

Emigrants From Milton to New Zealand

Janet Wallace

My first encounter with them was in the churchyard of St Simon and St Jude, Milton-under-Wychwood, 2005. During the intervening years I have heard of several more in the village particularly in the church or library. Who, or what are they? They are the descendants of farm labourers and their families who emigrated to New Zealand during the 1870s. Why did so many go from this area – especially from Milton – and feel the need to pull up their roots to start a new life thousands of miles away? Shirley and Gerald Abraham Turner were the couple I was so fortunate to meet. Gerald is a descendant of Thomas and his wife Mary Ann (nee Busson) who were living with their family in Milton.

Contained in previous Wychwood History Journals there are excellent articles relating to the condition of the local farm labourers and their desperate plight to survive. Background history tells us that over the centuries the farm worker had, especially since the time of the Enclosure Act, become less able to do any work except for that of the farmer by whom he was hired and paid, with



Joseph Arch 1826-1919

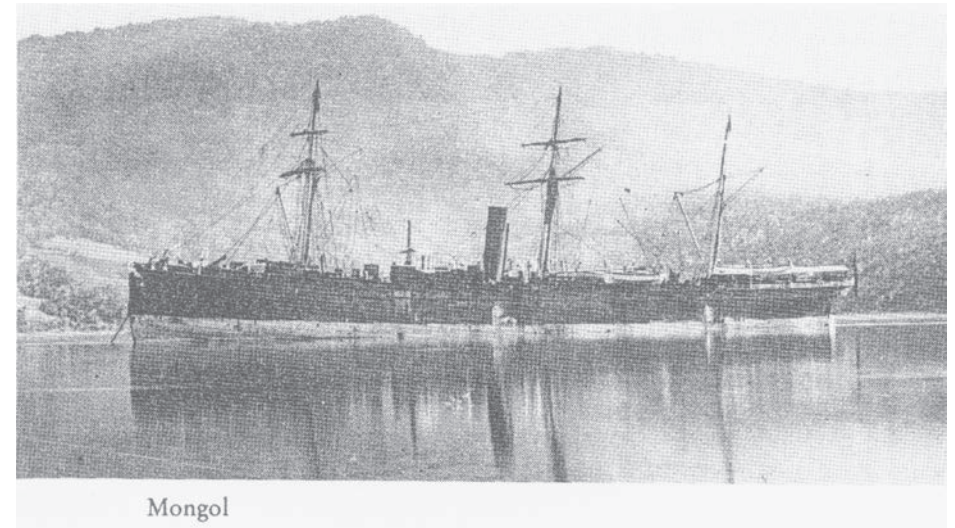
no security due to 'tied' accommodation. Occasionally these problems led to rioting in different parts of England by the men trying to get a better deal from their employers. 'The Revolt of the Field' started in 1872 when labourers refused to work, causing more problems and hardship to themselves and their families. By this time, Joseph Arch (born 1826) had founded the National Agricultural Labourers' Union and was travelling the countryside, addressing meetings aimed at getting a fairer outcome for all farm workers. The meetings were very well attended locally and several other speakers encouraged emigration as an alternative life to England. At

the same time the governments of Canada, Australia and New Zealand were very keen to offer assisted emigration to labourers for work on the land, having previously been supplied by this country with men for work on their railways.

An 'original enclosure' from an organizer, Mr C.R. Carter to the Agent General – with reference to assisted emigration to New Zealand read –

'In consequence of Mr Christopher Holloway, President Delegate of the Oxford National Labourers' Union, a request to permit me to attend a meeting of agricultural labourers to be held at a small village near Shipton in Oxon, called Milton-under-Wychwood. I attended the meeting in question. Mr Holloway occupied the Chair and the audience consisting of agricultural people (a few accompanied by wives and grown-up children) assembled from villages far and near of the number to between five and six hundred persons.'

Mr Carter goes on to say that the proceedings occupied nearly three hours – a much more encouraging kind than over the last years. This was mainly due to flattering accounts sent to England by emigrants already settled. He sent a letter to Mr Holloway dated 6th November, 1873 in which he confirms that the Agent General consents to his going to New Zealand with a party of emigrants selected by himself and Mr Taylor who will also accompany the emigrants, noting various conditions included in which is that the number of labourers with their families must not be less than two hundred. Mr Carter also notes that Mr Holloway occupies a high position amongst the agricultural labourers second only to that of Mr Arch (now in Canada) and he appears



Mongol

satisfied of procuring the required number for the steamer Mongol which will leave Plymouth on 15th December, 1873

What follows next are accounts of the voyage of the S.S. Mongol carrying some of the families, including the Turners from Milton, on assisted passage to Otago in New Zealand in charge of Mr Christopher Holloway from Wootton (by Woodstock)

Mr Holloway's journal starts on 16th December, 1873 following the journey from Oxford to Plymouth by train, which he says was far from satisfactory due to problems with luggage. On arrival in Plymouth they found the depot clean and there was sufficient food which was far superior to what they would have had at home.

Mr Holloway, the Revd Kennedy and others had to keep their party of emigrants occupied at the depot. Due to bad weather in the Port of London the S.S. Mongol was held up for six days. She was described as

'a fine clipper of 2252 tons, with 400 horse power engines well fitted. There are ducks, geese, sheep, pigs, cows etc alive on board to use on the voyage. The total number of passengers on board the Mongol were 384 (English 246, Irish 67, Scotch [sic] 2, cabin passengers 22, and crew 56, destined for Canterbury, Wellington, Auckland, and Otago'

The sailing ship Scimitar was due to embark on the same date.



Scimitar (built 1863), renamed Rangitiki 1874 after her first voyage under the New Zealand Shipping Company flag. She made five voyages to New Zealand with government immigrants in the 1870s, bringing over 1500 immigrants.

The S.S. Mongol finally left Plymouth on 23rd December, 1873 and by 27th December had passed the Rock of Gibraltar. After initial problems with sea sickness all appears to be well on board with Sunday service being held the next day during which the ship passed the Madeira coast and the Canary Islands on 29th December. On 30th Dec. Mr Holloway notes that there are a few people in the hospital and several children down with

measles, and that on 31st December, the saloon passengers have a dance. The ship enters the Tropic of Cancer.

1st Jan, 1874 (10th day) Saw several flying fish and porpoises playing in the water. Routine life continues on board but on 4th January, the three month old infant of Mrs Lammas died and was buried at sea the next day. Very impressive and solemn.

6th Jan. (15th day) Crossed the line and the weather was delightful. By next day entered the Tropic of Capricorn.

8th Jan. (17th day) There had been 35 cases of measles – ten cured. Sadly a little girl of three years died the next day and was buried at sea.

10th Jan. (19th day) The ship passed the island of St Helena, Napoleon's prison and place of death. Over the next few days the weather was not good and during this time some passengers took the opportunity to look at their luggage brought up from the hold – much was damaged and mildewed. Noted that the crew were very rough with peoples' luggage.

16th Jan. (25th day) Passed Cape Town at eight o'clock this evening. Considered a good run from England in twenty four days and a half. Vessel rolling fearfully in the evening – tossed Mr Kennedy out of his berth.

17th Jan. (26th day) Albatrosses were seen. Mrs Gibbs presented her husband with a son – the first birth on board. The weather was fine and there were birds, sharks and porpoises seen in abundance.

18th Jan. (27th day) The Sabbath has again returned and with it a most glorious sunrise which imparted new life and vigour among the emigrants. Sea calm as a rippling river, air delightful. Visited and distributed tracts among the emigrants who attended Divine Service. Mr Kennedy's subject, "Keep thy heart with all thy diligence." I again preach'd in the evening, taking for my subject "The pearl of great price." Phillip Pratley's child of one year and eight months died tonight. 3rd death on board. Problems with mothers of some of the sick children saying that they were not receiving enough nourishment.

21st Jan. (30th day) Woke up feeling very unwell. It was raining in torrents. The people could not get on deck and as a consequence many of them suffered from sickness and headache.

22nd Jan. (31st day) Awoke this morning refreshed after a good night's rest. Another of Lammas's children died during the night and I also heard that several others are seriously ill. More than sixty have had the measles. There are problems of short supplies of water. 4th death on board.

23rd Jan. (32nd day) Informed by the captain that two more children had died. One, the remaining one of Lammas's children. This was a great trial for the parents who had brought three children on board and who had had to commit them all to the deep in less than five weeks. The other child was Mrs Spraggett's lovely boy of five years old. 5th and 6th deaths on board.

24th Jan. (33rd day) Joseph Collimore's little boy of one year of age died. This was the 7th death on board.

25th Jan. (34th day) Saluted the vessel Beautiful Star of Aberdeen, outward bound. Religious teaching continued each Sunday. Over the next few days the weather is changeable and ill health still troubles many children for whom everything is being done.

27th Jan. (36th day) Mrs Turner presented her husband with another son – the 2nd birth on board,

28th Jan. (37th day) Spraggetts' lost another boy of ten years of age, being the 8th death on the voyage.

29th Jan. (38th day) On visiting some of the emigrants, Mr Holloway found many were most grateful to the doctor for what he had done for their families. . . . while others must have been born grumblers. 'In confirmation of this statement I notice the following fact which came under my observation with one of the emigrants and I found him complaining because the doctor had not allowed his child which [sic] was unwell, Port Wine the same as yesterday. Thinking the man was justified in making the complaint, I spoke to the doctor upon the subject and he assured me that he had that very morning dispensed to that family one bottle of Stout, two glasses of Brandy and 1 Tin of preserved meat.' Annie, the ten year old daughter of Mr Johnson, a friend of Mr Holloway, died. The 9th death on board.

The next few days were uneventful but on 1st Feb. (41st day) Wm Timms lost his infant. Illness still continued to affect some of the emigrants although they were well cared for by the doctor and those concerned, but on 2nd Feb. Mr Kendle's twelve month old child died, followed on 4th Feb. by that of Emily Hewitt aged ten. These last three brought the total of deaths on board to twelve. There continued to be much illness on board the ship. As well as the children, Mr Kennedy was unwell, but soon recovered, while Wm Witham was taken into the hospital area on 7th Feb.

8th Feb. (48th day) Mrs Turner's little boy of two years died during the night (13th death) and in the afternoon Mr Thomas's little boy of thirteen months just passed away (14th death). In consequence of Mr Kennedy's indisposition the captain read the prayers (it being Sunday). In the evening Mr Holloway preached in the young mens' department on the subject – The Recognition of friends in Heaven. Good attendance.

9th Feb. (49th day) A fine sunshiny morning. Mr Holloway visited the emigrants, found Wm Witham much worse and he died at one o'clock of typhoid fever. 'This, the first adult we have lost, making the 15th death on board. He leaves a wife and one child.'

10th Feb. (50th day) Entered the Pacific Ocean during the night. Expect to see land on Thursday - (2days).

11th Feb. (51st day) Lovely morning. Mr Johnson lost another daughter – Emmie, six years of age.

16th death on board.

12th Feb. (52nd day) Land was sighted and on the next day the passengers were able to make out cattle etc and trees. The Pilot came on board and guided the vessel into safe anchorage in the quarantine port of Port Chalmers. There, the passengers soon saw the yellow flag had been hoisted and, after a conference

of members of the Board of Health they were informed they would be landed on Quarantine Island the next day.

14th Feb. Six boat loads were conveyed to the Island, the rest to go the next day. Another death occurred making the 17th on board.

15th Feb. The emigrants were in excellent spirits and the arrangements that had been made for them were very satisfactory. The cabin passengers were still on the Mongol in quarantine and would remain there until the vessel was liberated. Before disembarking Miss Tripp's illegitimate child died (18th death) and Mr Johnson's third child also died making a total of 19 deaths in all.

18th Feb. Still in quarantine. It is expected we shall leave the vessel tomorrow morning (ie. The cabin passengers and organizers). In the meantime they had a trip round the harbour. It was found that the Matron from the Mongol was down with scarlet fever. News that we are to be freed in the morning.

The distance traversed by the S.S Mongol from Plymouth to Port Chalmers, New Zealand was:- 12,630 miles

Average speed:- 252 miles per day

Time taken:- 51 days

ADVANTAGES OF AUCKLAND OVER OTHER PROVINCES.

Free grants given to all emigrants and each emigrant can claim as a matter of right under the Homestead Act, 40 acres free for each adult and 20 acres to each child under 18 years of age.

The Emigrant must, however take whatever land the Government may give him, . . . whether such land be held by Provincial or by General Government.

The rates of wages to labourers are more steady in Auckland and not subject to fluctuations from gold rush etc.

There is no doubt that when all the Maori difficulties are over, that free grants placed in Auckland will be abolished and consequently land must advance considerably in price and value.

This ends the account of Mr Christopher Holloway (Extracts)

The second record is that by one of the saloon class passengers, Mr James Dixon Gore. Sadly only part of his diary is available and extracts have been taken from this giving a slightly different angle to the events as follows:-

On the morning of 23rd December, 1873 S.S Mongol left Plymouth England, for New Zealand. On the first few days of the voyage many passengers including Mr Holloway suffered very badly from sea-sickness although Mr Dixon Gore says he was unaffected and he recorded seeing the Eddystone Light-house on 25th December and the passing the Rock of Gibraltar on 27th December. By the fifth day things were calmer, enjoying beautiful weather in the Bay of Biscay.

Day 6 (28th Dec) There were religious services on board with hymns, songs and some sermons. One person was diagnosed with measles.

Day 7 (29th Dec) Off Madeira and could see Mt Teneriffe – first time seeing land since leaving England. Beautiful weather.

Day 8 (30th Dec) A week since leaving England. There are a few passengers in the ship's hospital and several children are down with measles. Thankful to have a most skilled medical man on board who never wearies from attending the ailments of his patients. Mr Gore documents a row between the boatswain and two sailors which the Captain had a job to stop. Enquiries tomorrow.

Day 9 (31st Dec) Sailors reprimanded by the Captain, they apologize. Grand Ball among the saloon passengers. Entered the Tropic of Cancer, hoping for two weeks of hot weather. Travelling at 15 knots an hour.

Day 10 (1st Jan 1874) Butcher killed a pig yesterday but while the officers were at the Ball, the engine men stole the pig and a sack of potatoes and ate the lot! Flying fish seen and some landed on the deck, porpoises seen in the water. Evening presided over by Christopher Holloway.

Day 11 (2nd Jan) Several children down with measles, two people discharged from hospital.

Day 12 (3rd Jan) Dead calm and very hot. Had to wait till 6 p.m. for dinner – lack of wind meant fires wouldn't burn.

Day 13 (4th Jan) Petty thieving among the emigrants. Captain threatened to put anyone found guilty in irons and handed over to the authorities on arrival in New Zealand. Two services held today one each by Kennedy and Holloway. Baby Lammas aged 3 months old, died today.

Day 14 (5th Jan) Gore remarks that the captain is a stingy fellow. Baby buried at sea.

Day 15 (6th Jan) Crossed the Line today. Two sailors put in irons today – wouldn't work because the captain refused to give them extra rations. Fine day, very hot below, both in the saloon and berths.

Day 16 (7th Jan) In Tropic of Capricorn, weather fine.

Day 17 (8th Jan) Two sailors still in irons and refusing to work. Weather delightful. Doctor reports there have been thirty five cases of measles on board – ten cured.

Day 18 (9th Jan) Death of three year old girl from bronchitis – “dear little creature committed to the deep at 2.30. The mother and two children had been returning to New Zealand to her husband, very sad as she had lost three children earlier.”

Day 19 (10th Jan) Passed the island of St Helena. Concert in the evening.

Day 20 (11th Jan) Mr Kennedy conducted a service at 10.30 amidships so that all who chose to could attend. Another in the evening by Mr Holloway.

Day 21 (12th Jan) Stormy. Crossing the sun today - where there is no shadow.

Day 22 (13th Jan) Luggage brought up from hold. Some boxes broken very badly and things very much mildewed. Careless handling by officers caused more damage.

Day 23 (14th Jan) Fine morning. Complained about water, with good reason. Just out of the Tropics.

“Cannot call at Cape of Good Hope for fear of losing firemen [stokers] and sailors who threaten to leave at first port of call.”

Day 24 (15th Jan) Passengers affected by coal being moved out of the hold for the last three days. Heavy swell, weekly meeting cancelled.

Day 25 (16th Jan) Heavy swell again. Passed Cape Town in twenty four and a half days, head winds nearly the whole distance. Evening – vessel rolling fearfully – tossed Mr Kennedy out of his berth.

Day 26 (17th Jan) J. Gibbs' wife gave birth on ship today. Beautiful sun shiny morning. Saw some fine albatrosses today, most splendid birds.

Day 27 (18th Jan) Glorious sunrise, inspiring life and vigour into emigrants. Sea calm as a rippling river. Two services today. Phillip Pratley's child of one year and eight months died. Third death on board.

Mr James Dixon Gore's part in this record comes to an end at this point.

There is third documentation of the voyage by the chaplain, Mr Kennedy. This is not in diary form but contains his recollections of events. He had previously become curate of the parish of Toughboyne, the rector of which, one Rev. E. Brown was the brother of the late Governor of New Zealand and upon hearing good reports of the life and living standards there, decided upon emigration himself and accompanied a group of his parishioners most of whom were hoping for a better life in the Auckland region, though some chose Wellington, Otago and Canterbury in which to settle.

The S.S. Mongol was due to leave London on 12th December, 1873, but owing to a very dense and heavy fog was detained until the 17th one of the heaviest fogs that had visited for years. It continued for more than a week, and during its prevalence many lives were lost, chiefly at the docks, into which several people fell, and though their cries could be plainly heard by persons all around, it was impossible to give assistance, so dense was the fog no one could see his neighbour. At Gravesend - to where they had been towed - a part of the engine gear got broken which was repaired when they reached Plymouth (5-6 days late) on Saturday evening, 20th December. The 600 emigrants boarded the ships, from the depot on Tuesday, 22nd December, 250 on the Mongol and the remainder on Scimitar. One of Mr Kennedy's party had been removed to the hospital and . . 'many viewed with apprehension the sickly appearance of the children in their contingent and, when on the morning of our departure on 23rd December a few hours before we weighed anchor, a family of eleven was set ashore as unfit for the voyage, we felt almost certain that scarletina, known to have been in the depot, would break out amongst us.

He remarks on the Services held on board regularly, with two on Sundays, weather permitting, Sunday school and other lessons held by the schoolmaster on board. He notes that illness was a great problem as was sea sickness from time to time. Christmas Day was spent in the Bay of Biscay and on entering the Tropics on the 7th day, saw flying fish. They saw the old year out just as eight bells struck and there was music, singing and dancing.

Some of the deaths of those on board are recorded by him as follows:-

The first death occurred on 4th Jan. a little child three months old, I buried the body next morning at 7 o'clock. This was the first time I had ever seen a body committed to the deep and found it difficult throughout the service, the solemnity of the occasion was felt by all present and many were moved to tears. We had many like sad events, the most painful perhaps that of two fine boys both of whom died from malignant scarlet fever. The death of the second was most painful. The mother who was frantic, drove off the sailors and would not allow them to remove the body nor can I say that I had much better success when sent for. For many days the poor woman looked upon me with aversion and more than once asked me to give back her boys. I have seen her lately and am happy to know that He, who alone can console the afflicted is enabling her to accept with more resignation the visitation of His providence.

We sighted New Zealand soil (the Snares) on the 49th day and cast anchor in the harbour at Port Chalmers fifty one days and eleven hours from the time we left Plymouth, thus making the quickest passage on record by this route. We were of course put in quarantine, the emigrants on an island admirably adapted for that purpose, the cabin passengers remaining on board the ship. As soon as the quarantine period was over I had an opportunity of seeing a good part of Otagobordering on Dunedin and of this I gladly availed myself. A delay of some

days in Canterbury, Wellington and Nelson enabled me to do likewise in those provinces. The drive into the country in these places helped to dispel the delusion which was fast growing upon us, that New Zealand was a land of rugged hills and mountains only. From the sea nothing but mountain ranges were visible, all plains appear to be inland. I reached Auckland on 8th March. This terminated a most prosperous voyage, and one which would have been extremely pleasant had it no been for the sad mortality which attended it, brought on too as it was by want of necessary precautions, imperfect arrangements and deficient supplies.

Following the voyage of the S.S. Mongol from Plymouth to New Zealand an enquiry was held into the 'Conditions on Board - care of, and conditions for emigrants.' The Board of Health had been notified of the health problems resulting in a total of fifty seven cases of measles, twenty one of scarlet fever and of the many deaths which had occurred during and just after the voyage. After the removal of the immigrants as they were now classed, the ship was thoroughly fumigated and released on 19th February, 1874. At inspection the accommodation was classed as clean and well fitted, the hospital and deck commodious and well ventilated. The cooking range was not sufficiently large enough and not entirely satisfactory - especially if the wind was unfavourable. There were three distilling apparatuses for water, one of which alone could distil seven hundred gallons per day. The immigrants seemed satisfied on the whole with their treatment and the matron, officers and constables were recommended.

There was also a report on the medical conditions. The Medical Health Officer in Plymouth was reported for gross carelessness due to the failure to remove those infected from the depot and the late necessity to remove at least two families from the Mongol due to illness. The Surgeon Superintendent of the Mongol, Mr Davidson submitted a long report on every aspect of the voyage from his point of view including illness, original condition of passengers (whole families being in very poor health even at the beginning of the voyage - possibly due to recent conditions at home), disruption or reduction in daily water allowance, infectious diseases and their management, unsuitable and insufficient food especially for very young and ill children. There was criticism of his failure to isolate infected passengers, but in his report to the Commissioners he explained that due to lack of space in the hospital this was not possible and both he and the captain decided that trying to isolate infected people away from the others was the best policy. He was also concerned about the large number of young children in proportion to adults - not having received a copy of the passenger list until one hour before sailing. These reports were very thorough and extensive. Most passengers indicated that Mr Davidson had been very caring and looked after their needs and illnesses for

which they were thankful. He expressed the desire to take up a new post on another boat as soon as possible

And what of the S.S. Mongol? She was built by Dobie and Company on the Clyde, launched on 12.8.1873 and registered in London. Her role was to be that of a cargo and emigrant passenger ship, owned by the London & China Steamship Company. She was chartered to Shaw, Savill for the emigrant trade to New Zealand. However on 12.12.1874, while working out of Hong Kong she was wrecked on the Needle Rock, twenty miles from port. There were fourteen survivors but the Captain, his wife and four officers were lost.

The names of some of the people on board the S.S. Mongol:-

Thomas Margetts, wife & 2 children (aged 6,3)
 Lammas, wife & 3 children (aged 3,2,0) all died on voyage
 John Hudson, wife & 3 children (aged 14,11,8)
 ?Hewitt, wife & 6 children (aged 13,10,8,6,3,0) one died on voyage
 ?Norris or Harris, wife & 4 children (aged 13,11,9,5,0)
 James Mills, wife Harriet and children Harriet and Walter
 Gibbs, wife & 3 children (aged 8,6,3) plus one born on voyage
 Miles, wife ? children
 ?Hills or Mills, wife & 3 children (aged 5,3,1)
 Johnson, wife & 5 children (aged 11,8,6,3,0) three died on voyage
 Charles Pearce 38, lab, represented Churchill Union branch at delegate meetings
 Frederick Berry 37, wife Elizabeth 38, George 13, Ellen 10, Emma 8, Rose 6, Fred 3,
 John inf.
 ?Pitts, wife & 3 children (aged 10,5,3)
 Osman, wife & 1 child (aged 2)
 Thomas Turner, wife & 9 children (aged 18,16,14,11,9,6,4,1,0) one died on voyage,
 Plus one born on voyage.
 Frederick Tripp, wife & 1 child (William Simmonds aged 14) died on voyage
 Smith, wife & 3 children (aged 4,2,0)
 Emanuel Jeffs 30, wife Ann and 4 children
 James Taylor 39, wife and six children
 Edward Gardner, carpenter, wife Jane and young daughter
 Witham, wife & 1 child (aged 2) Father died on voyage.
 Philip Pratley, wife Jane & 3 children (aged 3.1.0) one died on voyage
 William Tripp, & 6 children (aged 21,17,15,11,4,1)
 Timms, wife & 3 children (aged 4,2,0) one died on voyage
 Charles Jeffrey, wife Ann and four children
 Cullimore, wife & 7 children (aged 16,14,12,11,8,5,1) one died on voyage
 Other names mentioned include:- Stroud, Hayes, Gregory, Hanson, Woods, Jefferies,

Willcox,, Mr Thomas (one child died on voyage), Sally Hewitt, Mrs Higgs(one child died on voyage), Spraggett (two children died on voyage), Kendle (one child died on voyage), Edwin Ford and W. Petty.

Thomas Morris, 50, wife Eliza and four children.

The Turner Family Ancestors

What of the ancestors of Mr Gerald Abraham Turner? It is thanks to his wife Shirley that I have the information as follows:-

Thomas TURNER born 1825 in Gt Barrington, Glos. (Agricultural labourer)*
 {married 1849

Mary Ann BUSSON baptized 1832 in Foscoate, Idbury, Oxon.
 Emigrated to New Zealand 1873/4 on board S.S. Mongol.

Their children were:-

Hannah born-1853 in Fulbrook*, Oxon. Emigrated to Ontario, Canada. Married Walter FITCH.

Thomas (Tom)-born 1855 in Milton-u-Wychwood*, Oxon. Agricultural labourer*
 Emigrated to New Zealand 1873/4. Drowned in Kyeburn, Otago in 1877.

Emily born-1858 in Milton-u-Wychwood*. Emigrated to New Zealand 1873/4.
 Married Charles CRIMP and had thirteen children. Died in Dunedin 1941.

Frederick Walter (Fred)-born 1861 in Milton-u-Wychwood*. Ploughboy* Emigrated to New Zealand 1873/4. Died in Palmerston, Otago in 1877.

George-born 1863 in Milton-u-Wychwood* Scholar* Emigrated to New Zealand 1873/4. Married Harriet ABURN and had seven children. Died in Dunedin in 1939.

Walter Henry-born 1865 in Milton-u-Wychwood* Scholar* Emigrated to New Zealand 1873/4. Drowned in Gore Southland in 1899.

John Albert-born 1868 in Milton-u-Wychwood* Emigrated to New Zealand 1873/4.
 Married but no issue. Died in Dunedin in 1950.

William Arthur (Bill)-born 1870 in Milton-u-Wychwood* Emigrated to New Zealand 1873/4. Married and had ten children. Died in 1942.

Henry-born 1872 in Milton-u-Wychwood* Died on board S.S. Mongol during emigration to New Zealand in 1874.

Frank Henry-born 1874 at sea aboard S.S. Mongol during emigration to New Zealand. Died in 1876 in Palmerston, Otago.

Thomas TURNER died in 1877 in Otago.

His widow Mary Ann married (2) Martin MCLURE in 1882 and (3) James MULFORD in 1900. She died in 1910 in Ashburton, N.Z.

George and Harriet (nee ABURN) TURNER'S youngest child Walter, was the father of Gerald Abraham TURNER who came back to Milton-under-Wychwood in 2005.

* indicates information obtained from the Census for Milton-u-Wychwood in 1871.

Appendix

Names, facts and reports of some who left the Wychwoods area to start a new life in New Zealand

On 12.9.1871 The Chile sailed from London arriving in Napier, New Zealand on 8.12.1871 with 220 assisted emigrants on board. (192 were recruited by Brogdens for work on the railways and were mainly from Cornwall.) Passengers from this area included Thomas HOWSE 23, and Caroline 22. By 1882 he was a settler with fifty acres at Makiester. It is thought he is likely to have nominated his brother Timothy for consideration (for emigration). They appear to be the sons of Daniel HOWSE of Milton who had been appointed to the Executive of the Oxford District. In the 1871 census he appears as a 60 year old agricultural labourer living with his 61 year old wife and son John.

On 22.11.1873 on board the Invererne were a party from London bound for Hawkes Bay. They included three families from Milton:-

John Ireland 45 (ag. lab), wife Phyllis (nee Parsloe), Henry 11, Benjamin 9, George 7, Elizabeth 5, Mary 3, and Louisa 1. The two youngest girls died on the voyage Joseph Wheeler 40, wife Ann (nee Eden) and children Paulina 10, Mary 8, Albert 6, Philip 4, and Annie 1. Annie died on board.

Edward Groves 35, wife Eliza with six children – Frank 12, Eliza Ann 10, Arthur 8, Gertrude 5, Frederick 4, plus one more not named.

Wheeler and Groves classed themselves as farm workers but they also worked in the quarry. (Milton Census 1871) shows Wheeler as a 39 year old quarry worker and Groves a 32 year old mason's labourer.

The Invererne was a ship of 774 tons under Captain Foreman. She was formerly the Atlanta Banfield, but she came to grief, was condemned and sold. After repairs she was renamed and made three voyages to New Zealand. The first of these being the one containing the above-named. She arrived in Napier on 8th March, 1874 carrying in all 280 passengers. Sadly there had been sixteen deaths on board, mostly from scarletina.

Joseph Leggatt 34 (carpenter), wife Ann and seven children sailed with 111 others on Ballochmyle

Jan, 1874 including:-

Alfred Groves 44 (quarryman), wife and five children (MuW).

Edwin Stringer 36 (ag. lab), wife Ann (gloveress) and seven children. (MuW)

Daniel Wilks 44 (ag. lab), wife and five children (MuW)

Frederick Barnes 34 (shepherd), wife and five children (Fifield)

Richard Wiggins 40 (ag. lab), wife Eliza and 15yr old son.

Nearly 150 Oxfordshire immigrants arrived in Hawkes Bay during 1874 including 40 from the Wychwoods, among them on The Herald being the following:-

George Franklin 29, wife Emily, daughter Mary Ann plus one other child.

Lawrence Franklin 53 (ag. lab), wife Hannah 51 (gloveress) and three children.

William Jackson 31 (ag. lab), wife Ruth 26 and three children.

Joseph Franklin 22.

Other local men were:- John Pinfold (Taynton) Branch Secretary of the Union, Charles Coombes 28, and William Alden 23, both from Lyneham, William Maisey (Fulbrook), James Hoverd 37, and David Margetts both from Churchill.

Edward Harding, wife Sarah and five children from Taynton.

George Millin, wife Mary and four children.

George Smith 31 (ag.lab), wife Maria 31, with George 11, Ellen 9, Lydia 0. George (sen) had been an active Union member representing Burford branch. He later wrote to John Pinfold (Taynton branch) who like Smith was a preacher, recommending both Pinfold and Edward Harding to follow him. The letter quotes '6/- for a day's work' Says he would have to work for three days in Burford for the same amount.

William West 49,(ag.lab), wife Elizabeth, Mark17(lab), Sarah 11, Walter 8, Sidney 6, Mary 3, Thomas 1.

In early September, 1874 a party from Shipton joined the Cospatrick. They from the HEDGES and TOWNSEND families. Very sadly all were lost at sea. (see Memorial on Shipton Village Green and Wychwoods History Journals Nos 3 and 9.

The last party to leave in 1874 was that led by Thomas Osbourn aboard the Lady Jocelyn. Among her 72 passengers were at least nineteen from Milton and Lyneham. They included three married farm labourers from Milton- Henry James 43, Henry Rooke 30, George Watts 22, plus William Gardner 51 and ?family, as well as Thomas Timms 39, (shepherd), wife Ellen and four children.

26.9.1875, George Allington sailed from Plymouth with 101 people on board Crusader. Several families from Ascott were among them. Frederick Pratley31 (ag.lab), wife Mary Ann and six children. She was one of the Ascott Martyrs who was sent to goal, taking baby Thomas with her.

Edwin Smith 43 (ag.lab), wife Harriet, daughter Mary and her seven siblings.

John Tymms 33 (ag.lab), wife and six children.

Peter Honeybone 30.

Eli Pratley 28.

Other emigrants mentioned:- William Cook 39 (ag.lab), wife Elizabeth

36, Clara 12, Albert 10, Alice 7. In 1882 listed as settler with 100 acres. The son became known as Albert William Cook JP, County Councillor (born in Oxon on 22.4.1866.) He was a stock keeper and farmer with 900 acres and 2000 sheep, and in 1908 owned a general store in Ashton Clinton. The family sailed on the Herald.

Quotes from emigrants to relatives 'at home'

John Timms Ascott: We can live here, but we only lingered in England. After 9/12 in N.Z.

Charles Loomas: Fed so well on voyage, he had never lived so well. Very impressed on arrival.

Walter Warren: Very pleased with Wellington Barracks. Abundant, best food supplied on journey.

Betty & William Bocock:..travelled 5 miles to post as farm labourer at 30/- a week, house, garden, 2 cows.

We are all getting what we want. We are at home. We are happy as the day is long.

We can get a bag of sugar & half a chest of tea from shop and pay for it with ready money.

Working people don't eat sheep or bullocks' heads etc here. We have the best joints as well as the rich.

Jack and Gem Smith: live first class, dine along with master and mistress and live the same as if we are his own. Never have a meal out in the field.. farmers are not so proud as some people at home.

John Pratt (Kent) ..'Will you do this please – not – if you don't like it you can leave.

George Mumby (Lincs) ..been working with farmers a good deal and when I work by the day I get dinner.

After six months in Auckland, Stephen was able to provide to the unfortunate of his own class.

George Box, 20, wrote of the joys of hunting wild boar and cattle in the N.Z. bush.

George Phillips, 23, (Glos) ..shooting, and James Pratt tried hunting.

Annie Leggett to mother.. Fred Barnes says he should want £500 a year to live on if he went back to England.

James Pratt..nearly all people have a horse to ride on to work.

More men than women in N.Z. 100% to 75%.

Letter from Pinfold to Smith ..'bought myself a horse, harness and saddle for £70...going to buy a cow and the wife has her fowls. Living in two-room cottage with garden for 5/- a week. Meat good and plentiful, plenty of work. Shearing pays £1 a day. Shepherd with one or two children gets £60-70 per annum, all found. Clothing dearer.

Those arriving were often greeted by previous immigrants and welcomed into their churches (mostly Methodist). Occasionally some were not given such hospitality – overcrowding etc. Immigrants were hired, single couples were favourites – those with larger families were more difficult to place. Ploughmen were needed especially.

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