness at the house of Mr. Henry Marr, Castlereagh Street, Sydney.* Her son, Richard Driver, married in 1823.

In 1824, Elizabeth was ready to travel once again to London. She had given Mrs Macarthur a letter to send to her son in England and was hoping to meet with him. Elizabeth Macarthur wrote to her son saying that Elizabeth Marr was the foster-sister of the Earl of Winchilsea, son of Lady Finch, and had been brought up in that family *until some unhappy occurrence led her astray. She came at the first settlement with Governor Phillip. I remember her well at my first arrival. I used to occasionally employ her in needlework. She was then rather pretty.* Mrs Macarthur mentioned the marriages to Snailham and Driver and the several children. *She married a very decent tradesman, named Henry Marr, a clever person, and one of the steadiest retail dealers in Sydney. This is the third trip the old lady has made to England.* She went on to say that the Earl had induced her to make the voyage on the *Midas*.

The Earl was 72 years old and may have been in ill health when he encouraged Elizabeth to make the trip. Unfortunately, Elizabeth died just three days after arriving in Portsmouth on 3 January 1825. The 9th Earl of Winchilsea, Knight, Order of the Garter, died in 1826.

<https://convictrecords.com.au/convicts/needham/elizabeth/71931>

<https://peopleaustralia.anu.edu.au/biography/driver-john-28014>

<https://thepeerage.com/>

Lyn's Trivia Questions.

1. How many ships comprised the First Fleet?
2. Name 4 penal settlements established in the colony of NSW between 1788 and 1850.
3. What was the role of the Colonial Secretary?
4. Where would you find a list of people in NSW in 1828?
5. Who was the first Governor of NSW?
6. Name the first newspaper published in NSW.
7. When was the Moreton Bay Penal Settlement established?
8. When did civil registration of births, deaths and marriages become compulsory in NSW?
9. Who was the first Governor of the colony of Queensland?
10. What was the name of the first migrant ship to arrive in Moreton Bay?
11. What does AJCP stand for?
12. How were births, deaths and marriages recorded in the colony before civil registration?

How they lived (from our talk at the June meeting)

Auctions of property can give a detailed list of items. An example is that of Daniel McKay in 1811 -

The Provost Marshall will proceed to sell by Public Auction, the following articles, the property of Daniel McKay, viz, a mill, two iron pots, a sofa, a tea kettle, a pair of bellows, a pair of tongs, five plates, five chairs, two saucepans, a frying pan, a washing tub, a large chest, a bucket, two sieves, a saddle and bridle, two small boxes, a hair trunk, three chairs, a pair of scales and weights, china plates and dishes, tin pint and quart pots. Small hair sieve, kullender, damaged pistol, large white dishes, blue deep dish, cot, padlock, snuffers, pepper-box, cask, silver watch, trays, set of harness, 20 bushels of wheat, cracking mill, gunbelt and nails, lamps, mill handle, iron grate, bedsteads, pitch-fork, a quantity of rope, cart, 6 bushels of corn, sow and 6 pigs, sash frames and window sashes, chair bottoms, axe elves, plough, cedar planks, circular table, mouse traps, about 14 acres of growing wheat, and numerous other articles.

WILLIAM BUELOW GOULD – ARTIST AND PAINTER



Transported as a convict in 1827, William Buelow Gould (born William Holland in Liverpool, England around 1801) became one of the best artists in Van Diemen's Land.

Prior to 1827 he worked for a lithographer in London and also received instruction on painting. He fell in with the wrong crowd. When two associates were arrested for murder as a result of a gambling debt, he fled to Stoke-on-Trent where he found work as a painter of porcelain at the Spode factory.

He deserted his wife and child and went to Northampton where he changed his name to William Buelow Gould, and advertised himself as a "Portrait Painter and Drawing Master". He struggled financially and was soon convicted for stealing paint. A further conviction of using 'force of arms' to steal a coat, a silk handkerchief and a pair of gloves saw him sentenced to transportation for 7 years.

The convict ship *Asia* took him not to Sydney but to Hobart in Van Diemen's Land arriving in December 1827. During the voyage he painted portraits of the ship's officers.

He committed petty offences, mostly theft and drunkenness until 1829 when he was sent to the Macquarie Harbour Penal Settlement on the isolated west coast. For forging a bank note he was to serve three years on Sarah Island and was placed on board the ship *Cyprus* for the journey. The ship was becalmed in Recherche Bay some 100 kilometres south of Hobart. A mutiny saw half of the convicts on board seize the ship. Gould was one who was left on shore with the officers. He volunteered to join a party that walked overland to seek help. Lieutenant Governor George Arthur commuted the sentences of those who remained with the Officers. Rather than be sent back to Macquarie Harbour, William Gould was assigned to the colonial surgeon Dr James Scott as a house servant.

The surgeon encouraged him to paint the native flora in water colours. He wasted an opportunity when he fell foul of the law again in 1832 and was sentenced once again to serve time on Sarah Island. He was assigned to Dr William de Little as a house servant and was once again encouraged to paint. Birds, fish and other sea



life abounded and Gould also painted landscapes. His *Sketchbook of Fishes* contained 36 water colour sketches and is held in the Allport Library and Museum of Fine Arts in Hobart. It is now too fragile to handle. The illustrations, however, have been digitised. Libraries Tasmania have put together an amazing short animated video using

his sketches and convict records to show his life in Van Diemen's Land. It is worth

watching. In 1833, Sarah Island was closed, and the remaining convicts were transferred to Port Arthur.

When he received his Certificate of Freedom in 1835, Gould made his way up to Launceston. For a short time he worked for Henry Palmer, a coach builder. Palmer placed an advertisement in the *Cornwall Chronicle* in May 1836 saying that William B Gould, painter and artist, a servant by written agreement, had absconded ten days previously. Mr Palmer had advanced him money and clothing and held Gould's Certificate of Freedom as surety. He said it was the fourth time Gould had absconded.

In 1836, he returned to Hobart and married Ann Reynolds, but in September we find William, recently free, was charged with robbing his furnished lodgings. The *Colonial Times* noted - "*This man was an excellent painter, and never wanted for work*".

The following April, *Gould, a celebrated artist of this town (Hobart) was charged with drunkenness and fined 5 shillings*. Unfortunately, he continued to live in poverty and committed further offences such as indecent conduct, stealing rum, and stealing clothing, which resulted in more prison time. Moving on to June 1845, he was charged with stealing a musical box. A further charge of stealing two razors saw him before the court again in September 1846. This resulted in a verdict of guilty but with a recommendation to mercy.

In December 1846 the Judge, seemingly in exasperation, I feel, said - *Yours is a case with which I scarcely know how to deal... the jury, however, in delivering their verdict, recommended you to mercy, on account of your having a large family and your wife being recently confined. It is on record that, not very long ago, you were tried and sentenced to two years' imprisonment for a larceny similar to the present—the article being a musical snuff-box. That sentence was afterwards commuted to six months imprisonment only, probably from some such appeal, arising from commiseration for your family, which has been made by the jury in the present instance. Were I to pass a sentence upon you for seven years, it might be that a similar appeal would be made with a similar result. It is known that you are an artist of considerable talent, and could, by the honest prosecution of your calling, maintain yourself and those who have a natural right to look up to you for protection. Under all the circumstance, I am induced to pass upon you a sentence of two years' imprisonment with hard labour.*

William died of natural causes in Hobart on 11 December 1853.

<https://www.fortysSketchbookoffishesouth.com.au/history888/william-buelow-gould>

https://www.dao.org.au/bio/version_history/william-gould/biography/?p=2

<https://libraries.tas.gov.au/>

<https://www.anbg.gov.au/biography/gould-william-b.html>

https://www.amw.org.au/sites/default/files/memory_of_the_world/science-and-innovation/william-buelow-goulds-sketchbook-fishes.html

<https://www.youtube.com/watch?v=beHLB53tuy0>

FREDERICK STRANGE, ARTIST

Another Tasmanian colonial artist who arrived as a convict was Frederick Strange. He was born in Nottingham around 1807. His trade was that of house painter and portrait painter. Having been tried in Essex on 22 June 1837 for stealing a watch, he arrived in Hobart in January 1838 on the ship *Neptune*. He does not appear to have been assigned, but rather employed as a government messenger. A description shows he was 5'6" tall with dark brown hair, red whiskers, light brown eyebrows dark blue eyes, high forehead and a pale complexion.

In 1841, he was granted a third-class pass and went to Launceston. Drawing portraits and giving lessons in drawing was not enough to sustain him. He moved back to Hobart in 1848 and worked in a painter's shop until he received his Conditional Pardon in December of that year and returned once again to Launceston.

He exhibited some of his landscapes in 1851 at the Launceston Art Exhibition. He also took on students again and painted portraits in oils. The introduction of daguerreotype portraiture using a camera soon became more popular and cheaper and could be acquired within a short time. Frederick Strange was unable, or possibly unwilling, to compete with the new invention. He began trading instead as a grocer in Launceston.

The artist died unmarried on 31 March 1873 at age 64 years of rheumatic fever.

To date, 35 of his works have been located. His landscapes show a careful attention to detail and are of great historical significance. In 2016 Launceston's Queen Victoria Art Gallery at Royal Park held an exhibition of the works of the "Enigmatic Mr Strange". Some of the works had never been displayed before and they gave a glimpse into the past of the town and its environs.



Strange, Frederick, Launceston, from Windmill Hill, 1858

<https://www.aasd.com.au/artist/950-frederick-strange/works-in-past-sales/>

THE FATE OF CAPTAIN JAMES CUNNINGHAM.

THE VANGUARD.

MURDER OF THE CAPTAIN AND SEVEN SEAMEN.

This schooner, we are sorry to say, has returned to Sydney, under most disastrous and distressing circumstances. She sailed hence on a sandal-wood voyage the 15th September last and arrived at New Caledonia (west side) on the 26th. They found the natives exceedingly friendly and by the 19th October, had collected about 14 tons of wood. On the afternoon of that day, a chief named Agulla went on board the vessel, and wished Cunningham to proceed up one of the bays for the purpose of fetching off a large quantity of wood that had been collected by the natives. The Captain, however, refused to go at the late hour of the day but told Agulla, if he would remain on board for the night, he would go with him the next morning.

At daylight, therefore, the two boats, in one of which was the captain, John Williams, Thomas Codlin, John Fowler and the chief Agulla, and in the other, William Able (second mate and carpenter), Charles Shipley, Luscombe, and Charles Evelyn, left the vessel for the shore, leaving on board only the chief officer Mr Bunker, two seamen, one of whom was sick, the steward and cook. Shortly after, a double canoe went off to the vessel with three chiefs, one being Algulla, and about thirty or forty natives. The mate, recognising among them the chief that had accompanied the captain on shore about an hour previous to obtain wood, had some suspicions that their intentions were not good, and at first refused to allow any of them on board, but subsequently gave the privilege to the chiefs, who a short time employed themselves in cleaning the wood on board.

One of them asked the mate to chain up the dog and allow the natives in the canoe on board, which, however, was refused. The same chief then approached one of the seamen, and picking up a tomahawk was about to strike a blow, when his arm was arrested by the mate who had been narrowly watching his movements.

They were then compelled to leave the vessel, notwithstanding they kept dodging about her in the canoe for some time. The mate refrained from firing on them in consequence of the two boats being ashore. The canoe afterwards proceeded up the bay the captain had gone to in the morning with the boats, and shortly after a large number of natives were seen from the vessel running over a hill, with spears and tomahawks in their hands, shouting and hooting to their utmost. Two of the canoes went off again to the vessel during the afternoon, but on their approaching the vessel a musket was fired over their bows by the mate.

They continued, however, dodging round her for a considerable time and afterwards proceeded to the opposite side of the bay they had left and anchored their canoes. Most of the natives were to be seen on the hill till sundown.

At 10pm one of the canoes was again observed astern of the vessel but on the firing of the gun she made off. The voices of the natives were heard in the bay

that night until 11 o'clock. At 2 pm the following day from thirty to forty canoes were seen on the opposite side of the bay where they had landed the evening previous, and immediately afterwards a number of them were observed approaching the vessel. The mate, thinking he would be better able to keep them off with the vessel under weigh, slipped the chain (being unable to purchase the anchor in time), and ran her before the wind, into the bay where the captain and crew had landed in the boats. Nothing however could be seen or heard of them.

A large volume of smoke was observed on shore and it was the mate's intention then to have anchored for the night, but, the wind becoming variable and squall, he thought best to get outside the reefs again before dark. She was then hauled awind till daylight, when she stood in again for the reefs. A good look out was kept from the masthead during the whole of the 22nd and 23rd October, and guns were frequently fired in order to attract the attention of the captain and crew had they been safe on shore, but all to no purpose.

There being then every reason to believe that the whole of the unfortunate men had fallen a sacrifice to these savages, and that their object was to obtain possession of the schooner, the mate thought it advisable on the 24th to return to Sydney and fortunately has had a favourable run of sixteen days. - *The Sentinel* 11 November 1847, page 2.

The *Vanguard* was immediately despatched to New Caledonia to ascertain the fate of Captain Cunningham and the crew and also obtain a cargo of sandalwood. Captain Richards, who had long experience and was well acquainted with the natives and trade, was appointed to take command.

It was suggested that Captain Cunningham and the missing crew had escaped to New Zealand, with the exception of the carpenter. Although it was hoped that it was true, there was doubt about the accuracy of the report which had come via a private letter received by the brig *Maukin*.

News finally came on 30 March 1848 when it was reported in the *Sydney Morning Herald*. The gruesome deaths of the captain and crew were verified. Captain Richards spoke with friendly natives who said another tribe had been responsible. They told him that no provocation was given and no shots were fired. Captain Richards said that he had seen Captain Cunningham trade with the natives in the past and he was certain that he would not have allowed any of his men to commit any offence against the natives. He always treated them with kindness. The natives had apparently rushed the men with their tomahawks and hamstrung them, severed their heads and arms from their bodies, and then placed them in a heap and burned them. Captain Cunningham was the first they attacked and none had escaped.

<https://www.qvmag.tas.gov.au/>

<https://adb.anu.edu.au/biography/strange-frederick-2709>

NEWCASTLE PARISH REGISTERS

<https://livinghistories.newcastle.edu.au>



The University of Newcastle has a website called Living Histories which contains digitised copies of its Special Collections.

The Archive of the Anglican Diocese of Newcastle and Christchurch Cathedral has numerous baptism, marriage and burial registers available.

Pictured is the Scone Registry of Baptisms (1839-1865); Marriages (1840 – 1865); Burials (1870 –

1933). The example is from the 1843 baptisms.

Of interest may be the Hexham registers 1840 – 1873, and the Jerry's Plains baptism and burial register 1858 – 1963.

1843

Baptisms solemnized in the Parish of Scone in the County of Brisbane

When Baptized	When Born	Children's Christian Name	Parents' Names	Minister	Quality or Profession	By whom the ceremony was performed
1843 13. Aug.	1838 October	William	Edward and Martha	James Labrousse	John. Morse. A. M.	John. Morse. A. M.
1843 No. 126	1842 Jan. 8	Martha	Robert and White	James Labrousse	John. Morse. A. M.	John. Morse. A. M.
1843 13. Aug.	1842 Jan. 26	Robert	Robert and White	James Labrousse	John. Morse. A. M.	John. Morse. A. M.
1843 No. 127	1842 Jan. 26	Martha	Robert and White	James Labrousse	John. Morse. A. M.	John. Morse. A. M.
1843 No. 128	1842 Jan. 26	Martha	Robert and White	James Labrousse	John. Morse. A. M.	John. Morse. A. M.
1843 No. 129	1842 Jan. 26	Martha	Robert and White	James Labrousse	John. Morse. A. M.	John. Morse. A. M.

All registers which have been digitised are hyperlinked for easy access.

CHRIST CHURCH CATHEDRAL	B7806	Marriages	Feb 1826 - May 1837
CHRIST CHURCH CATHEDRAL	B7807	Marriages	May 1837 - Dec 1838
CHRIST CHURCH CATHEDRAL	B7808	Marriages	Transcription (PDF)
CHRIST CHURCH CATHEDRAL	B7808	Marriages	Jan 1839 - Feb 1856

Anglican Diocese: Christ Church Newcastle
Register: B7807

Baptisms: 21/05/1837 to 03/12/1838
Marriages: 12/05/1837 to 17/12/1838
Burials: 24/05/1837 to 25/12/1838

Dates: 21/05/1837 to 03/12/1838

Page	No	Baptized	Born	Christian	Parents	Father	Mother	Minister	Profession	Particular
24	284	21/05/1837	12/06/1837	Christian	Ogilby	James	Ann	Newcastle	Farmer	C P Wilson
25	285	28/05/1837	12/06/1837	Bernard	Wells	James	Ann	Newcastle	Farmer	C P Wilson
26	286	28/05/1837	20/06/1837	Robert	Wells	James	Ann	Newcastle	Farmer	C P Wilson
27	287	28/05/1837	20/06/1837	Thomas	Wells	James	Ann	Newcastle	Farmer	C P Wilson
28	288	18/06/1837	20/06/1837	Robert	Wells	James	Ann	Newcastle	Farmer	C P Wilson
29	289	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
30	290	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
31	291	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
32	292	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
33	293	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
34	294	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
35	295	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
36	296	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
37	297	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
38	298	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
39	299	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
40	300	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
41	301	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
42	302	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
43	303	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
44	304	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
45	305	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
46	306	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
47	307	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
48	308	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
49	309	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
50	310	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
51	311	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
52	312	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
53	313	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
54	314	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
55	315	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
56	316	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
57	317	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
58	318	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
59	319	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
60	320	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
61	321	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
62	322	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
63	323	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
64	324	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
65	325	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
66	326	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
67	327	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
68	328	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
69	329	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
70	330	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
71	331	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
72	332	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
73	333	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
74	334	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
75	335	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
76	336	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
77	337	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
78	338	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
79	339	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
80	340	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
81	341	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
82	342	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
83	343	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
84	344	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
85	345	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
86	346	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
87	347	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
88	348	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
89	349	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
90	350	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
91	351	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
92	352	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
93	353	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
94	354	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
95	355	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
96	356	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
97	357	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
98	358	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
99	359	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson
100	360	18/06/1837	12/06/1837	May Ellen	Wells	James	Ann	Newcastle	Farmer	C P Wilson

You will see that some of the Christ Church Cathedral registers have PDF transcriptions included – e.g. the marriages for May 1837 – Dec 1838.

DO THE NSW CONVICT INDENTS TELL THE WHOLE STORY?

At our last meeting, Helen Connor presented me with an article written by Associate Professor Carol Liston of the Western Sydney University and Dr Kathrine Reynolds of the University of Sydney, Camperdown. Both have done extensive research on early Australian history. Their study on the crime of “man robbery”, which has been attributed to a number of female convicts, shows an anomaly in the way such a crime was recorded in New South Wales in the 1830s.

The study also revealed inconsistencies between the colonial records and the U.K. records while they painstakingly carried out their research. The term “man robbery” did not appear in any of the U.K. court records when the women were sentenced to transportation. Why then does it appear on convict indents that we, as family historians, like to use as documented proof?

I will not reproduce the lengthy article. It is certainly enlightening, and you can access it on www.mdpi.com/journal/societies by searching for ‘man robbery’. You will also notice another of their papers on that website where Liston and Reynolds had previously investigated the whole prosecution process of a great number of female offenders in England, Scotland and Wales – covering their apprehensions, their convictions and then their transportation to New South Wales. Naturally, there was a diversity in the type of women who convicted the crimes, and also in the events which led to their conviction.

Theft is what we commonly find on the convict records for female convicts – but was it, for example, for stealing money, for picking pockets, for highway robbery, for housebreaking or stealing from a dwelling house, stealing from masters or shopkeepers, stealing clothing, or stealing food?

Robbery and highway robbery were more serious crimes as they inferred a degree of violence. Was “man robbery” coined to indicate robbing of a man? Could there be a supposition that there was violence wrongly attached to a crime that was not violent, or, indeed, could there have been a sexual connotation linking the crime to prostitution?



accounts of trials; and seeking out gaol reports which were NOT sent to New South

Who were the women convicted and transported? It was long believed that they were all depraved and immoral. Certainly early descriptions were written by such men as government officials, ship captains and surgeons, clergymen and employers - all with rather a slanted view because these convicted women were viewed as not measuring up to their ideas of femininity. Most were thought of as prostitutes. Studying the trial transcripts where available; searching for newspaper

Wales, Liston and Reynolds revealed that we may need to look more closely at the records we accept as true.

A look at the sequence of events for recording information for the NSW convict indents, especially the later printed indents, shows how the true picture is not always completely correct. [An indent or indenture was an official list of convicts who were being transported on a particular ship. Basically, it was a ship's muster. As such, a convict was always identified by the ship on which he arrived.]

Liston and Reynolds have simplified the process of compiling the indents and the changes made to that process by two Governors in particular. They cite from the Historical Records of Australia that the British Home Office, for the entire period of transportation, did not send information to the colony regarding crime details or personal details other than age. The British Government provided a list of the convicts on board with just name, date and place of trial, and the length of sentence.

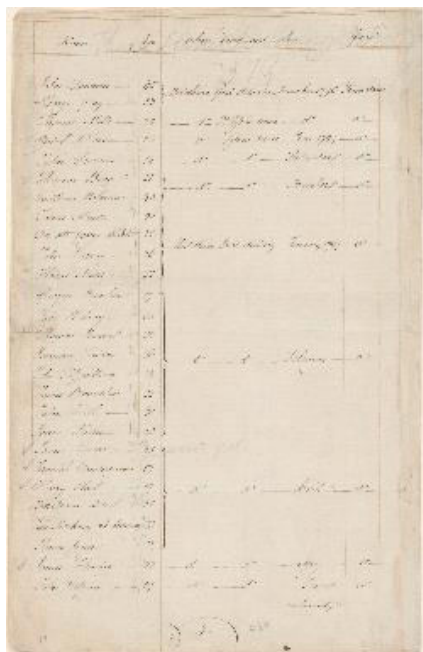
So where does the extra information we find on the indents come from? Even though the case study was confined to the women sent to NSW in the 1830s, we know that females were not sent to the hulks to await transportation, they remained in the gaols - most were in Newgate, but others were in county gaols.

When a ship was chartered for transportation, the Home Office wrote to the county gaolers requesting the number of females who were waiting transportation and whether or not they were considered healthy enough to make the voyage. The gaol reports would usually contain a character assessment, details of their family (eg married with children), and information about the crime committed. The Home Office assessed the reports in order to select the women. The gaoler was supposed to ensure that the report details accompanied the women when they were taken to the ship.

For those women who had their crimes listed in the Australian records as "man robbery", it appears that this was a term created when they arrived. Liston and Reynolds wanted to determine if the term was a fair description of the actual crime committed. It was evident that no male convict had been described in that way.

Up until the 1828 census there was no register of convicts as such. Prior to 1828, all information about the convicts was kept by the Colonial Secretary's Office. The basic information provided by the British government was recorded along with any extra details required by the current NSW Governor. Separate clerks dealt with tickets of leave, assignment registers, and colonial punishments.

When the records were then transferred to the Office of the Superintendent of Convicts, the Colonial Secretary advised Governor Darling in 1828 that the lists from England had just four columns for name, when and where tried, and the sentence. He said there were sometimes loose sheets of paper without signatures or any verification that they may have come from official sources. These, no doubt, would have included the gaol reports that were rejected by Secretary Alexander Macleay just in case legal challenges arose.



Macleay believed that the Home Office should be supplying verified details of age, marital status, occupation, previous convictions, religion and behaviour in gaol. From 1815 when Superintendent-Surgeons were appointed to the convict ships, they had to record in their journals the country of birth and whether or not they could read or write, or both. This information often went on the indents.

From 1826 Macleay had been overseeing the gathering of extra details. Before the prisoners were disembarked from the ship, their physical descriptions were noted along with the crimes committed – information that was often provided by the convicts themselves.

The clerks who were appointed to the Office of the Superintendent of Convicts were given the task of creating hand-written

‘bound indents’ by re-arranging the names of all convicts, along with the relevant details, alphabetically. These clerks may have arrived as convicts who were deemed capable of performing such a task.

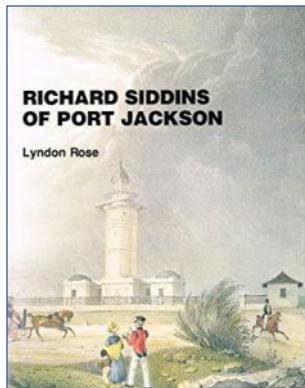
By 1830 the directive, however, had become too burdensome and no extra clerks had been appointed. Is this when the term “man robbery” was created, probably by the clerks? The advantage of the new system of having the indents in alphabetical order, although laborious, made it easier to locate a convict’s record and add notations when required.

Governor Bourke, in 1834, came up with the solution of printing the indents. This saved time for the clerks, and it was easier to obtain a convict’s record to add notations. Many of the later indents include age, crime, physical description, native place, marital status, number of children, trade, port of departure, port of arrival, date of arrival, the ship, information about tickets of leave, certificates of freedom or pardons, and to whom the convict was assigned.

About thirty copies of each yearly volume of the indents were printed and sent to district magistrates who could use them to identify convicts more easily.

It must be noted that throughout the transportation of convict era some convicts were listed on the ship’s muster, but they may not have arrived on that ship. This may have been due to illness, death, escape, pardons or clerical errors. Occasionally a notation of non arrival was recorded on the indents. There are also cases of non-arrivals who were incorrectly identified as another convict.

BOOK REVIEW - **RICHARD SIDDINS OF PORT JACKSON.**



This well researched book by Lyndon Rose was published in 1984. It is in our lending library. I chose it because of the opening article in this *Chronicle*. I found that Richard Driver and Richard Siddins married sisters, Elizabeth Powell and Jane Powell. Siddins is buried in the Driver vault which was relocated to the Rookwood Cemetery.

Because the book supplements the earlier story, I have decided to include more information than I would if it was a mere review.

I would definitely recommend it to anyone who is interested in Australia's early history – especially those interested in the early merchants and sea captains and the role they played in the development of the colony. They not only established trade routes and explored the southern Pacific islands in search of sandalwood, seals and whales, but also were engaged in the building of suitable ships.

Lyndon Rose had been acquainted with the life story of Richard Siddins through contact with his descendants. Her thorough research enabled her to uncover even more about the man and his remarkable sea-faring days. The story is presented well with quoted sources, illustrations and maps.

Rose intricately weaves the life of Siddins amongst the chronological events of Port Jackson from 1804 when he first arrived in the colony until the end of his sea-going journeys when he accepted the post of Harbour Pilot and light-housekeeper. Siddins died at South Head Lighthouse in 1846 at around 80 years of age.

Originally trained in the British Navy, he was one of a number of such persons to become a “sea hunter”. It is not known where he came from or when he joined the whaling ship, *Alexander*. It is known however that often men joined the whalers to escape imprisonment or serving time in warfare. Whatever his reason for joining the crew, Siddins was a very capable sailor and later he would become a sea captain in the new colony.

Such sea captains were entrusted by the Sydney merchants to seek and purchase cargo from the Pacific Islands and bring them to Port Jackson. It was difficult for the merchants to find trustworthy captains as the probability of both the cargo and the vessel itself being sold off by the captain was very real. Trade was fierce. Many nationalities were competing for cargo and often their countries were at war. Pirating was rife. The East India Company's trade monopoly led to devious methods being used by traders and shipping crews. Some of the wealthy Sydney

merchants operating in Port Jackson when Siddins first arrived were in fact ex-convicts.

Against such a background, Rose tells us how Siddins became an entrusted ship's master and later went on to become part owner of a vessel.

The amazing fact is that Siddins had the natural ability to memorise a route. Some of the routes had never been charted. The times in which he made his long voyages often coincided with wars and pirating. This added to the dangers of the sea and the ever-present possibility of being shipwrecked. Conditions were harsh, journeys were long and arduous, and obtaining cargo was often hazardous - whether it was obtaining sandalwood from islands whose inhabitants were said to be cannibals or searching for seals in arctic waters.

So, if your interest lies in obtaining background information of the colony from a different perspective, this book is worth reading.

Siddins first arrived in Sydney in 1804 as a crew member of the British whaler *Alexander*. In 1802, the East India Company no longer had total monopoly in the South Pacific, so Captain Rhodes had prepared the whaling ship *Alexander* for a long voyage to that area sailing via Rio.

In October 1802, Rhodes pulled into Norfolk Island to take on board "sundry provisions" – probably corn and salted pork. The ship then sailed to the Bay of Islands in New Zealand. This was a well-known visiting centre for whaling vessels. After some months catching sperm whales, Rhodes took the vessel to Port Jackson for refitting. He then returned to New Zealand waters for another season of whaling.

While in Port Jackson for three months for the re-fitting, the sailors were not allowed to go ashore overnight. The Captains were a different matter though, and Captain Rhodes bought himself a house in the Rocks area. When he returned to the sea, the wealthy merchant, Simeon Lord, arranged for the letting of his house. No doubt Siddins assessed the possibility of settling in Port Jackson and mastering one of the new vessels being built.

Siddins returned to Sydney in 1804. He sailed again with the *Alexander* down to the new settlement on the Derwent River for further whaling – returning in December. Sealing had already become the colony's first primary industry, and the merchants needed suitable ships and crew members. Private ship-building had already commenced and Siddins appears to have joined the crew of the *Governor King* (built by Underwood) in 1805.

He must have been impressed with the firm of Lord, Kable & Underwood because he took command of their small sloop, *Marcia* in 1806. The smaller colonial vessels were built mostly for coastal trade sailing north to Broken Bay, up the Hawkesbury River, or south to Bass Strait in search of fur seals. Lord, Kable & Underwood wanted to base Siddins in Twofold Bay where merchant Robert Campbell had established a whaling station.

For some reason, Siddins decided he would return to London, so he signed up as a mate on the *Commerce*, sailing out in December 1806. The vessel was to pick up a cargo of seal skins on the way. A heavy storm caused damage to the ship, and they were forced to head for the Bay of Islands. The trip to England was thus abandoned and the *Commerce* returned to Port Jackson for extensive repairs.

By the end of 1807, Siddins (at age 37) was engaged by Lord, Kable & Underwood as master of their whaler *King George* built in 1805. This whaler had its own boiler on board but had not been built for the whaling trade as sealing had become more lucrative. The seals were valuable for their fur, skin and oil.

Before long, other merchants were also sealing off the waters to the south of the continent. Sailors from America had also arrived to join the hunt, and this inevitably led to clashes. Such clashes were also a problem in the securing of another valuable cargo – sandalwood. The islands in the Pacific were not British territory and the Sydney merchants were not the only ones trying to procure the commodity.

Sandalwood was used for making joss sticks and delicate fretwork fans which were popular with the Orientals. The wealthy Chinese also used sandalwood for scented boxes and cupboard linings. It was the most valuable wood in the world at that time and brought the highest prices when landed in Canton. However, ships from NSW were not allowed to trade with China as the British East India Company still had the monopoly. Americans, though, were able to trade with China and India. Needless to say, the merchants and shipping captains found ways to do a lucrative, if not always legal, trade.

Siddins was at sea for months at a time. When he returned to Port Jackson in mid-1808, the newspapers of the day were interested in his voyages around the islands of the Pacific. In his absence Governor Bligh had been deposed and the Rum Rebellion had taken place. Also, Lord, Kable & Underwood had dissolved their partnership. Henry Kable jnr had become a merchant with shipping interests, and Joseph Underwood (younger brother of James) had arrived in the colony ready to establish himself as a merchant as well. There was a revived interest in sealing as the stands of sandalwood were being depleted.

Siddins decided to sign on as master of the *Mercury* owned by Wills and Reibey. This was a smaller vessel and Siddins could better enter the smaller bays and coves in search of sandalwood. By the time he reached Fiji he found the trade was in decline there. However, the wreck of another vessel brought a windfall in a treasure of gold bars, the proceeds of which were seemingly later shared with crew members.

On returning from the islands, Siddins sailed to Kangaroo Island for Henry Kable Jnr. In 1810 he was invited to join Joseph Underwood in a voyage to Calcutta. Underwood was hoping to procure a ship for the NSW/Canton/Bengal trade, and

no doubt knew of Siddins' reputation for memorizing a route. This particular route would be through Torres Strait because sandalwood had been discovered at Timor.

In Calcutta, Underwood purchased the *Campbell Macquarie* and Siddins brought it back to Sydney via Hobart. The cargo he returned with was offered "in exchange for Colonial Currency". There was no mint in New South Wales, so currency was mostly in the form of Promissory Notes which were issued by leading merchants and had to be honoured within three days or the defaulter forced penalties.

After two months in the harbour, Siddins and Underwood took the ship back to Calcutta. They sailed with ballast as they had no suitable cargo for Calcutta. They returned in 1812 and Underwood sought permission for the ship to sail for the Cape of Good Hope. He wanted to exchange produce from New South Wales for wine from South Africa. This was considered a safe route since Britain had captured French-held Mauritius and had cleared the waters of French influence. (Captain Matthew Flinders had been imprisoned by the French on Mauritius in 1803. By 1810 when he was finally freed, he was a broken man.)

Underwood was refused permission to trade on this route, so he announced that Siddins was being engaged to search for new sealing grounds. On heading for Macquarie Island he was shipwrecked, but he managed to take his cargo of seal skins and barrels of salt ashore.

Underwood had to procure another vessel for the India route and once again Siddins accompanied him on the trip. They went via Canton – it was the first time Siddins had visited this port. In Calcutta they picked up the new *Campbell Macquarie*.

In 1818, Siddins became part owner of *Lynx* with Sydney merchants Jones and Riley. Alexander Riley had arrived in Sydney in 1809. His brother Edward was established in Calcutta as a trader. By 1820 the merchants' store was known as Jones, Riley & Walker.

Not all of his time was spent at sea. Siddons had three sons and nine daughters with three wives! Jane Powell was his third wife. He was 45 and Jane was 16 – despite the ages of 35 and 22 appearing in the St Philips church register in 1816.

At age 50, Siddins took his ship to the South Shetland Islands which had been annexed by the British in 1819. He returned in June 1822 and did one more sealing trip to Macquarie Island.

In 1824, he was granted a 640 acre farm on the Hunter River. Three convicts were assigned to help on the farm, but the family never lived there. It was rented out until it was eventually sold.

With such a large family, it was fitting that he became the harbour pilot and light-housekeeper after so many years at sea. There were many masters of ships who explored the Southern Ocean, and reading this book gives you a much better

appreciation of the difficulties they faced in dealing with not only the dangers of the seas, but also in dealing with the inhabitants of the islands and the competition with other nationalities (and traders) in procuring a valuable cargo.

Part of the memorial of Siddins wrote to the Governor soon after his last voyage –

.....Your Memorialist is at present commander, and part owner of the Brig Lynx, belonging to this Port, and lately returned from a Sealing Voyage to the New South Shetland.

That from the year 1804 the period of your Memorialist's first arrival in the colony in the Alexander whaler, your Memorialist has been employed in the trade of the Colony between this Port and Calcutta.

That owing to the present very general want of employment for shipping and with a view to settle in this part of the Territory your Memorialist having been for six years married to the daughter of a free settler of this Colony, by whom he has a young family, Your Memorialist has ventured to submit the underwritten testimonials of his qualifications for, and to solicit the appointment of Deputy-Harbour Master and Pilot.

.....The Memorialist has been in the employment of Messrs. Jones and Riley and in that of Jones, Riley & Walker for the last six years during which time he has conducted himself to their entire satisfaction..... William Walker.

Captain Richard Siddins died in 1846.



FATE OF THE *HOPE* IN THE DERWENT.

While looking for information on the fate of Captain James Cunningham, I came across information in various newspapers about the fate of the ship, *Hope*. On 28 April 1827, the vessel ran aground about 12 miles south of Hobart Town and was “completely lost” according to the reports.

The *Australian* on 1 June 1827 reported that - *The late ship Hope went to pieces on Friday night last; the major part was carried out to sea. A great deal of the cargo is also lost and was washed away. Captain Cunningham and his crew are still down the river, in charge of the remaining cargo and the wreck. The wreck, bow-anchor, and chain cable were sold by auction by Mr Underwood on Wednesday to Captain Laughton for 63 pounds – the chain cable originally cost in England 300 pounds!*

The *Colonial Times and Tasmanian Advertiser* on 4 May 1827 had given more, if not differing, detail. It was Saturday afternoon when the ship was about to be towed up the Derwent River by the ship’s two boats. The Pilot came on board and took charge saying he could safely guide the ship without the boats. Captain Cunningham wanted the ship towed, but Pilot Mansfield said he knew the river well. The Captain left control in the hands of the Pilot and went to rest – until woken by the vessel running ashore.

The wind had been light and variable. The night was dark, and rain was falling. The ship sailed slowly. Two hours before day-break, the ship ran ashore on the long sandy beach in Shoal Bay. Although the wind was not strong, the surf was running high. The ship was in just seven feet of water when she required a draught of fifteen feet.

There was immediate terror on board. The Captain raved at the pilot with “the latter standing in mute dismay”. The vessel was creaking and expected to go to pieces at any moment. She was leaking badly, and the surf was rolling over her.

On daylight the perilous situation was obvious. Two whale boats which had been off Bruny Island came to the wreck having heard the signal-gun. One of the boats was damaged. Captain Cunningham had jumped into the ship’s jolly-boat alone in a fruitless attempt to save the *Hope* from breaking up further.

Attention was then given to off-loading the passengers. The whale boat took the women and some gentlemen passengers to Hobart Town to alert the authorities. The sloop *Recovery* was immediately sent by the ship’s agent to recover what cargo they could. The rest of the crew and passengers were still on board.

That night, the rudder gave way, and more damage was done. Some of the survivors had arrived in Hobart on the Tuesday while some had stayed with the ship to use the pumps. The main mast had been cut away and there was no hope of saving the ship.

A further report on 11 May informed that Captain Laughton had drowned leaving a disconsolate widow and three children.

Captain Cunningham and Captain Laughton of the late ship *Hope* were in a boat making for the shore where the wreck was lying. The boat almost filled with heavy surf. They jumped out and swam ashore. As Captain Laughton was treading ground another wave washed him backwards a considerable distance while Captain Cunningham saved himself. Shortly afterwards another wave brough Captain Laughton ashore – but he was already deceased. Captain Cunningham took his body to Hobart where an inquest was held at the *Hope and Anchor*.

Letters by convicts - From our talk at the June meeting – A letter written by 15 year old Mary Haydock (Mary Reibey) to her aunt Penelope Hope -

My Dear aunt Oct 8th 1792 bottany bay
 we arrived here on the 7th and I hope it will
 answer better than we expected for I write this on
 Board of ship but it looks a pleasant place
 Enough we shall but have 4 pair of trowser a week
 and we shall have one pound of rice a week and
 4 pound of pork besides Greens and other
 Vegetables they tell me I am for life
 The Governor told me I was but for 7 years
 Gives me very much to think of it but I will
 watch every opportunity to get away in too or 3
 years But I will make my self as happy as I Can In my
 Present and unhappy situation I will Give you
 Further satisfaction when I Get there and is settled
 I am well and hearty as ever I was in my life I
 Desire you will answer me by some ship that is
 Coming and lett me know how the Children is
 and all inquiring friends so I must Conclude
 because we are in a hurry to go & shore remember
 My Love to my sister and aunt wamsley and
 My Cousens so no more at present from
 your undutifull neice Mary Haydock Oct 8th
 Took 2 Guinees of one and said he would let me
 my sister with my sister has been very angry
 with me so I must never see you again

Octb 8th 1792 bottany bay

My Dear aunt

We arrived here on the 7th and I hope
 it will answer better than we expected
 for I write this on Board of ship but it
 looks a pleasant place Enough we
 shall but have 4 pair of trowser to
 make a week and we shall have one
 pound of rice a week and 4 pound of
 pork besides Greens and other
 Vegetables they tell me I am for life
 wick The Governor told me I was but
 for 7 years wick Gives me very much
 to think of it but I will watch every
 opportunity to get away in too or 3
 years But I will make my self as happy
 as I Can In my Present and unhappy
 situation I will Give you Further
 satisfaction when I Get there and is
 settled I am well and hearty as ever I
 was in my life I Desire you will answer
 me by some ship that is Coming and
 lett me know how the Children is
 and all inquiring friends so I must
 Conclude because we are in a hurry to

go a shore remember My Love to my sister and aunt wamsley and My Cousens so
 no more at present from your undutifull neice Mary Haydock.

FRANCOIS GIRARD



When I read that Monsieur Girard was teaching dance at the Sydney Academy in 1816, it did not seem possible that this was the same Francis Girard to whom my ancestor, ex-convict John Hann, was employed building ships on the Clarence River in the 1840s. Indeed, it was! What an interesting entrepreneur this Frenchman became. Did he seize opportunities as they came his way? Did he have a mentor and/or a benefactor? His life in New South Wales was often turbulent. He struggled with bureaucracy and fought litigations. He made money but also faced insolvency.

Francois Girard, alias Francis De Lisle, was born in Normandy, France in 1793 and became a French soldier. How then did he end up in New South Wales as a transported convict? His is an interesting story.

It is believed that he may have been at the Battle of Waterloo as a junior officer. There is no actual proof. After the Napoleonic Wars, in 1815, he went to England hoping to give lessons in French. That did not go to plan, and he stole two watches. For that he was tried and found guilty at the Old Bailey and was transported for seven years to New South Wales in 1820 on the *Agamemnon*.

His educated manner while on board the ship was noticed by the officers. He received preferential treatment and when he landed in Sydney he was not assigned to anyone. Incredibly, he was allowed to teach dance, fencing and French! He informed "*the Gentlemen of the Colony that it is his intention to give lessons in Fencing... F.G. as usual gives lessons in the French language and in Dancing*".

He married in 1824. Mary Hayes was the eldest daughter of Irish rebel Michael Hayes who had been a prominent Sydney trader. It was not long before Francois anglicized his name to Francis. Nine children were born during their marriage.

His dancing days seemed to be over when his next venture was to open a bakery in George-street. Firstly, he had to apply to Governor Ralph Darling for land on which to build a flour mill. He decided he would have a candle factory as well. To own land he had to become a naturalized British citizen. This he did, but he did not get land at his preferred Woolloomooloo. Instead, the land granted was at Cockle Bay (later Darling Harbour). There was a great deal of correspondence between Girard and the Colonial Secretary regarding the land and it resulted in friction between him and the Governor and Colonial Secretary Macleay.

While waiting to build his flour mill, Girard moved from his Coffee Room in Hunter Street to the Sydney Hotel in George Street near the approach to the main barracks. He had been granted a publican's license.

The 1828 Census lists Francois Girard, age 35, Catholic, free by servitude, as a publican at Charlotte Place. Mary was 21 years old and their daughter Eliza was 5 months old.

By the end of 1828 his flour mill had been completed, and, "*with a good breeze would turn six or eight and ten bushels of grain into flour in an hour*".

In September 1833, Girard was indicted for nuisance for blasting rock on his premises in Kent-street. It was noted as being the first ever conviction of this kind. Although found guilty, the fine of 5 pounds was lenient – but it came with a warning that a repeat of the crime would be more harshly dealt with.

In 1834 Girard advertised his Steam Engine Flour Warehouse at Darling Harbour – *Francis Girard feels much pleasure in announcing to the public in general, that at last having completed his Mill, his Stores are open for the reception of grain; and on the 1st of August he will be ready to supply BISCUIT, FLOUR, etc in any quantity. No expense having been spared in the machinery, he feels confident he will give general satisfaction. The premises are very convenient for the reception of Grain both by land and water; and as the power of the Engine is calculated to grind above three thousand bushels of Wheat per week, F.G., with the view to keep his machinery constantly at work, from and after the 1st of August, will receive Wheat to grind from the public, but not less than ten bushels, for which one shilling will be charged per bushel of sixty pounds weight, to be paid before the Flour is removed, either by Cash or Wheat at a fair market price; and for the convenience of those persons who reside at a distance from Sydney, the wheat which shall be brought to the Mill will be ground forthwith, and the Flour returned with as little delay as possible.*

As 1835 began, so did the operation of his saw mill with its circular saws. A timber yard and a stone quarry were also operational. It is not clear how he was financing his expansion.

His wharf was beside water deep enough to cater for sea-faring ships. Over the years he expanded his wharfage so that by 1837 it was quite an impressive business and he now owned at least five schooners plying between his wharf and Port Macquarie. Coastal ships from the northern rivers, Port Phillip and Launceston regularly brought cargoes of grain to his mill. He boasted that five vessels could be loaded and unloaded at one time.

It was then a case of 'the baker wants a mill, the mill needs a wharf, the wharf needs a road!' Napoleon Street was constructed to give access to Margaret Street and Sussex Street. It was named after the French Emperor he served under. He was able to get a contract with the government to supply Sydney with bread. It

was not always good quality bread, but then it was not his only business venture. He had sufficient numbers of horses and carts which could be used for a charge.



The wharf allowed him to expand his other interests. He had cedar and ship-building interests on the Clarence River and was soon exporting the cedar. He traded in a variety of goods from overseas and within the expanded colony – everything from potatoes to soap and sugar and to livestock.

“The baker wants a mill, the mill needs a wharf, the wharf needs a road, importing and exporting earns good money, money buys a farm.”

In 1840 Francis took up land on the Clarence River. He sold his wharfage, and the Sydney Flour Company became the owner of his mill. A plan of 12 allotments, part of Mr F Girard’s estate, was offered for sale by auction. His was not the only wharf at that time, of course. There were many that were privately owned.

In 1842, with some of his vessels ship-wrecked, and customers wanting compensation, Girard faced insolvency. There was also a downturn in the economy at this time, and Girard was wisely advised to transfer his Clarence property into his wife’s name. He was able to swap the lease on that property for his brother-in-law’s property at Walcha in 1844 and, three years later, he and Mary moved there, and he became a sheep farmer.

He died in 1859 on his property, Branga Park station at Walcha at the age of 65 years. The cause of death was nervous debility. His widow, Mary, and two sons, moved to the Richmond River and took up Lismore Station in 1861. Mary Girard died at Lismore in 1879.

Sources:

https://dictionaryofsydney.org/person/girard_francois

https://www.isfar.org.au/wp-content/uploads/2016/10/39_KENNETH-R.-DUTTON-A-Colonial-Entrepreneur-Francois-Girard-1792-1859.pdf

<https://convictrecords.com.au/convicts/girard/francois/79661>

MRS PEXTON'S DIARY

Mrs Pexton was the wife of Captain William Pexton. She accompanied him on the convict ship *Pilot* from Cork, Ireland to Sydney in 1817. It was a seven month journey and her diary provides a good insight.

In her diary she describes such things as the behaviour of the convicts on board the ship, living in Sydney for a short time in rented accommodation before sailing back to England via Batavia, the Isle de France and St Helena where Napoleon Bonaparte was being held prisoner.

Following is an extract from the 29 page diary held by the Australian National Maritime Museum and available on the Free Settler of Felon website -

We left Cork on Monday March 14th, 1817, and began our voyage to Port Jackson New South Wales having on board 120 convicts 30 soldiers as a guard and an officer (Mr. Franklin) who, with the Doctor, Miss Brenan, Mr Foster, Chief Mate, myself and Mr. Pexton lived together in the cabin.

For the first few days Mr Franklin, Miss Brenan and myself were very sea-sick and confined to our beds. When we were better and able to sit up to dinner in the cabin I will describe the agility of the party in the following manner.....

The motion of the Ship sending them from side to side of the cabin and their endeavours to keep their plates from being broken - it was more amazing to see Mr. Franklin than any of the rest he being a very little man and so light he was sent spinning round with his plate in one hand and his knife and fork in the other - unfortunately for him Miss Brenan was very lusty and she always sit [sic] very near him at table - the ship would roll and throw her with such force against him that the poor little fellow was scarce able to recover his breath for an hour afterwards.

Boots behaved very well on the occasion for he had the puddings on the table and was very useful. Boots is the mate - a little man and wears very large boots so we have given him that name - The Doctor makes tea when we are not able - we continued for some time in this state with the addition of a good many bruises on our shins and arms from the falls we got on deck - until the latter part of March when the weather became very fine.

When the ship arrived in Rio de Janeiro it remained there for almost the whole month of May before departing for New South Wales. When they neared the Canary Islands, Mrs Pexton wrote of an attempted mutiny –

I must not omit a circumstance which took place on board about this time - which was no other than one of the convicts found in the act of persuading the rest to take the ship, murder the Captain and Mate, and confine the sailors - then take the ship where they pleased, for which he was confined and flogged.

https://www.freesettlorfelon.com/convict_ship_pilot_1817.htm

<https://library.anmm.gov.au/>

DIARY OF JOHN SMITH, SURGEON ON THE *CLYDE*.

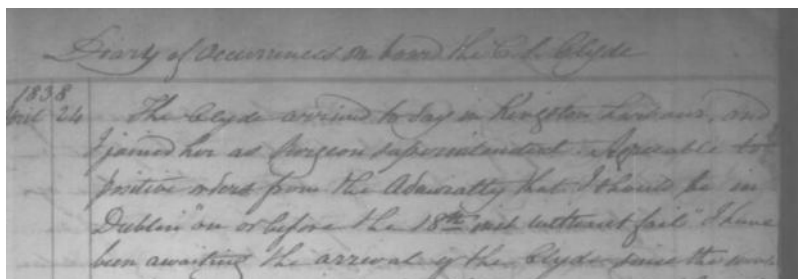
The National Library of Australia's digitisation of the AJCP [Australian Joint Copying Project] has made available so many documents that we may have struggled to find on those endless volumes of microfilm housed in the major libraries around Australia.

While looking at diaries to include in our talk at the June meeting, I came across the diary of *John Smith, the surgeon on board the barque Clyde, which transported 215 male convicts from Kingston, Ireland, to Sydney, 24 April 1838 – 15 September 1838.*

I was impressed with the detailed notation saying that the diary refers to: *Smith's examination of prisoners at Kilmainham Gaol, Dublin, the transfer of clothing, medicines, food, drink and other provisions, the sickness of some convicts, the departure of the Clyde from Kingston (11 May 1838), punishment of convicts for fighting, stealing and insubordination, the gradual removal of irons, the weather, dancing, cleaning of the decks, treatment of sick convicts, sighting of ships, landing at Cape Town (21 July 1838), the transfer of 20 military convicts from the Cape, the admission of convicts to hospital, sightings of whales and porpoises, cases of scurvy, the arrival at Port Jackson (10 Sept. 1838), payments to convicts, disembarkation, and a muster before the Colonial Secretary.*

Some journals written by surgeons are not as detailed as this one. Some are not as easy to read! Smith seemed to be obsessed with the washing of shirts and refers to the prisoners as “the people”.

24 April 1838 – The *Clyde* arrived today in Kingston Harbour, and I joined her as Surgeon Superintendent. Agreeable to positive orders from the Admiralty that I should be in Dublin on or before the 18th....



23 May 1838 - Twenty more freed from the irons – a lad in the box eight hours without breakfast or dinner for making a disturbance last night. With little exception the people are orderly and quiet and many are now merry and dance to the flute or violin.....

153 Twenty more freed from the irons - a lad in the box
 eight hours without breakfast or dinner for making a
 disturbance last night - With little exception the
 people are orderly & quiet & many are now merry
 & dance to the flute or violin - The Proctor act
 has relieved all more or less & was to say administration
 opened a castle of hours (should be good)

14 September 1838 – People mustered by Captain McLean (Macleay) principal Superintendent of Convicts but their descriptions not taken owing to the rain....

he shaved by the time
 154 People mustered by Capt McLean principal
 Superintendent of Convicts but their descriptions
 not taken owing to the rain - Allison rather better
 but in his hands still feverish & the breast pain-
 ful & swollen - Discharged the Brothers Loftus (free
 sons of a prisoner)
 15 The 1st of the prisoners & attended their muster

John Smith was the Surgeon on four voyages to New South Wales. The first was on the *Marquis of Huntley* in 1828 which took 125 days. It was also the first voyage of three for the ship to transport convicts. Departure was from Cork with a military guard under the supervision of Lieutenant Slade of the 40th Regiment of Infantry. On arrival, details of 163 convicts were recorded.

The second voyage for Surgeon John Smith was on the *Surry* in 1834. It was slightly longer trip of 134 days. The ship had already made seven voyages transporting convicts and would make three more. Smith had 260 convicts under his care.

The *Moffatt* sailed in 1836 and was the third ship on which Smith was the Surgeon. On 7 May they sailed from Plymouth and 116 days later arrived in Sydney. Smith had a disagreement with the Captain because he sailed direct, not stopping at the Cape for fresh provisions. Smith had to treat some serious cases of scurvy. He argued that the Surgeon should be able to have a ship enter a port to obtain fresh food if necessary.

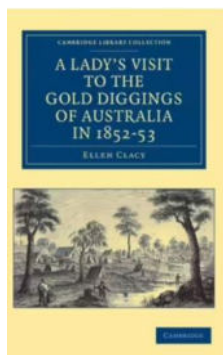
In 1838 the *Clyde* voyage was his last. There were 216 prisoners on board, some very young. It took 122 days to reach Sydney with a stop at Simon's Town (Cape of Good Hope) to take on supplies. There were no serious cases of illness reported.

<https://nla.gov.au/nla.obj-742755230/findingaid?digitised=y>

A LADY'S VISIT TO THE GOLD DIGGINGS

The following extracts are taken from a book by Mrs Charles Clacy, titled *A Lady's Visit to the Gold Diggings of Australia in 1852-53*. At the time of her visit to Australia she was Ellen Von Sturmer, an unmarried daughter of a clergyman. Ellen was born in Surrey in 1830 and died in London in 1901.

In 1852 she and her older brother arrived in Melbourne and made their way to the gold diggings to seek their fortunes. After just two months she returned to England without her brother. On the voyage she gave birth to a daughter. Obviously, she was pregnant when she arrived. In 1854 she married Charles Berry Clacy, a merchant's clerk and mining engineer. She declares that all the events she writes about are true.



The book opens with these words - *It may be deemed presumptuous that one of my age and sex should venture to give to the public an account of personal adventures in a land which has so often been descanted upon by other and abler pens; but when I reflect on the many mothers, wives, and sisters in England, whose hearts are ever longing for information respecting the dangers and privations to which their relatives at the antipodes are exposed, I cannot but hope that the presumption of my undertaking may be pardoned in consideration of the pleasure which an accurate description of some of the Australian Gold Fields may perhaps afford to many; and although the time of my residence in the colonies was short, I had the advantage (not only in Melbourne, but whilst in the bush) of constant intercourse with many experienced diggers and old colonists—thus having every facility for acquiring information respecting Victoria and the other colonies.*

After just three weeks of preparation Ellen was ready to join her brother in a grand adventure.

FRIDAY, 20, lat. 38° 57' S., long. 140° 5' E.—Sighted Moonlight Head, the next day Cape Otway; and in the afternoon of Sunday, the 22nd, we entered the Heads, and our pilot came on board. He was a smart, active fellow, and immediately anchored us within the bay (a heavy gale brewing); and then, after having done colonial justice to a substantial dinner, he edified us with the last Melbourne news. "Not a spare room or bed to be had—no living at all under £1 a-day— every one with ten fingers making ten to £20 a-week." "Then of course no one goes to the diggings?" "Oh, that pays better still— the gold obliged to be quarried—a pound weight of no value." The excitement that evening can scarcely be imagined, but it somewhat abated next morning on his telling us to diminish his accounts some 200 per cent... ... At last we are in Australia. Our feet feel strange as they tread upon terra firma, and our sea-legs (to use a sailor's phrase) are not so ready to leave us after a four

months' service, as we should have anticipated; but it matters little, for we are in the colonies, walking with undignified, awkward gait, not on a fashionable promenade, but upon a little wooden pier.

The first sounds that greet our ears are the noisy tones of some watermen, who are loitering on the building of wooden logs and boards, which we, as do the good people of Victoria, dignify with the undeserved title of pier. There they stand in their waterproof caps and skins—tolerably idle and exceedingly independent—with one eye on the look out for a fare, and the other cast longingly towards the open doors of Liardet's public-house, which is built a few yards from the landing-place, and alongside the main road to Melbourne....

... Our party, on returning to the ship the day after our arrival, witnessed the French-leave-taking of all her crew, who during the absence of the captain, jumped overboard, and were quickly picked up and landed by the various boats about. This desertion of the ships by the sailors is an every-day occurrence; the diggings themselves, or the large amount they could obtain for the run home from another master, offer too many temptations. Consequently, our passengers had the amusement of hauling up from the hold their different goods and chattels; and so great was the confusion, that fully a week elapsed before they were all got to shore. Meanwhile we were getting initiated into colonial prices—money did indeed take to itself wings and fly away...

... Fire-arms were at a premium; one instance will suffice—my brother sold a six-barrelled revolver for which he had given 60s. at Baker's, in Fleet Street, for £16, and the parting with it at that price was looked upon as a great favour. Imagine boots, and they very second-rate ones, at £4 a pair. One of our between-deck passengers who had speculated with a small capital of £40 in boots and cutlery, told me afterwards that he had disposed of them the same evening he had landed, at a net profit of £90—no trifling addition to a poor man's purse. Labour was at a very high price, carpenters, boot and shoemakers, tailors, wheelwrights, joiners, smiths, glaziers, and, in fact, all useful trades, were earning from twenty to 30s. a day—the very men working on the roads could get 11s. per diem, and, many a gentleman in this disarranged state of affairs, was glad to fling old habits aside and turn his hand to whatever came readiest...

...Monday and Tuesday were most unprofitably passed in digging holes; and on Tuesday night we determined to leave the Eagle Hawk, and try our fortune in some of the neighbouring gullies.

Wednesday was a bustling day. We sold our tent, tools, cradle, &c., as we knew plenty were always to be bought of those who, like ourselves, were changing their place. Had we known what we were about, we should never have burdened ourselves by bringing so many goods and chattels a hundred and twenty miles or more up the country; but "experience teaches."

Having parted with all encumbrances, myself excepted, we started for the Iron Bark Gully. All the gold had been transmitted by the escort to Melbourne, and one fine nugget, weighing nearly five ounces, had been sent to Richard. We could not resist the pleasure of presenting him with it, although by our rules not entitled to any of the proceeds....

APPENDIX. WHO SHOULD EMIGRATE?

The question of "Who should emigrate?" has now become one of such importance (owing to the number who are desirous of quitting their native land to seek a surer means of subsistence in our vast colonial possessions), that any book treating of Australia would be sadly deficient were a subject of such universal interest to be left unnoticed; and where there are so many of various capabilities, means and dispositions, in need of guidance and advice as to the advantage of their emigrating, it is probable that the experience of anyone, however slight that experience may be, will be useful to some.

Anyone to succeed in the colonies must take with him a quantity of self-reliance, energy, and perseverance; this is the best capital a man can have. Let none rely upon introductions - they are but useless things at the best - they may get you invited to a good dinner; but now that fresh arrivals in Melbourne are so much more numerous than heretofore, I almost doubt if they would do even that.

A quick, clever fellow with a trade of his own, inured to labour, and with a light heart, that can laugh at the many privations which the gipsy sort of life he must lead in the colonies will entail upon him; any one of this description cannot fail to get on. But for the number of clerks, shopmen, &c., who daily arrive in Australia, there is a worse chance of their gaining a livelihood than if they had remained at home.

With this description of labour the colonial market is largely overstocked; and it is distressing to notice the number of young men incapable of severe manual labour, who, with delicate health, and probably still more delicately filled purses, swarm the towns in search of employment, and are exposed to heavy expenses which they can earn nothing to meet. Such men have rarely been successful at the diggings; the demand for them in their accustomed pursuits is very limited in proportion to their numbers; they gradually sink into extreme poverty - too often into reckless or criminal habits - till they disappear from the streets to make way for others similarly unfortunate.

...even those possessed of every qualification for making first-class colonists, will at first meet with much to surprise and annoy them, and will need all the energy they possess, to enable them to overcome the many disagreeables which encounter them as soon as they arrive.

Convict Connections was formed as an Interest Group of the Genealogical Society of Queensland Inc. to accommodate the growing interest and enthusiasm in our Colonial Heritage. It was decided that the Group would endeavour to service the needs of those members whose ancestral path led them back not only to the Convict Era but also the Colonial Era.

Aims and Objectives

Convict Connections aims to provide a specialist forum for members with a particular interest in Convicts and Colonial Heritage, to share and exchange information, achieve a wider knowledge, and foster a greater appreciation of those who suffered the horrors of transportation.

Membership

Convict Connections membership is available free to all members of the Genealogical Society of Queensland Inc.

Certificate of Proof

Convict Connections can provide a Certificate of Proof on receipt of certified evidence of convict descent which has been verified by our Officer of Claims. Applications must be lodged on an official Claim Form accompanied by legible photocopies of certificates or other Archival proof.

Cost - \$10 for initial Certificate
\$4 for additional tickets for family members
(includes postage)

Meeting dates for 2023

12 February	9 April	11 June
13 August	8 October	10 December

**GOVERNORS AND CARETAKERS DURING THE REIGN OF
KING GEORGE III (1760 – 1820)**

26 Jan 1788 – Jul 1793	Captain Arthur Phillip
Dec 1792 – Dec 1794	Major Francis Grose
Dec 1794 – Sep 1795	Captain William Paterson
11 Sep 1795 – 27 Sep 1800	Captain John Hunter
28 Sep 1800 -12 Aug 1806	Captain Philip Gidley King
13 Aug 1806 -26 Jan 1808	Captain William Bligh
Jan 1808 – Sep 1808	Major George Johnston
Sep 1808 – Jan 1809	Major Joseph Foveaux
10 Jan 1809 – Dec 1810	Lieutenant Colonel William Paterson
1 Jan 1810 – 30 Nov 1821	Major General Lachlan Macquarie

**GOVERNORS AND CARETAKERS DURING THE REIGN OF
KING GEORGE IV (1820 – 1830)**

1 Dec 1821 – 1 Dec 1825	Major General Thomas Brisbane
1 Dec 1825 – 18 Dec 1825	Lieutenant Colonel William Stewart
19 Dec 1825 – 21 Oct 1831	Lieutenant General Ralph Darling

**GOVERNORS AND CARETAKERS DURING THE REIGN OF
KING WILLIAM IV (1830 – 1837)**

22 Oct 1831 – 2 Dec 1831	Colonel Patrick Lindesay
3 Dec 1831 – 5 Dec 1837	Major General Richard Bourke

**GOVERNORS AND CARETAKERS DURING THE REIGN OF
QUEEN VICTORIA (1837 – 1901)**

5 Dec 1837 – 23 Feb 1838	Lieutenant Colonel Kenneth Snodgrass
24 Feb 1838 -11 Jul 1846	Major Sir George Gipps
11 Jul 1846 – 2 Aug 1846	Maurice O'Connell
2 Aug 1846 – 28 Jan 1855	Lieutenant Colonel Sir Charles FitzRoy
29 Jan 1855 – 21 Jan 1861	Sir William Denison