

Migration from Jersey to New Zealand in the 1870s



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About the author

Sir Mark Boleat has held a number of leading positions in the public, private and voluntary sectors in the UK. He was Chairman of the City of London Corporation's Policy and Resources Committee (effectively the political leader of the City) from 2012 to 2017. He has also been Director General of the Building Societies Association, the Council of Mortgage Lenders and the Association of British Insurers, and a director of a number of listed and private companies.

He is currently Chairman of Link, which runs the UK's cash dispenser network, and a Vice Chairman of the International Business and Diplomatic Exchange. In Jersey he has been Chairman of the Jersey Competition Regulatory Authority, the Jersey Development Company and Andium Homes. He has also undertaken consultancy projects for the Government of Jersey on housing policy, population policy, consumer protection and the Island identity.

He is the author of *Jersey's population – a history*, published by the Société Jersiaise in 2015. He was knighted in the 2017 Birthday Honours for services to the financial services industry and local government in London.

Introduction

Over 500 people emigrated from Jersey to New Zealand between 1873 and 1875, and over the same period some 300 emigrated to Australia. By any standards this was mass migration comparable with the mass migration into Jersey in the 1830s and 1840s. Why and how did this happen, what sort of people were the emigrants and where did they settle in New Zealand? This book seeks to explore these issues in respect of New Zealand, although much of the analysis is probably equally applicable to the emigration to Australia.

The book could be written only because of the excellent work by Keith Vautier in compiling a comprehensive database of 900 Channel Islanders who migrated to Australia and New Zealand. This database was the invaluable starting point for the analysis in this book and any value that readers may obtain by reading the book can largely be attributed to Keith's work.

The author gratefully acknowledges the assistance of Marie-Louise Backhurst, Rory Hill, Keith Vautier, Vivienne Vautier, Noel Vautier, John Noel, Valérie Noel and Neil Molyneux in providing comments and contributions for this book.

1

The early migrants

Jersey has always been outward-looking, with large-scale two-way migration. In the 1600s hundreds of Jersey natives settled in the American colonies. In the late 1700s Jersey fishermen established substantial settlements in what is now Newfoundland and Quebec, and by 1837 over 1,000 Jersey people had settled in Canada. Migration of Jersey people to Australia came much later, in the 1850s and 1860s, and was prompted by the discovery of gold.

The bulk of migration from Jersey to New Zealand came in 1870s. It was very different from the early migrations, largely comprising manual workers. However, some of the early migrants, like other migrants, were entrepreneurial and achieved prominence in their new home.

Keith Vautier has estimated migration from the Channel Islands to New Zealand and Australia as follows –

1839-50	15
1851-60	160
1861-70	15
1871-75	719

There is little information about the early immigrants; what information there is largely comes from articles in the Channel Islands Family History Journal. Among the more notable early immigrants were –

- William Henry Valpy arrived in New Zealand in 1849 with his nephew William Gabriel Filleul. He acquired some land which he sold to two Filleul brothers from Jersey, one of whom married his sister.
- Edward Bartley arrived in 1854. He became a prominent architect.

- Pierre Robert and Nancy Dolbel feature prominently in early Jersey/New Zealand links. They arrived in New Zealand in 1855. Nancy's brother Philip built Springfield Homestead (possibly named after Springfield in St Helier), and was joined there by his brother Richard. Six daughters of Pierre and Nancy emigrated to New Zealand.
- The Reverend Dr Jacob Samuel, who had studied at the Sorbonne, arrived in 1855. His son Oliver became a member of the New Zealand Parliament.
- Major Collings de Jersey Grut, his wife (also his cousin) Anne D'Auvergne and their sons d'Auvergne and Francis arrived in 1857 and farmed in Orewa.
- Thomas Cabot arrived in 1859. He was a descendant of John Cabot, born in Jersey in 1580 and who settled in America, starting a family that included many prominent Americans.
- Jean de Carteret and Rachel Le Gros were married in Jersey in 1843. They arrived in New Zealand in 1859. There is a journal of their journey to, and early days in, New Zealand in the Auckland War Memorial Museum.
- James Syvret and Elizabeth Mary Bisson married in Jersey in 1859 and emigrated to New Zealand in 1861. James was an engineer and carpenter in the mining industry. He had three daughters and a son, Francis James. The family raised funds to enable Francis to visit to Jersey, but after leaving New Zealand he was never heard of again. There are many descendants of his three daughters in New Zealand.
- James Wansbrough, his wife and seven children arrived in New Zealand in 1867 and settled in Oamau.

More information on some of these settlers is included in Chapter 8.

2

The context for the 1872-75 migration

Economic migration from one country to another depends on a combination of three factors –

- Conditions in the home country – “push factors”
- Conditions in the host country – “pull factors”
- Ease of movement from the home country to the host country.

The 1872-75 migration can be explained by adverse economic conditions in Jersey, seemingly attractive conditions in New Zealand and the difficult journey to New Zealand being compensated by heavy subsidisation.

This chapter examines the first two aspects.

Conditions in Jersey

The economic history of Jersey has been summarised in a study of Jersey’s population (Boleat, 2015). Jersey enjoyed a massive economic boom in the first half of the 19th century, reflecting a favourable economic climate, including tax advantages. At various times cod fishing in Canadian waters, shipping, shipbuilding, construction, oyster farming, cider, cattle, wealthy immigrants and privateering flourished. Jersey’s population doubled from 28,600 in 1821 to 57,020 in 1851. The economic boom ended abruptly in the 1850s. The primary reason was the collapse of world trade and the cod fishing industry. Other factors played a part –

- The oyster industry peaked in 1852-53 and within 10 years output fell 95% as a result of over-fishing and health scares.

- The shipbuilding industry could not make the change from sails and wooden hulls to steam and iron.
- The cider industry declined by 90% in the ten years after 1865, partly because of competition from English suppliers, and partly because the potato industry offered higher returns.
- Jersey had ceased to be of significant strategic importance to the UK after 1815 – although with a temporary blip in the 1840s. After the Franco-Prussian War of 1871 Jersey ceased to have any strategic value to the UK and therefore no longer benefited from defence expenditure.
- The major construction project of St Catherine's breakwater was halted while only half-completed and other projects were abandoned.
- Jersey's uniquely favourable tax position was eroded in the 1850s and 1860s by a series of measures, in particular the Customs Amendment Act 1860, which imposed a duty on all goods entering the UK.

The population fell from 57,020 in 1851 to 55,613 in 1861. There was then a modest increase to 56,627 in 1871. However, the official report on the 1871 census (Census, 1871) attributed the increase –

'almost exclusively to the number of French families which sought refuge there during the Franco-Prussian war, the greater number of whom resided in the parishes of St Saviour, St Brelade, St Laurence (sic), and St Helier; the population of this latter parish and town was 29,528 in 1861, and 30,756 in 1871. In nearly all the other parishes there is a decrease of population, attributed partly to emigration, partly to the fact that most of the necessities of life are dearer in Jersey than in England, and partly to the intermarrying of members of the same family, which is especially noticeable in some of the rural parishes.'

The economic decline, particularly in the maritime industry, contributed to three bank failures between 1873 and 1886, which had the effect of further

accelerating the decline. Poor economic prospects led many Jersey people to consider emigration, and a considerable number chose to leave the Island. The Annual Report of the Jersey Chamber of Commerce for 1874 (Jersey Chamber of Commerce, 1874) commented –

‘The island has undergone commercial disaster of unparalleled magnitude.’
[a specific reference to the bank failures]

and

‘The working class has necessarily suffered in a proportionate degree as is evidenced by the exodus of many families to seek for brighter and more favourable prospects in other lands.’

Between 1871 and 1881 the population declined by 7% from 56,627 to 52,445. The decline in the population was particularly marked in some of the country parishes. The population of St Martin fell by 32% between 1851 and 1881 largely because of the completion of the St Catherine’s breakwater project and the decline of the Gorey oyster industry, which at its peak had employed 3,000 people. In very round terms it is possible that in 1881 one third of Jersey-born people no longer lived in the Island, although many of these were first-generation children, born to migrant workers who had lived in Jersey for a comparatively short time.

A depressed economy was not unique to Jersey. The position was even more pronounced in England, particularly in rural areas where there was serious poverty leading to social and labour unrest. A distant land was seen as providing opportunities and living standards that could never be achieved at home. This process has been described in great detail by Arnold (Arnold, 1981).

The attractions of New Zealand

It is clear why people wanted to leave Jersey, and indeed parts of Britain. It is now necessary to explore why New Zealand was the chosen destination for so many. This section draws heavily on a comprehensive study of New Zealand's economic history (Prichard, 1970).

New Zealand is a very young country. The first English missionaries landed in 1814. The New Zealand Company was formed, and the first British settlers arrived, in 1826, although most quickly departed for Melbourne. By 1840 there were fewer than 1,000 European settlers compared with over 100,000 Māori. In 1840 the British Government claimed sovereignty and reached a settlement with the Māori chiefs through the Treaty of Waitangi. Between 1840 and 1843 the New Zealand Company brought in over 8,000 settlers.

Self-government was granted in 1852. The European population increased to 27,000 in 1851 and to 99,000 in 1861. Prichard reported that in 1861 34.5% of the population was from England, 28% were born in New Zealand, 16% in Scotland, 9% in Ireland and 8% in Wales. The 1850s and 1860s were a period of conflict in New Zealand – between the British settlers and the indigenous Māori, with a major conflict beginning in 1863. However, the non-Māori population continued to increase, reaching 248,000 in 1870.

The conflict with the Māori combined with adverse economic conditions to create a negative impression of New Zealand. To respond to this there was a concerted effort to attract immigrants. The dominant politician between 1869 and 1887 was Julius Vogel, born in London, whose early career was in journalism. In 1869 Vogel became Treasurer – equivalent to the UK Chancellor. He adopted a bold expansionist policy, bringing in thousands of immigrants through free and subsidized passages and extensive marketing. Table 1 shows the key data.

Table 1 New Zealand population and net immigration 1870-76

Year	Total non-Māori population	Net immigration	Net immigration as percent of previous year population
1870	248,000	3,577	
1871	257,000	4,786	1.9
1872	280,000	4,973	1.9
1873	296,000	8,811	3.1
1874	342,000	38,106	12.9
1875	376,000	25,270	7.4
1876	399,000	11,955	3.2

Source: *Statistics of New Zealand*, 1877.

The very rapid growth in population will be noted – an increase of 61% in six years. Net immigration peaked at 38,000 in 1874, the non-Māori population increasing by over 12% in a single year.

The Immigration and Public Works Act 1870 created the position of Agent General in London to advance the immigration proposals. In March 1871 Isaac Featherstone was appointed. He became a key figure in implementing the strategy. He worked from offices at 7 Westminster Chambers. He had a number of staff in his London offices, some full time peripatetic agents and many local agents. By 1873 there were 53 New Zealand government immigration agents in England, 78 in Scotland and 46 in Ireland.

The central office was responsible for advertising, chartering of ships and the mechanics of the emigration. Newspaper advertisements and posters called for married agricultural labourers and single female domestic servants, provided they were “sober, industrious, of good moral character, of sound mind and in good health”. Peripatetic agents gave public lectures and were empowered to accept applicants for emigration on the spot. The local agents included teachers, storekeepers, estate agents etc who worked on a commission basis. However, the provinces in New Zealand were also

directly seeking labour, which led to confusion. From 1872 a more unified system came into operation. Featherstone had a target on 8,000 emigrants from England in 1872 but he achieved less than half of this. His target was raised to 13,000 in 1873, and a new target of 20,000 in the six months from October 1873 followed.

The financial incentives to emigrants were substantial and increased over time. From 1872 the fare to the port was paid. In late 1873 free passage was introduced for those who met the requirements, and people already in New Zealand were allowed to nominate friends and relatives for free passage. Shipping companies were paid £14.7s.6d for each adult and £8 for each child. In today's money these are roughly equivalent to £1,500 and £830. Prichard reports that in the 12 months to May 1875, 93 ships arrived in New Zealand with 28,582 assisted immigrants and 3,203 nominated immigrants. The incentives had to take account of the attractions of emigration to Canada, Australia and the US, as well as conditions in the rural English labour market. It is significant that the campaign was supported by English agricultural trades unions, seeing emigration as being of value to their members. Indeed, it was the "Revolt" in the English countryside, fuelled by the extreme poverty in which many agricultural labourers lived, that helped to shape the immigration incentives.

3

The number of Jersey emigrants

Between 1872 and 1875 over 500 people migrated from Jersey to New Zealand. This chapter analyses the available data to seek to provide estimates of the absolute number and of the number relative to Guernsey and the UK as a whole.

It is first necessary to understand just how difficult it is to make an accurate assessment of the number of "Jersey people" who migrated to New Zealand. Although censuses were conducted beginning in 1871 and comprehensive aggregate results have been published there is no published data on individuals. Electoral roll records are a partial substitute but give very limited information and do not even enable individuals to be identified with any degree of accuracy. The two substantive sets of records are death registrations, in which place of birth was recorded, and passenger lists of ships arriving in New Zealand, which recorded where the people were from. Both sets of data have their limitations. The death records only cover deaths in New Zealand, and some people who emigrated from Jersey may well have spent several years in New Zealand before moving somewhere else, perhaps back to Jersey, before they died. The passenger lists are incomplete. Even assuming that they are complete the data suffer from the following problems –

- Some of those who travelled from Jersey to New Zealand were themselves recent immigrants to Jersey and would not meet any normal test of being "Jersey people".
- Some of those recorded as travelling from England were in fact Jersey people who may have spent only a very short time in England.

- A significant proportion of immigrants to New Zealand came via Australia and quite likely there would be no mention of Jersey in any of the records.

Table 2 shows the key data.

Table 2 Immigration into New Zealand from the UK and Jersey, 1872-75

Year	Immigrants from UK	Immigrants from Jersey	Immigrants from Guernsey	Immigrants from Jersey as proportion of immigrants from UK
1872	5,381	5	1	0.09%
1873	8,322	72	9	0.87%
1874	36,400	434	88	1.19%
1875	21,858	57	14	0.26%

Sources:

For immigrants from the UK: *Statistics of New Zealand*, 1871.

Note: it is assumed that migrants from Jersey and Guernsey were counted as coming from the UK. Separate figures are given for migrants from “British Possessions”. Prichard points out that until 1864 migrants from Australia far outnumbered those from the UK. In 1875, the peak level for immigration, there were 7,373 immigrants from “British Possessions”.

For immigrants from Jersey and Guernsey: Keith Vautier’s analysis. Note that this probably understates the immigration from Jersey, particularly in 1875.

The population of the UK in 1874 was 27,111,000; the Jersey figure can reasonably be estimated at 55,000 (the population fell from 56,627 in 1871 to 52,445 in 1881). Jersey’s population was therefore 0.2% of that of the UK. So, emigration from Jersey to New Zealand in 1873 and 1874 was proportionately more than five times as great as that from the UK as a whole.

In 1871 Jersey’s population was 1.85 times that of Guernsey. Jersey immigrants to New Zealand were five times those of Guernsey immigrants,

indicating probably a far more extensive marketing operation in Jersey than Guernsey.

The online New Zealand history (New Zealand Government, 2019) also provides relevant data. The full text is reproduced below –

'National Origins

The following profile is based on a random sample of 3,446 persons drawn from the registers of deaths and who arrived in New Zealand during the period 1871-1890. A comparison, with respect to the year of arrival, between the sample data and official data relating to net immigration reveals a similar pattern, with arrivals being concentrated into three periods, namely, 1874-1876, 1878-1879, and 1883-1884.

The national composition of the immigrant inflow, 1840-1852, 1853-1870, and 1871-1890 (per cent)

Born in	1842-52	1853-1870	1871-1890	Share of UK 1871 native-born	Representation indices
England	64.3	46.6	54.6	65.3	83.6
Wales	1.1	1.1	0.8	4.5	17.8
Scotland	20.6	30.2	21.5	10.5	204.8
Ireland	13.5	21.4	21.7	19.2	113
Offshore islands	0.5	0.7	1.3	0.4	325.0
	100.0	100.0	100.0	100.0	
N=	1,061	2,464	3,466		

Sources: Death registers; Censuses of Great Britain and Ireland, 1871;
Offshore islands = Channel Islands and the Isle of Man.

Table [1] sets out the national composition of the inflow in 1871-90 and compares it both with earlier flows and each country's share of the United Kingdom's total population in 1871. The proportion born in England increased during the period 1871-1890, largely at the expense of the Scots. Nevertheless, those born in England and, especially, Wales were under-represented in the inflow of 1871-1890, and those born in Scotland were still markedly over-represented. Those born in Isles in the British Seas (chiefly the Channel Islands) were markedly over-represented in the inflow. It should be noted that, according to the New Zealand census of 1881, 53.4 per cent of all those born in the United Kingdom had been born in England (including the Channel Islands and the Isle of Man), 0.9 per cent in Wales, 23.6 per cent in Scotland, and 22.1 per cent in Ireland. With respect to national

composition, there was thus a strong correlation between the results yielded by our sample and by the 1881 census.'

The analysis suggests the immigration from the offshore islands was 3.25 times the size that would be expected based on total population. However, it is noted that the Isles were "chiefly the Channel Islands". In 1871 the combined Jersey and Guernsey population was 62% of the total Channel Islands and Isle of Man population. A subsequent table in the New Zealand study suggests that 90% of the immigrants from the Channel Islands and the Isle of Man were from Jersey and Guernsey. Taking that percentage then the 3.25 figure translates to around six, close to the "more than five times" from the analysis in this book using the Vautier figures.

Jock Phillips and Terry Hearn (Phillips and Hearn, 2007) undertook a very detailed analysis of all the available data. Their principal conclusions were –

- Between 1870 and 1900 about 3,500 people (4% of the population) left the Channel Islands for New Zealand.
- Between 1871 and 1889 emigration from the Channel Islands was proportionately 5.5 times that from England.

Again this confirms that disproportionately high level of emigrants were from Jersey. Their study commented -

'There is one other migrant flow that deserves mention, that from the offshore islands. Although not strictly part of England, the Isle of Man and the Channel Islands have been included in our figures. The numbers were not great in the 1840s and 1850s, and in absolute numbers they were never a huge part of the migration to New Zealand. But in the last 30 years of the century there was a quite remarkable flow of people to New Zealand from the Channel Islands of Jersey and Guernsey, especially if we look from the perspective of the sending communities. During those years probably about 3500 people (over 4 per cent of the total population) left those small, rocky

islands for New Zealand.

Located off the northwest coast of France, and 60 miles south of England, the Channel Islands, like the Isle of Man, were Crown dependencies. Many of their residents spoke a French patois before coming to New Zealand. Most of them, however, did not come direct, for a high proportion of our sample had married in England before migrating. They had already made one journey before embarking on a longer one. Quite a number of the Channel Island settlers were the children of soldiers or seamen, some of whom may have heard about New Zealand from their itinerant fathers. But the majority were from a pre-industrial background, the sons and daughters of blacksmiths, brick-makers and carpenters.'

4

Why migration from Jersey to New Zealand was so high

Was Jersey targeted by New Zealand or did Jersey people respond to the general marketing? Was it a case of herd effect – once some had gone others followed knowing there was a Jersey community? This factor helps to explain why today Jersey has a Polish community and Guernsey a Latvian community. There is no evidence that Jersey was targeted by New Zealand. In the most comprehensive study of immigration to New Zealand in the 1870s (Arnold, 1981) there is no specific mention of Jersey. Rather, it seems that the main factors were the “herd effect” and perhaps some energetic marketing by local agents, seeing a promising market of young Jersey people with very limited prospects in the Island.

Marketing in Jersey

There were local agents for the New Zealand authorities in Jersey but it is not clear how many, how they operated and what impact they had. The only available evidence is advertisements in local newspapers.

One local agent was Edmund Le Brun, of 5 Clare Street, St Helier. This New Zealand government advertisement was published in the *Chronique de Jersey* on 28 October 1874 –



His name also appeared under this advertisement in the Jersey Independent and Daily Telegraph on 18 May 1875 -

Free emigration to New Zealand

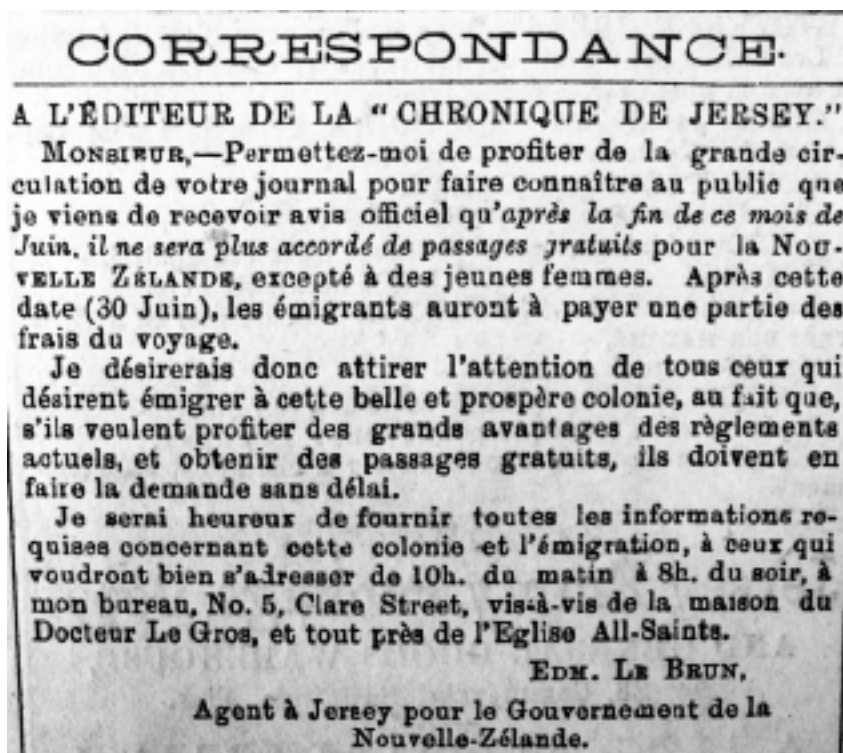
Free passages

are granted by the government of New Zealand as under: -

To married and single agricultural labourers, navvies, ploughmen, shepherds, mechanics, &c.; Also to single female domestic servants, as cooks, housemaids, nurses, general servants, dairymaids, &c. For terms and conditions apply personally, or by letter, to the Agent-General for New Zealand, 7, Westminister Chambers, London SW.



On 5 June 1875 Mr Le Brun used the columns of the *Chronique de Jersey* to announce the ending of free passage to New Zealand, except for young women –



However, later that month, on 24 June 1875, Mr Le Brun specifically targeted women.

‘The government of New Zealand grant of free passages to get the women and domestic servants.

The immigrants are placed during the passage in charge of matrons, and on arrival they are maintained at the immigration depots until they meet with engagements. Competent servants can obtain comfortable situation with good wages.’

Mr Le Brun also used the *Chronique de Jersey* to advise when emigrant ships had safely reached New Zealand.

Edmund Le Brun was born in St Helier in 1827, the son of Peter and Marguerite (Margaret). Edmund was a schoolmaster in his early 20s. In about 1858 Edmund married Ann Le Maistre, née Wadsworth, a widow, with a son John Wadsworth Le Maistre (subsequently described as a “lunatic”). In the 1861 census Edmund, Ann and John were living at 46 King Street, and he was described as a china and glass dealer. By 1871 two daughters, Ada and Elizabeth, had been born and the family were living at 18 Parade Place, St Helier. Edmund was a “teacher of navigation etc” while Ann was described as “formerly a schoolmistress”. In the 1881 census Edmund was described as a “passage, shipping and insurance agent”. Edmund died in 1906. In his will he left his library, manuscripts, papers and scientific instruments to daughter Ada, who had clearly looked after Edmund after his wife died. In 1908, a spinster, aged 47, she married John Blampied, a widower .

A second agent was David Garrick. This advertisement was in the *British Press and Jersey Times* in March 1874. The first advertisement is aimed specifically at dairy women and domestic servants; the second is in identical terms to the advertisement of Mr Le Brun.

New Zealand

The Government of New Zealand grant free passages to dairy women and domestic servants.

The emigrants are placed, during the passage, in charge of Matrons, and on arrival are maintained, at the Emigration Barracks, until they meet with engagements. Competent servants can obtain comfortable situations at good wages.

Apply personally or by letter to the Agent-General for New Zealand, 7 Westminster Chambers, Victoria-street, London S.W.

London July 19 1873

Local agent for the New Zealand Government – Mr Garrick, 42 Halkett Place, St Helier’s, Jersey

NEW ZEALAND.

THE GOVERNMENT OF NEW ZEALAND GRANT FREE PASSAGES TO DAIRY WOMEN AND DOMESTIC SERVANTS.

The Emigrants are placed, during the passage, in charge of Matrons, and on arrival they are maintained, at the Emigration Barracks, until they meet with engagements. Competent Servants can obtain comfortable situations at good wages.

Apply personally or by letter, to the Agent-General for New Zealand, 7, Westminster Chambers, Victoria-street, London, S.W.

London, July 19, 1873.

LOCAL AGENT FOR THE NEW ZEALAND GOVERNMENT—Mr. GARRICK, 42, Hall Street, St. Helier's, Jersey. 1873

FREE EMIGRATION TO NEW ZEALAND.

FREE PASSAGES

Are granted by the GOVERNMENT of NEW ZEALAND as under:—

To Married Agricultural Labourers, Nurses, Ploughmen, Shepherds, Blacksmiths, &c. &c. &c.

SINGLE FEMALE DOMESTIC SERVANTS,

Cooks, Housemaids, Nurses, General Servants, Dairy Maids, &c.

For Terms and Conditions, apply personally, or by letter, to the Agent-General for New Zealand, 7, Westminster Chambers, London, S.W.

London, Oct. 19, 1873.

LOCAL AGENT FOR THE NEW ZEALAND GOVERNMENT—Mr. GARRICK, 42, Hall Street, St. Helier's, Jersey. 1873

Mr Garrick also used letters from Jersey emigrants to attract more immigrants. The following appeared in the *Jersey Independent* and *Daily Telegraph* on 21 February 1874 -

‘Mr D Garrick, the local agent for the New Zealand Government, has requested us to publish the following extracts of the letter, received from John Mintrom, a New Zealand immigrant. He left Jersey in August last, and embarked on board the Cardigan Castle at Plymouth for New Zealand. After detailing the arrangements on board, the writer states that the émigrés met with the greatest of kindness from the captain, the doctor, and the sailors, and that a superfluity of food was served out to them. The voyage took 84 days, during which there were two births and four deaths (children) and one wedding on board. On arrival at Lyttleton Harbour, a

train awaited the immigrants and conveyed them to the depot, where they were received with great kindness and plenty of food. The writer obtained employment as a brickmaker immediately, receiving 10 shillings per 1,000 bricks, the materials for making the bricks being prepared for the maker. There is plenty of work for brickmakers, continues the writer, as there are not sufficient bricks to supply the demand for them, most of the buildings being now constructed of bricks instead of wood as formerly. "Rent and coals", says the letter, "are high, but food is very cheap. Prime pieces of beef 3d to 5d, mutton from 2d to 3d per pound. Butter from 8d to 9d per pound. Loin of pork 6d a pound and pork steaks 1d each. Bread 7d the 4lb loaf. Clothing is the same price as at home." The writer then proceeds to domestic affairs, and concluded by thanking Mr Garrick for his kindness, understanding everything he told the émigré is turned out to be quite correct.'

David Garrick was born in London in about 1817. In the 1841 and 1851 censuses he was recorded as a solicitor living in Wedmore, Somerset. A daughter, Mary, was recorded, aged 15 months, in the 1851 census. In the 1861 census the family was living in Truro Cornwall, with another daughter, Jessie. He was recorded as a solicitor and Notary Public. In the 1871 census he was living in St Helier with his wife Mary and daughter, Mary, and was recorded as an English-born homeopathist. There is no record of any of the family in censuses after 1871. Mr Garrick was clearly a successful agent. He recruited no fewer than 70 emigrants in the second half of 1873.

The Dolbell initiative

One specific initiative has been identified by Philip Dolbell (also spelt Dobel) who first came to New Zealand from Jersey in 1855 and who settled in Hawke's Bay. He was twice burned out by the Māori at Maungaharuru. The initiative is described in correspondence presented to the New Zealand Assembly in 1874 (House of Representatives, 1874) -

'No 40

His Honor the Superintendent, Hawke's Bay, to the Hon the Minister for Immigration.

Sir, Superintendent's Office, Napier, 20th February, 1874

A settler of this province, Namely Mr Philip Dolbell, formerly a native of Jersey, is about returning there on a visit, after spending twenty years in the colony. Mr Dolbell has been an industrious, good settler; one of those who has made his own way, and done well. He has also represented his district (Mohaka) in the Provincial Council for a great many years.

Mr Dolbell has lately had numerous enquiries from his relatives and friends at the Channel Islands, as to the desirability of emigrating to New Zealand, and he feels confident that on his return to Jersey, he will, without difficulty, get together a shipload of his countrymen to emigrate to Hawke's Bay.

He represents to me that among such emigrants there would be a good proportion of well-to-do people, small farmers, who would bring capital with them to the Colony, Knowing Mr Dolbell, I am of opinion he would be successful as an emigration agent, and that he would select good and suitable people. For his information, I shall be obliged if you will be good enough to afford information on the following points: -

Will the Government accredit Mr Dolbell to the Agent-General?
Will the Government request the Agent-General to arrange for a direct ship from the Channel Islands, on being satisfied that the requisite number of suitable immigrants, to be approved by the Agent-general, are ready to emigrate? In case a proportion of the intending emigrants should be of the small farmer class, could it be arranged that they should get a second-cabin passage, by paying a small additional sum?

It is, in my opinion, so desirable to secure this call of emigrant, that a

concession of this kind is well worth making, and I think if a similar regulation were generally allowed, it would tend to induce that class of persons to come out.

I shall be much obliged if you will favour me with an early answer to this letter, as Mr Dolbell proposes to leave for England by the next San Francisco steamer.

I have, &c,
J.D. Ormond
Superintendent
The Hon. the Minister for Immigration

No 41

The Hon. The Minister for Immigration to His Honour the Superintendent, Hawke's Bay.

(Telegram)

Wellington, 12th March, 1874.

Your letter about Mr Dolbell only just reached me. Am willing to give him letter of introduction to Agent-General, as ordinary returning colonist, and to send him copy of your letter. But what would be much better would be for you to appoint him your agent, the same as Duncan, the Agent for Canterbury, and Adams for Otago, when he will be similarly accredited. There would be no objection to his selecting a shipload emigrants Channel islands for you if you appoint him as suggested. After your answer, I will write by Suez.

His Honour, J.D. Ormond, Napier.

Julius Vogel

No 42

His Honor the Superintendent, Hawke's Bay, to the Hon the Minister for Immigration.

(Telegram)

Napier, 16th March, 1874

Re Mr Dolbell and immigration from Channel islands. Shall be glad to have from you the letter of introduction for Mr Dolbell to Agent-general you

offer. Also, if you will send copy of my letter to Agent-general he can get together a shipload of desirable immigrants from the Channel islands, he will meet with every assistance.

The Hon. the Minister for Immigration
J.D. Ormand

No 43

(Letter of introduction referred to above)

The Hon. J. Vogel to the Agent-General

Sir, - Immigration Office, Wellington, 31st March 1874.

I have the honour to enclose copy of a letter received from His Honor the Superintendent of Hawke's Bay, having reference to Mr Philip Dolbell, whom I have much pleasure in introducing to you. Mr. Dolbell is about returning to Jersey after spending twenty years on the Colony, and he has expressed his confidence that he will be able to induce many of his countrymen to emigrate.

Whilst leaving entirely to your discretion whether you should arrange or not with Mr. Dolbell for the procuring a suitable class of emigrants from the Channel Islands, I feel sure that you will attach due weight to Mr Ormand's recommendation.

The Agent-General for New Zealand, London

I have, &c., Julian Vogel.'

However, there is no evidence that the initiative was successful in securing "a shipload of desirable immigrants".

5

The mechanics of the emigration

The Jersey emigrants had a long and often tortuous journey to New Zealand. It began with a sea crossing probably to Southampton and calling in at Guernsey on the way, then a train journey up to London and probably a few days in London before embarking on the trip to New Zealand. The embarkation ports were generally either London or Gravesend. However, there were a few sailings from Plymouth and also some sailings from London called at Plymouth to embark some migrants. Gravesend, 20 miles downriver from the centre of London, requires an explanation. It is probably the case that it was cheaper for boats to sail from Gravesend than from London. The ship typically started in West India dock, then sailed without any passengers to Gravesend. The emigrants were taken by ferry from Blackwell Pier to Gravesend where they boarded the ship.



Migrants on the Adamant

Some 60 separate sailings with Jersey emigrants have been identified, with about 50 different vessels, only a handful being involved more than once. Appendix 1 lists the sailings with departure and arrival dates, destination port and number of Jersey emigrants.

The number of Jersey emigrants increased rapidly from 15 in the second quarter of 1873 to 72 in the final quarter, then to 191 in the first quarter of 1874 and 141 in the second quarter before falling to 92 in the third quarter.

The figures require some qualification. The New Zealand records record where emigrants were recruited, and some “Jersey people” were recruited in England. Equally, as will be seen subsequently, many of those recorded as being from Jersey were themselves immigrants to the Island. However, the figures are sufficiently reliable to enable conclusions to be drawn.

The mass emigration was concentrated into 16 months between 31 May 1873 and 24 September 1874, when at least 560 people left Jersey for New Zealand. Many of the sailings had just a handful of Jersey people. Two sailings stand out – the *Rakai*, which departed on 6 January 1874 with 65 Jersey residents on board, and the *Clarence*, the last significant sailing, which departed on 24 September 1874 with 45 Jersey residents. Below is a list of the sailings in which 15 or more Jersey emigrants were recorded –

<i>Zealandia</i> , arrived Port Chalmers, 29 November 1873	21
<i>Queen of the North</i> , arrived Napier, 27 February 1874	27
<i>Isles of the South</i> , arrived Lyttleton, 2 February 1874	17
<i>Rakai</i> , arrived Lyttleton, 26 April 1874	65
<i>Appelles</i> , arrived Lyttleton, 6 May 1874	21
<i>Otago</i> , arrived Port Chalmers, 8 June 1874	18
<i>Halcione</i> , arrived Napier, 6 July 1874	20
<i>Hindostan</i> , arrived Port Chalmers, 13 July 1874	15
<i>Stonehouse</i> , arrived Lyttleton, 29 June 1874	30
<i>Corona</i> , arrived Port Chalmers, 28 August 1874	16
<i>Tweed</i> , arrived Port Chalmers, 14 September 1874	19
<i>Helen Denny</i> , arrived Hawke’s Bay 22 October 1874	16
<i>Clarence</i> , arrived Wellington, 5 January 1875	45

Conditions on the sailings

The sailing time varied considerably because of weather conditions. 80 days was about the fastest, but some sailings took 20 days more. The well-established route to New Zealand was through the English Channel then south to the Cape of Good Hope and turning east, sailing to the south of Australia before heading to New Zealand.

A vivid description of the nature of the sailing is given in a log compiled by one of the Jersey emigrants, Augustus Philip Samson, himself a former sea captain. Following is an account taken from Boleat (2019) –

'Augustus Samson's log gives a detailed account of the Journey to New Zealand. He and Mary Ann [née Laurens, his wife] left Jersey on Monday 8 March 1875 at 6.45 a.m. and arrived via Guernsey in Southampton at 7:30 pm. The sea was rough and many of the passengers were badly seasick. They travelled by train to Waterloo arriving at 11.30 p.m. From March 9 to 15 they were in London preparing for the voyage. On 15 March they embarked on a ferry at Blackwell Pier which took them to Gravesend where they boarded the Countess of Kintore, their home for the next 86 days. The following day they were towed out to sea and their voyage began.

The Countess of Kintore was an "Aberdeen Clipper", a 700 ton barque, that is a vessel with at least three masts, all of them fully square rigged except for the sternmost one, which is fore-and-aft rigged. It was built in 1866 by John Duthrie Sons & Co, Torry Shipbuilding Ltd, Aberdeen. Largely under the command of Captain Petherbridge, under charter to Shaw, Savill Co., she carried hundreds of passengers to New Zealand ports between 1868 and 1875. Seven passages were made to Auckland and one each to Lyttleton, Port Chalmers, Napier (under Captain Braddick) and Nelson.

On the voyage to Napier, the Countess of Kintore had 124 emigrants made up of 18 families, eight just husband and wife and ten with 32 children, 37 single men and 18 single women.

The men were all mostly labourers or equivalent, although there were two tailors and a shoemaker. Augustus Samson was listed as a sailmaker.

The women for whom an occupation was given were servants, housemaids or cooks. No occupation was given for any of the married women.

No fewer than 35 were Irish, 19 from Clare, a few were from Wales, four were from Jersey and the rest were from all over England. In addition to Augustus and Mary Samson, the other two Jersey people were Francis Flanvel, aged 21, and Alfred Pallot, aged 20, the two tailors on the ship.

The log provides an excellent description of the nature of the voyage – unpleasant and at times dangerous. The boat often rolled heavily in high seas and many of the passengers were seasick for long periods. The boat itself suffered serious damage on more than one occasion. One of the worst days was at the end of the voyage, just 40 miles from Napier –

Sun. June 6th: Winds S.E. Throughout this day blowing a furious gale, and drizzling cloudy weather. Ship tumbling and labouring heavily. Everything flying about the place every time the ship lurches, even the chairs capsizing and leaving us a sweet scent. We had to get our breakfast and dinner sitting on the floor and taking it the best way we could. At noon no sun and the lee fore topsail sheet carried away. Crew rove it again and set the sail. The emigrants' water-closet was washed away. The decks half full of water all the time. Many of the emigrants very frightened. Mary stopped in bed all day, and a bit sick – the best place for the women this sort of weather. Some of the single women going in fits with fright. “

Mary Ann Samson suffered more than most, as she was pregnant before leaving Jersey. She received special “medical benefits”, largely better quality food. The food itself was largely what could be loaded in London. However, live sheep and pigs were carried, being slaughtered for fresh food at regular intervals. Occasionally, fish were caught and birds shot, which also provided fresh meat.

There were three deaths [two children from illness and an apprentice who was swept overboard]. There were regular disputes between passengers and at times between the crew, with the Captain having to exert

his authority. However, with such a large number of people having to live in close proximity to each other for over eighty days in bad conditions and with poor food this is hardly surprising.

Augustus Samson was appointed schoolmaster for the voyage, although it was not clear what qualifications he had for this role. Teaching began on March 29, and continued throughout the journey except when the weather was bad. It is not known how effective he was a teacher, or whether he received the £5 fee to which he was entitled in exchange for doing the job well.

The Countess of Kintore took the well-established route to New Zealand, through the Channel then south passing the Cape Verde Islands on March 26 and crossing the Equator on April 6. On 30 April she reached the Cape of Good Hope and turned east, sailing to the south of Australia before heading up the east coast of New Zealand.'



Army barracks in Napier, where immigrants were housed initially

Arrival

When the immigrant ships arrived in New Zealand the immigrants were taken to a holding place. Local businesses that wanted labour would visit

these places and seek to recruit, while the immigrants themselves actively sought employment and housing. Some sought employment where they landed while others quickly moved to areas where the opportunities were considered to be greater.

Scarlet fever

sought employment and housing. Some sought employment where they landed while others quickly moved to areas where the opportunities were considered to be greater.

The sailings were at best arduous, but some proved fatal, and conditions in Jersey were cited as a possible cause of multiple deaths. Arnold (Arnold, 1981) reported that 'emigrants' families from both Jersey and Ireland brought scarlet fever into the depot' [in Plymouth where emigrants waited until ships (*Scimitar* and *Mongol*) arrived to take them to New Zealand]. Nine deaths were recorded on the *Mongol* which arrived in Port Chalmers on 13 February 1874, and no fewer than 26 deaths on the *Scimitar*, which arrived in Port Chalmers on 5 March 1874.

The *Otago Daily Times*, on 6 March 1874, reported in respect of the *Scimitar* -

'Dr Hosking, the Surgeon Superintendent of the ship..... says that the scarlet fever prevailed amongst the emigrants of the Plymouth depot of which he was in charge for some time before joining the *Scimitar*. Two families were rejected as being tainted on the day before the ship sailed. They came from Jersey and, as it subsequently transpired, had been afflicted by the fever five weeks before they left their homes. It is said that they were bent on emigrating at all hazards and studiously kept their condition a secret, swearing, in fact, that they were healthy. They lived for a fortnight among the emigrants at the depot, and no doubt infected many of them. The name of these two families were Wilfrey and Smith. Another family named Tanner was also rejected.'

Jersey was explicitly named in the official report on the subject (Royal Commission on the *Scimitar*, 1874) –

‘a few hours before sailing, a child named Wolfrey was found covered with scarlet fever rash, and the whole family immediately sent ashore. This family came from Jersey, and there is reason to believe that several members of that family were only convalescent from scarlet fever before entering the depot.’

and

‘It appears that the parents of the child Wolfrey, who was subsequently sent ashore, had, while in the depot, been consulting a chemist in Plymouth, a fact they had carefully concealed, from fear of being left behind. While the health of the immigrants generally was good at the time of embarkation, it is equally clear that epidemic disease was latent, if not in active existence, in the depot. In the case of the child Wolfrey, there is every reason to believe that she was infected on arrival there. The other younger members of that family being only convalescent from scarlet fever, and that stage being a very infectious one, and it being unlikely that the infected clothes they had worn during illness were destroyed or left behind, these children must have been so many centres of infection likely to spread the disease.’

and

‘the examiners of the Wolfrey’s, at Jersey, ought to have made a special report concerning the children who had been infected with scarlet fever’.

So, who were the Wolfreys? Joseph Edward Wolfreys (the “s” was dropped in some records) was born on 8 March 1840, the son of Charles Wolfrey and Mary Sinney. In the 1841 census the family was living in George

Street, St Helier. By 1851 Charles had died and the family was living at 1 Peter Lane. In 1854 Joseph volunteered for the navy. He served 21 days in prison in Dorset in 1858. Joseph married Elizabeth Le Boutillier, a widow, in St Saviour on 18 April 1862. However, Elizabeth died soon after and Joseph married Eliza Jolin, also in St Saviour, on 29 January 1865. Joseph was recorded as a printer. The 1871 Jersey census records Joseph Wolfrey, together with wife Eliza (25) and children Florence (8) (the only child of his first wife), Charlotte (5), Gertrude (3) and Walter (11 months), living at Southampton Place, St Helier.

Having been put off the boat in Plymouth they succeeded in getting on another boat to New Zealand a few months later in London. They travelled on the *Ballochmyle*, departing from London in 4 March 1874. Joseph had become Edward and was from Middlesex rather than Jersey, perhaps to avoid any connection with the incident in Plymouth. (This also illustrates the limitation of the data recorded in the migration records.) By this time, another child, Sydney, had been born and was four months old. They settled in New Zealand and had three more daughters, Mabel, Louise and Etha, and another son, Arthur. Joseph died in 1919 in Christchurch and Eliza in 1931.

The *Otago Daily Times* report referred to another family from Jersey called Smith. Because Smith is a common name and the family did not travel on the *Scimitar* it is not possible to verify if this family was from Jersey.

However, another Jersey family was directly affected by conditions on the *Scimitar*. Jean-Baptiste Moulin, his wife Rachel Mary Rowe and three children – Rachel Mary, Sophia Jean and Mary – were passengers. Jean-Baptiste had been born in France and although the rest of his family were born in Jersey and lived in Jersey, the whole family was recorded as being from France in the official records (again, another limitation of the records). Mary Moulin, aged just five, was one of the 26 passengers on the *Scimitar* who died on board.

Two other Jersey people, Alfred Cooper, 24, and James Gregory, 23, both farm labourers were also on the *Scimitar*.

However, one Jersey emigrant on the *Mongol* seemed more than happy

with his sailing. The *Jersey Independent* and *Daily Telegraph* reported on 23 May 1874 -

‘New Zealand - a letter has been received in Jersey from H N Langhlin, New Zealand immigrant, and it has been handed to us with a request for publication. The letter dates from Port Chalmers, Otago, New Zealand, and states that the immigrants by the ship *Mongol* arrived safe on the preceding day, after a pleasant passage of 51 days, having left Plymouth two days before Christmas, and making one of the quickest passages on record. During the voyage one man and 15 children died. The letter goes on to say that the ship was then lying in quarantine, after which they would proceed to Wellington. Persons come alongside the ship and offered £2.15s per week, and all provisions found, for harvest labourers. The writer’s humble opinion is that New Zealand is the most beautiful place in all the world, and appeals to all his friends to follow his example, concluding in the following glowing terms “the country is the finest in the world, the produce the largest, the wage is the best, the position is the cheapest, the climate the mildest; in fact I cannot speak too highly of the people. They all seem glad to see us amongst them, and offer us a hearty welcome.’

Other reports of the sailings and the Cospatrick disaster

The *Guernsey Star* on 24 September 1874 included the following report referring to the brothers Marett –

‘News from New Zealand

We hear that a letter has been received in the island from the brothers Marett, who recently left Jersey for New Zealand, in which they give a most favourable description of the country. Other letters received by different parties are also written in the same in encouraging strain. On the other hand, a letter, so we understand, has been received from Mr Keeping, a tailor by trade, who speaks disparagingly of New Zealand and

recommends no one to leave this country for the colonies, which he says are overstocked with immigrants, who, in some cases, are in a miserable condition. On board the vessel in which Keeping took passage to the colonies, the number of deaths among children are said to have been in circulation to the effect that an emigrant vessel, on-board of which were several Jersey families, is reported to have been lost during the voyage out. So far as this rumour is concerned, however, we think it should be received with caution, more especially since no mention of such a disaster has been reported in the English papers. New Zealand journals just to hand state that, notwithstanding the large number of immigrants arriving, they are all absorbed with remarkable rapidity, and at tight rates of wages. Six times the number of single girls arriving could find engagement at excellent rates.'

This article refers to a lost vessel, but there is no evidence that at that time any vessel had been lost. There was, however, a major disaster a few months later. On 18 November 1874 the *Cospatrick*, with 476 crew and passengers on board, caught fire and sank off the Cape of Good Hope. There were just three survivors, although 62 had survived for some time on life rafts. Even though the disaster was not in New Zealand, and the casualties were not from New Zealand, this is regarded as the country's greatest peace-time disaster.

The *Illustrated London News* on January 2, 1875 reported the disaster in detail -

'The most terrible catastrophe of the old year was the destruction by fire of the emigrant-ship *Cospatrick*, and the consequent loss of over 450 lives, in the early morning of Nov. 18.

The *Cospatrick* was a teak-built sailing-ship, of 1200 tons, constructed at Moulmein, in India, and classed A1 at Lloyd's until 1883. She was 190 ft. in length, 34 ft. in breadth, and had 23 ft. depth of hold. Purchased by her present owners, Messrs. Shaw, Savill, and Co., of 34, Leadenhall-street, from the late Mr. Duncan Dunbar, she was now making only her second

voyage under the flag of that house. Formerly employed in carrying troops to and from India, and occasionally engaged in the conveyance of coolies, she had also on a previous occasion made a voyage from England to New Zealand with a large party of emigrants. She had been for many years under the command of Captain Elmslie, her late chief officer, who retained his position when the vessel was transferred to her new owners, and who was in chief command on the present voyage. The *Cospatrick* left Gravesend on Sept. 11 last, carrying 429 emigrants, sent out through the General Agency of New Zealand, and bound for Auckland. There were 177 male adults, 125 women, 58 boys, 53 girls, and 16 infants under twelve months. Her crew was composed of 43 persons - officers, men, and boys, all told. There were also on board four independent passengers, making in all a total of 476 souls.

The fire broke out in latitude 37 deg. South, and longitude 12 deg. East - one account has it west. A telegram from Madeira in the Daily News says that at midnight on Nov. 17, when the second officer left the deck, everything was apparently all right, but at half-past twelve he was awoken by the alarm of fire. The captain was on deck immediately, and all hands attempted to get the vessel before the wind, but without success. The flames came up the fore hatch within a quarter of an hour, and in less than half an hour the fire was nearly all along the deck. A special cablegram in the Daily Telegraph goes on to say that the flames and smoke were driven aft, setting fire to the boats which were placed in the fore part of the vessel, and thus effectually prevented their use. The excitement on board now became terrible, and the passengers rushed to the quarter boats, which were on the davits hanging over the side, and crowded into them. It is estimated that about eighty people, most of them women, thus got into the starboard boat, and remained there till the davits bent down over the side and the boat's stern dipped into the sea. Then it capsized, and all its occupants were immediately drowned alongside the vessel. Just afterwards the fore, main, and mizen masts all fell over the side in quick succession, killing many of the emigrants and adding to the terror of the rest. But the

worst had not yet come; for suddenly the stern of the vessel blew out with a loud report under the poop deck, and completed the destruction of the ship. Two boats under the command of Mr. Romaine and Mr. Macdonald had meanwhile been filled, and reached some little distance from the *Cospatrick*; but Captain Elmslie, his wife, and Dr. Cadle remained on board the vessel until she went down. When the last moment had come the captain threw his wife overboard, and then leapt into the sea after her. At the same time the doctor jumped overboard with the captain's little boy in his arms, and all were drowned together.

The two boats kept together for a couple of days. They were then separated by bad weather. The missing boat contained the chief officer, the ship's butcher, five seamen, and twenty-five passengers. She has not since been heard of, but it is hoped that she may have reached the island of Tristan d'Acunha. In Macdonald's boat thirst soon began to be severely felt. One man fell overboard while steering. Three others died after becoming mad. On Nov. 23 four more died. The survivors were then suffering so intensely from hunger and thirst that they drank the blood and ate the livers of two of the dead. Other deaths followed; and when, on the 27th, two more of the men died, one was thrown overboard, but nobody had strength enough to lift the other. Ultimately five men were all who were left alive in the boat, and of these two had gone mad. They died soon after being rescued by the ship *British Sceptre*. Macdonald, Thomas Lewis, and James Cotter, the three survivors, were most kindly treated on board the *British Sceptre*, which landed them, on Dec. 6, at St. Helena.'

It was six weeks before news of the disaster reached Jersey. The *Chronique de Jersey* on 30 December 1874 reported –

Le bâtiment Emigrant "Cospatriek."

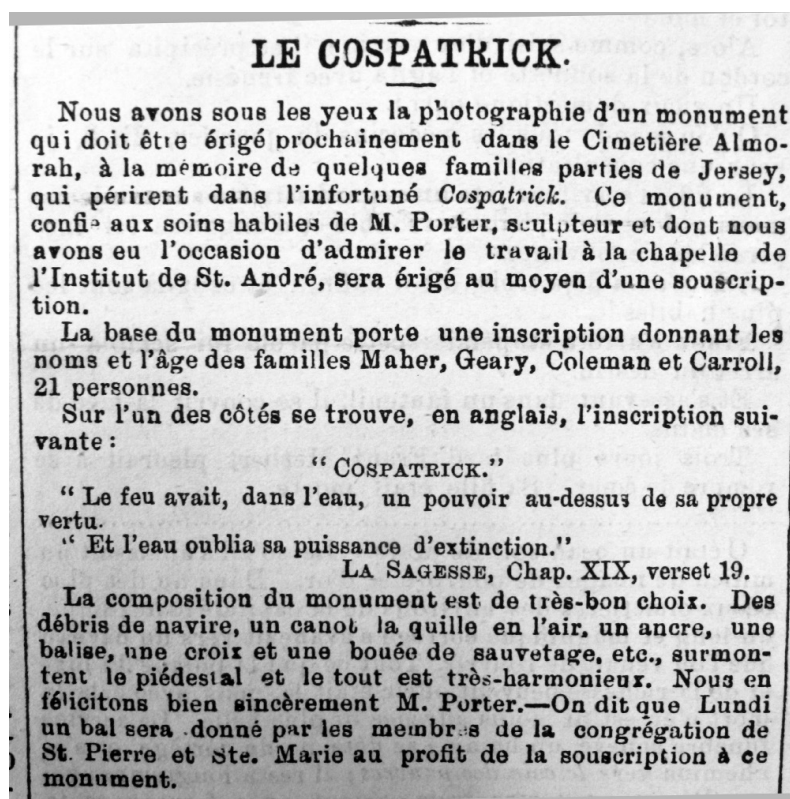
Les journaux anglais nous apportent la nouvelle de l'incendie en mer et de la destruction totale de ce bâtiment, qui portait 400 émigrants à Auckland et avait 41 hommes d'équipage. Cet épouvantable désastre est arrivé dans l'après-midi du 17 Novembre, en lat. 37° 15' S., long. 12° 25' E. On ne connaît jusqu'à présent que trois personnes échappées aux conséquences de cet incendie destructeur—le second contre-maître et deux matelots, qui ont été recueillis en mer par le navire Anglais *Spectre*, de Liverpool. Ces hommes étaient depuis dix jours dans un canot et avaient vécu de la chair et du sang de leurs compagnons morts dans le même canot. — Dans la liste des passagers, nous trouvons des noms qui nous font craindre que parmi les victimes se trouvent de nos compatriotes—

Abraham Le Geyt 23 ans, Eliza, 22, et Abraham, 2 ans,— Charles Keating 43 ans, Mary, 35, Thomas, 14, et Mary 2. — Maria Le Blond, 19 ans, est fille d'un jardinier Français qui habitait Jersey, quand elle partit pour l'Angleterre.— Edward Gale, 26 ans, et Annie, sa femme, 28 ans.— Charlotte Welch, 53 ans; Stephen, 18 ans, Frederick, 21 ans et Mary, sa femme, 21.— La première dépêche est datée de Madère, 25 Décembre, 3,40 après-midi et était basée sur le rapport des marins sauvés.

Une autre dépêche de Sta-Hélène, en date du 9 Décembre, donne les mêmes renseignements, à l'exception de la date de l'incendie qu'elle dit avoir eu lieu le 19 Novembre.

There were many Jersey casualties. However, identifying them is not easy for the same reason as identifying a "Jersey person" is not easy. The best analysis is that of Frank Le Blanq and Audrey Allen (Le Pivert, 2000). They identified the following passengers with Jersey connections who lost their lives in the disaster: Charlotte Louisa Welch (née Pique), aged 53, a dressmaker, her sons Frederick (21) and Stephen (18) and Frederick's wife Mary were travelling to New Zealand to be reunited with Charlotte's husband, John George, a hatter from London who had already emigrated; Edward Gale, a tailor, aged 26, and his wife Annie; Abraham Le Geyt (23), a farm labourer, and his wife Eliza (née Champion) and son Abraham, aged just 2; Edward Carrell (possibly Carrol) (36), his wife Ann (35) and children Johanna (16), Margaret (13), Mary (8) and Edward (5); Marie Le Blond (19); Charles Keating (43), his wife Mary (35) and Thomas (14) and Mary (2).

There was a proposal for a monument to Jersey emigrants who died on the *Cospatrick*. £100 had been subscribed by Roman Catholics in the island, with a view to erecting a monument, although only to the Roman Catholics, in the “dissenters cemetery”, that is Almorah Cemetery in St Helier. The *Chronique de Jersey* on 27 March 1874 gave details of the monument –



It will be noted that three of the families mentioned in the article – Maher, Geary and Coleman – were not identified by Le Blancq and Allen. All three families were identified in the passenger list as being from Ireland and all the men were agricultural labourers –

- John (26) and Mary (26) Coleman from Waterford. John is recorded in the 1871 Jersey census. He married Mary Burns, also from Ireland, in Jersey in 1874.

- Bartholomew (24) and Catherine (25) Geary from Cork. They cannot be traced in the 1871 census.
- John (41) and Mary (36) Maher and four children - Margaret (9), Mary (7), Anne (5) and Matthew (2) – from Tipperary. John and Mary were recorded in the 1861 Jersey census in St Helier with four older children and in the 1871 Jersey census in St Brelade with nine children. While Mary had been born in Ireland all the children were Jersey-born so the family had been in Jersey since at least 1855.

With the addition of these three families it is likely that as many as 30 of those who died in the disaster had Jersey connections.



The Cospatrick memorial today, just behind the Chapel at Almorah Cemetery. Unfortunately, the writing on it is now illegible.

6

Characteristics of the emigrants

The emigrants were largely young families and single people, and most were manual workers. This chapter is based entirely on the Vautier database. This almost certainly excludes a number of Jersey emigrants but it is sufficiently complete to enable an accurate picture of the emigrants to be presented.

Table 3 shows the age breakdown of the Jersey emigrants.

Table 3 Age breakdown of Jersey emigrants to New Zealand, 1872-75

Year	Number	Percent of total
Under 10	149	26
10-19	144	25
20-29	163	29
30-39	69	12
40-49	35	6
50 and over	6	1

There were 157 married couples and 221 single people, 78 of whom were under 19. It will be seen that over half were children or were under 20, the vast majority of whom were accompanying their parents, and 29% were between 20 and 29.

An attempt has been made to identify all the names in Keith Vautier's list in the Jersey censuses, particularly the 1871 census but where appropriate earlier censuses as well. Of the 573 names 306 were positively identified

as having been in the 1871 census or in some cases earlier censuses, and of these 266 were also recorded as having been born in Jersey (these figures include children born in Jersey after the date of the 1871 census). This does not mean that the others were not in Jersey in 1871 or were not born in Jersey. In some cases, it has not been possible positively to match a name (particularly a common name) in the census with a name in the Vautier list. In other cases, people may simply not have been recorded in the 1871 census. The only other birthplaces recorded with five or more names were France (8), England (7) and Ireland (5).

Two thirds (210) of the 306 people identified as living in Jersey were recorded in St Helier. This was significantly higher than the proportion of the population living in St Helier (54% in the 1871 census). The only other parishes with more than 10 were Grouville (19, a number of whom were from a girls' orphanage in the parish), St Brelade (17) and St Clement (16).

The emigrants included a number of well-established Jersey families, including several with five or more children including -

Amy, John (43, mason) and Mary (née Petit) (44) and seven children: Mary (22, laundry maid), John (21, carpenter), Elizabeth (20, dressmaker), Francis (18, mason), Alfred, 13, Winter (11) and William (9). In the 1871 census the family lived at The Dicq, St Saviour; John was a master mason.

De La Haye, John (31, farm labourer) and Elizabeth (née Bisson) (35) and six children: John (12), Philip (10), Elizabeth (7), Mary (5), Clara (3) and Margaret (6 months). In the 1871 census the family lived in Trinity and John was a seaman.

Esnouf, Francis (37, painter) and Fanny (née Rogers) (38) and five children: Mary J (15, servant), Helen A (12), Fred W (8), Ada F (45) and Alfred Henry (3 months). In the 1871 census the family lived in St Helier and Francis was a painter.

Fuszard, Rueben Robert Henry (27, shoemaker) and Mary Ann (née Hamon)(30) and four children: Albinia (6), Winter (4), Edith (2) and Rose (8 months). In the 1871 census the family lived in St Helier and Rueben was a bootmaker. On the same sailing were Rueben's brother George Edward (33, brush/brickmaker) and Louisa (30) and their two children: Louisa (7) and Florence (2).

Helleur, Philip (54, farm labourer) and Rachel (40) and seven children: Matilda (20), Alice (15), George (13), Charles (11), William (9), Frederic (6) and Ernest (2).

Jarvis, John (40, ropemaker) and Hannah (née Medder) (39) and eight children: John (22, butcher), Hannah (20, cook), Edwin (19, butcher), Isabella (13), Florence (10), Samuel (7), Matilda (5) and Charles (2). In the 1871 census the family lived in St Helier although the head of the family, John, was recorded as a painter living in St Saviour.

Langlois, John (42, labourer) and Elizabeth (née Le Gresley) (38) and six children: Hannah (22, single, milkmaid, born in Alderney), Elizabeth (14), Philip (12), Mary (10), Madalina (8) and Anne (5). In the 1871 census John was recorded as having been born in St Lawrence, a carpenter, and the family were living in St Helier.

Le Breton, Francis (41) and Mary (46) and six children: Mary (18), Francis Philip (16), Anne Elizabeth (14), Amelia Lucie (12), Adolphus John (7) and Alfred John (3).

Le Masurier, John (49, tailor) and Jane (née Gallichan)(43) and six children: John (26, tailor), Eliza (24, servant), Orson (20, tailor), Oliva (19, servant), Stella (17, servant) and Jesse (13). In the 1871 census the family was living in St Helier and John was a tailor.

Le Moignan, Anne (39, widow, dressmaker) and five children: Ann (15, servant), Louisa (13), Alice (9), Elizabeth (7) and Ada (5). In the 1871 census the family was living in St John.

Mintrom, John (37, brickmaker) and Mary Ann (née Haylock, 39) and eight children: Elizabeth (15), George (13), Louisa (11), William (11), John (9), Frederick (6), Charles (4) and Walter (2).

Querée, Edward (40) and Mary Ann (40) and seven children: Edward (16), May (15), John (13), Louisa (11), Walter (10), Albert (7) and Alvena (3).

Ridgway, Henry (39, bricklayer) and Marie (née Dolbel)(44) and five children: Ellen (13), Mary (12), Ann (10), Mary (7) and Samuel (5). In the 1871 census the family was living in St Helier and Henry was a mason/plasterer.

Ryan, Lawrence (35, born in Ireland) and Ellen (38) and eight children: Christopher (16), Mary (15), Arthur (13), Ellen (12), Johanna (10), Percy (8) Lawrence (3) and Frances (18 months). In the 1871 census the family was living in St Helier and Lawrence was a cooper.

Six children were recorded as being under three months on departure: Edwin Vautier, the son of Philip and Catherine, who died on the voyage; Walter Thomas, the son of James and Kate; Eliza Le Soudain, the daughter of Pierre and Elizabeth; Helena Le Gros, the daughter of Philip and Emily; Francis Le Brun, the son of Henry and Adel; and Philip Langlois, the son of John and Elizabeth. It is likely that there some births at sea but it has not been possible to identify any.

There were also a few siblings including John (24) and Anne (25) Hellyer, Caroline (18) and Mary (14) Nash, William (15) and Ann (12) Newman, Julia (19) and Sarah (17) Eayres, George (26) and Charles (12) Millow – both born in Alderney, John (17) and George (18) Norman, Alfred (20) and Adolphus (17) Pallot, and five De La Cour siblings: Elizabeth (18), Philip (11), Hannah (10), Francis (9) and John (8).

There were a number of Jersey-born teenagers travelling without family including: Elizabeth Atkinson (18), Joseph Barre (18), Jessie Baxter (15), Mary Benson (18), Philip Blampied (18), Harriet Burt (18), John Campbell

(18), Lucy Chapman (19), Jane de ste Croix (17), William Fox (17), Frederick Gallichan (17), George Hannadine (19), Robert Harding (19), Catherine Holford (16), William Hugo (18), Alfred Journeax (19), Anne Le Ray (16), Francis Luce (19), William Moore (19), Susan Nipo (15), Mary Ann Pike (16), Susan Poindestre (19), Harriet Pope (16), Charlotte Robbins (19), Charles Rolland (16), Albert Romeril (18), Charles Samson (16), Joanna Shea (17), Simeon Simon (18), Henrietta Soady (16), Louisa Spanner (17), William Stephens (19), Patrick Tobin (18), Frederick Wallis (19), Henry Wardley (18) and Julia Whittle (15).

Occupations were not recorded for all the immigrants. Of the 270 for whom occupations were recorded, the most common were servants (52), carpenters (27), farm labourers (20), labourers (20), bricklayers (14), shoemakers (13), housemaids (14), painters (11), dressmakers (8), tailors (8), bakers (7), masons (7) and cooks (7).

It is interesting to note that among the emigrants were a number of residents of the Jersey Female Orphans Home in Grouville. This orphanage had been established opposite Grouville Parish Church in 1862 by the Rector of Grouville, Abraham Le Sueur. It later became known as the Jersey Home for Girls and today is Clos de L'Eglise. In the 1871 census 112 girls were registered at the orphanage. The Chronique de Jersey reported on 28 May 1873 -

EMIGRATION. — Lundi dernier une foule de personnes assistaient à l'embarquement de bon nombre d'émigrants qui allaient en Angleterre, pour rejoindre leurs navires. Parmi ceux-ci, étaient environ une douzaine de jeunes Orphelines dont la moitié se rend dans la Nouvelle Zélande et les autres tournent leurs pas vers le Canada. Ces jeunes filles, élevées avec soin, sont un exemple touchant de ce que peut faire la charité et la véritable philanthropie chrétienne. Le Rév. Abraham Le Sueur conduisait lui-même ses chères élèves en Angleterre. Le passage sur la terre de ce digne disciple de Son Sauveur, ne restera pas sans avoir porté des fruits. Que Dieu bénisse le passage et l'avenir de ces enfants !

This refers to 12 girls from the orphanage being accompanied by Rev. Le Sueur to England before going on to New Zealand or to Canada. It has been possible to identify with any certainty only four girls in total who went to New Zealand – Jane de Ste Croix (17), sisters Martha (17) and Louisa Sampson (11) and Julia Whittle (15) – although this article suggests that there were many more amongst the teenagers travelling alone noted above.

7

Where the emigrants landed and settled

Keith Vautier's database records where emigrants disembarked. This data is reasonably accurate although it should be noted that a number of emigrant ships disembarked passengers at more than one port.

The following table shows the destination ports –

Lyttleton (Christchurch)	210
Port Chalmers (Dunedin)	163
Hawke's Bay (Napier)	119
Wellington	39
Auckland	28
Nelson	10
Bluff (Invercargill)	3

Over a third of Jersey immigrants landed at Lyttleton, a natural harbour. Lyttleton itself is tiny, with a population even today of only 3,000. However, it is the gateway to the Canterbury province, South Island and just seven miles from Christchurch, albeit a very hilly seven miles. Today, Christchurch is the third largest city in New Zealand with a population of just under 400,000. The City is recovering from a devastating earthquake in 2011 which caused 185 deaths and massive property damage.

Port Chalmers is the port of Dunedin, in the southern part of South Island. Like Lyttleton, its population today is just under 3,000. It serves the province of Otago and more specifically Dunedin, New Zealand's seventh largest urban area with a population today of 120,000, although

for historical and other reasons it is regarded as one of the four main cities of New Zealand. In 1880 it was New Zealand's largest urban centre. It has a very Scottish flavour, some 12,000 Scots having emigrated there in the 1850s.

Napier is the main city in the province of Hawke's Bay, on the Eastern coast of the North Island. Hastings is 11 miles south of Napier and the two cities are often linked together. Napier currently has a population of about 63,000 and Hastings 70,000. European settlement began in a significant way in the 1850s. The City was the administrative centre of Hawke's Bay until 1876 when the provincial governments were abolished.

Wellington is the capital city of New Zealand. It is situated on the south west tip of the North Island. Today it has a population of over 400,000. It has always been one of the major seaports.

Auckland is the largest city in New Zealand and until 1865 it was the capital city. It is situated on the north of the North Island. Today it has a population of 1,500,000.

Bluff, previously called Campbelltown, is the port for New Zealand's southern-most city of Invercargill, 18 miles away.

However, the place of disembarkation does not give a good indication of where people settled. Many people moved quickly from the port at which they arrived and there was much greater dispersion in the 1880s when the economic downturn meant that many people had to move in order to find employment. Unfortunately, the absence of census data makes it impossible to track the movement of immigrants after they arrived in New Zealand.

Impact of Jersey settlers on New Zealand

Immigrants, by their very nature, tend to be industrious and entrepreneurial. This is certainly true of Jersey emigrants to America and Canada, where a number achieved prominence in their communities and nationally (Ommer, 1991). Various waves of immigrants have had a significant effect on Jersey (Boleat, 2015). What impact did Jersey immigrants have on New Zealand? The simple answer is virtually none. Although a few individual Jersey

emigrants achieved prominence, covered in the next chapter, collectively there is no evidence of any impact. This is not surprising as the numbers, while large in relation to the Jersey population, were tiny in the context of total migration – at no time more than 1.5% of total migration to New Zealand from the British Isles. Also, the migrants were not generally “industrious and entrepreneurial”. They were not self-made people, making their own way to a distant land and with experience of building up and running businesses. Rather, as this book has described, they were working class labourers and domestic servants who did little more than sign up to a free passage in the hope of a better life.

The most comprehensive study of British migration to New Zealand (Simpson, 1997) does not mention the Channel Islands generally or Jersey specifically, nor does the substantive economic history on New Zealand (Prichard, 1970) or the definitive study of immigration in the 1870s (Arnold, 1981).

There is very little available information from the settlers themselves.

8

Prominent Jersey emigrants and Jersey links in New Zealand

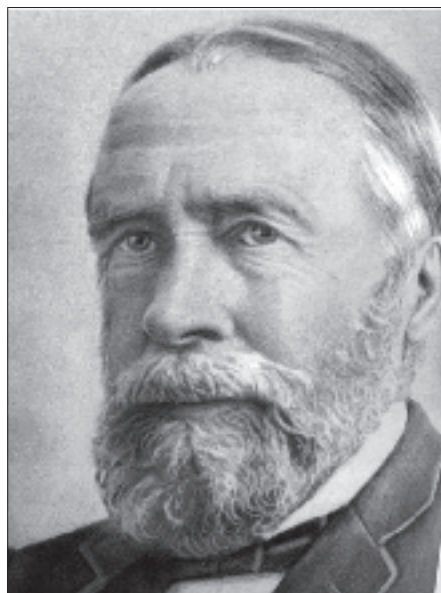
There were a number of first generation Jersey emigrants, particularly prior to 1870, who became prominent in New Zealand, and equally many descendants of Jersey emigrants have attained significant positions. This chapter uses available published information to give brief details of those who achieved prominence and in some case those who lived more ordinary lives.

The early migrants

John Gilfillan. An article in the Société Jersiaise Annual Bulletin (Porter, 1971) briefly gives details of John Alexander Gilfillan, born in St Brelade, in 1793. After being Professor of Painting and Drawing 1830-40 at Anderson's University, Glasgow he emigrated to New Zealand arriving in Wellington on Christmas Day 1841. He established a farm, but this was attacked by a group of upper-river Māori in April 1847. His wife and three children were murdered. He was wounded but escaped. With his three surviving children he moved to Sydney, Australia, where he became a prominent portrait painter.

Edward Touet was born in St John in about 1811. He married Jane Gallichan (the names are in the Jersey records as Edouard and Jeanne). In the 1851 census he was recorded as being a smith, carpenter and ship owner, living in St John with his wife Jane (38) and children Edward (16), John (14), Elizabeth (12), Melvina (4) and Jemima (2). He emigrated to New Zealand in 1864 and settled in Nelson.

John Helier Vautier was perhaps the most prominent early Jersey emigrant. He was born in St Helier on 16 January 1834, the son of John Vautier, a farmer, and Marie Mollet. His life has been recorded by his great grandson (Vautier, 2007), which is the source for this section. In 1854 he travelled from Liverpool to Melbourne on the clipper *Lightning*. A number of other Jersey people were on the voyage, one of whom, Josue Le Quesne, became John Vautier's travelling and business partner. They remained in Melbourne for only six months before sailing to Nelson and then on to Wellington, arriving in January 1855. By the end of 1857 he had settled in Napier, which had a population of just 343, including some other Jersey emigrants. In 1861 John married Elizabeth Touet, born in Jersey in 1838, the daughter of Edward and Jane Touet, noted above. They subsequently had six children. Vautier kept in touch with Jersey, including sponsoring the six daughters (Elizabeth, Charlotte, Ellen, Jane, Ann and Mary Anne) of Pierre and Nancy Robert (née Dolbel) to move to New Zealand where they all subsequently married. Nancy Dolbel was the sister of Philippe Dolbel who sought to bring Jersey people to New Zealand in the 1870s.



*John Helier Vautier when
Mayor of Napier (Vautier, 2007)*

Vautier quickly became a successful coal and general merchant and then shipowner. He sold his vessels in 1885 to concentrate on property interests and public life. He became a councillor in 1884 and was Mayor of Napier from December 1878 to May 1882. He was instrumental in building the first hospital in Napier and was on the Napier Harbour Board from 1875 to 1901 where he promoted the construction of a deep water port. John Vautier died in 1907, leaving substantial wealth to his four surviving children. One of his grandsons was Maxwell Helier Vautier CBE, a former Justice of the

High Court of New Zealand. There is a Vautier Street in Napier.

A second Vautier family (probably not related to the first) were later emigrants. **Philip Vautier** was born in 1848 in St Brelade. He and his wife Catherine Louise emigrated to New Zealand in 1874 with three young children, two of whom, Philip and Edwin, died on the voyage. Their son Reginald de Jersey Vautier was born in Wellington on 7 June 1879. Reginald's children include Catherine Wilhemina, a prominent netball player, teacher and sports administrator. Vautier Park in Palmerston North is named after Wilhemina.

Edward Bartley was born on the 23 February 1839 to Robert and Elizabeth 'Betsy' Bartley (*née* Benest) in St Helier. Trained as a carpenter and joiner, Bartley emigrated to New Zealand with his brother in 1854. Bartley established himself as a skilful builder, and then developed a career as an architect, designing over 20 churches by 1901. Bartley's designs can be located throughout all the North Island of New Zealand and his influence extended to the next generation of New Zealand architects. (Bartley Archive, 2012)

Oliver Samuel was born in St Helier in 1849, the son of Revd Jacob Samuel. The family emigrated to New Zealand 1855. He was a Member of Parliament for New Plymouth from 1884 to 1890. On 22 January 1907, he was appointed to the New Zealand Legislative Council, the Upper House of the New Zealand Parliament. He remained a member until his death on 11 January 1925.

Ellen Anne Hewett (*née* Baker) was born in Jersey on 15 July 1843, the eldest daughter of George Baker and Hannah Hough. The family emigrated to New Zealand in 1854. Ellen married James Duff Hewett, a farmer who became a Justice of the Peace and member of the Wellington Provincial Council. In 1865 he was killed in a Hauhau raid on the farm. Ellen took her children back to England but she returned to New Zealand in the early 1880s. She was very active in evangelical work with the Māori people and in the Women's Christian Temperance Union. She wrote a book of reminiscences

of her early life (Hewett, 1911) which is now in its sixth edition and which gives an excellent description of the struggles between the Māori and the European settlers.

Francis Le Breton was born in Trinity, the son of Peter, a farmer, and Ann Hamon. In the 1841 census he was a tailor. He married Mary Luce on 9 November 1843. Their eldest children, Mary and Francis were born in Jersey. The family moved to Alderney in about 1850. Four subsequent children - Ann, Amelia, Adolphus and Alfred - were born in Alderney. In the 1851 census he was described as a master tailor with three men and two apprentices. In 1861 he was living in a draper's shop in St Anne's Alderney and was recorded as a draper, grocer and farmer employing three men and three boys. The family emigrated to New Zealand in 1864.

A descendant, Charles Le Breton, (Le Breton, 2003) records –

‘While he came to New Zealand as a farm labourer (that is what was required by the New Zealand Company who established many of the New Zealand settlements) he soon resumed working at his trade and in 1872/73 had a tailor shop on the corner of Cashel and High Streets, Christchurch.

Several other members of the family also worked in the business. With his son-in-law William Woolley [husband of Amelia] and several others, Francis was instrumental in getting a new Methodist church built at Waltham, Christchurch, although it only appears to have survived for about 24 years before being replaced by a larger structure.

He was also a lay preacher but family stories indicate that instead of standing at the pulpit he would pace to and from as he spoke. The whole family appears to have been very religious and went to church several times on Sunday.’

Jean Aubin was born in Jersey in 1831. He studied for a while in France, then ran a trading business in Canada, before travelling to Auckland in June 1863. He established a trading post in Alexandra (later renamed Pirongia), then began practising as a chemist. He sent for two of his nephews, George and Aubin, Ahier to join him. In 1867 he married Anne Lemprière, who

emigrated separately from Jersey, arriving in Auckland in May 1865.

The 1872-75 migrants

Arthur Thomas Bate was born in St Helier in 1855. After working in London, he emigrated to New Zealand in 1874 and settled in Wellington. He was therefore not recorded as being from Jersey in the records. He was a public servant for 18 years, rising to the rank of ministerial private secretary. In 1893 he went into business on his own account, becoming a land, financial, insurance and general commission agent and sharebroker. He served as chairman of the Wellington Stock Exchange from 1909 for seven years. Outside of business, Bate served as secretary of the Wellington Rugby Football Union and the Wellington Cricket Association and as a member of the New Zealand Rugby Union. He was the curator of the New Zealand government stamp collection and was entered on the Roll of Distinguished Philatelists in 1921.

Augustus and Charles Samson. Chapter 5 gave details of a sailing to New Zealand by Jersey emigrant Augustus Philip Samson. The Samson family provides an interesting case study of migration to and from Jersey (Boleat, 2019). In 1780 Jacob Dominique Samson was born in the town that is now called Trier in the Rhineland Palatinate. In 1816 Jacob married Marie Jeanne Laurence Collas in St Malo. Marie came from the commune of St Alban, close to St Brieuc in Brittany. Their son Auguste Constant Samson was born in 1823. Some time between then and 1838 the family travelled to Jersey. Within two years Jacob and Jeanne died, leaving 16-year-old Auguste with no family. Two years later he married Jane Elizabeth Du Feu and in doing so married into long-established families including Le Breton, Le Sueur and Amy. Auguste and Jane had 14 children between 1842 and 1865. Auguste was a plumber and gas fitter operating from Halkett Place. His sixth child, James Albert, expanded the business becoming an oil merchant and hardware supplier. The business was taken over by one of James's sons, Adolphus Philip. The name A P Samson will be very familiar

to older residents of the island as a major retailer and wholesaler.

Auguste's and Jane's second son, Augustus Philip Samson, as explained in Chapter 5, ran away to sea, became a ship's captain and emigrated to Napier in New Zealand in 1875. He failed to find work at sea, became a plumber but was crippled in an accident and died in 1888.

However, there are two more Jersey connections with the Samson family. One of Augustus's grandchildren, Muriel Arnott Cameron, in 1930, married Albert Ivan Le Sueur in Wellington. Albert was of Jersey origin, the grandson of Adolphus Albert Le Sueur, born in St Helier in 1847, and Emily Renouf. Muriel can also count a Le Sueur in her ancestors, Philippe Le Sueur, born in 1696, although it seems that this is a different Le Sueur family.

There is no suggestion in Augustus's log, or in John Cameron's letter to the New Zealand library which accompanied the log, that Augustus was not the first of his family to emigrate to New Zealand. In fact, he was preceded, possibly unknown to him, by Charles Thomas Samson, the 10th of the 15 children of Auguste Constant Samson and Jane Elizabeth Du Feu. Charles was born on 26 September 1858, nearly 15 years after Augustus Philip had been born. In the 1871 census he was living with his parents and younger siblings at 18 Halkett Street, St Helier. Before his 16th birthday, on 25 July 1874, Charles boarded the Jessie Readman in London and arrived in Port Chalmers (the port of Christchurch) on 26 October. He was recorded as a tinsmith. Three years later in Wellington Charles married Sarah Jane Lemmington, born in New Zealand in 1859.

Charles's first child, Frederick Charles, was born in Wellington in 1879. He was recorded as a baker on the birth record. By 1881, when his second child was born, Charles was living in Napier; the electoral roll for that year records his name immediately below that of Augustus Philip and he was still recorded as a tinsmith as he was in the 1895 City directory. He later became a storekeeper at 174 Hastings Street, Napier. Hastings Street runs directly into Shakespeare Road where his brother Augustus lived with his family. It is not known if the families ever met or even knew of each other's existence.

Dictionary of New Zealand Biography entries

The *Dictionary of New Zealand Biography* (Oliver and Orange, 1990-2000) records over 3,000 people born in the British Isles. Only eight have any Jersey connection –

Frederick de Jersey Clere, born in Lancashire, the son of Henry Clere, an architect. Other than the name there is no known Jersey connection; indeed the connection may well be with Guernsey.

Alfred Ernest Cousins, born in 1852, emigrated in 1874. He was an engraver and designed postage stamps. Both he and his parents had been born in Jersey but in the 1871 census the family was living in London and Alfred was already an engraver.

Henry Poindestre, born in 1832, emigrated to New Zealand in 1855. His claim to fame was that he was an eccentric. Among other things he started a rabbit farm. Henry moved to New South Wales, where he died in 1885.

Dolce Ann Cabot, born in 1862 in Christchurch, the daughter of Thomas Cabot, noted in the first chapter. She was a prominent journalist who promoted women's suffrage.

Ellen Anne Hewett, born Ellen Anne Baker in 1843, who emigrated in 1854. She is mentioned earlier in this chapter.

Cath Vautier was born in 1902, a descendant of Philip Vautier, covered earlier in this chapter.

John Alexander Wilson was born in Calvados in 1829. In 1855 he married Anne Lydia Dent in St Helier, having previously lived in Australia and New Zealand. He had a distinguished military, judicial and business career.

James Henry Pope was born in 1837. He emigrated to Australia with his parents in 1852. He moved to Dunedin in 1864 and had a significant career in education particularly for Māori.

9

The impact on Jersey

At first sight the high level of emigration from Jersey during the 1870s – to the USA, Canada and Australia as well as New Zealand, and also to the UK, should have left an indelible mark on the Island. The second chapter of this book noted the sharp decline in Jersey's population between 1871 and 1881, largely in response to unfavourable economic conditions in the Island. However, none of the (admittedly few) publications on the history of Jersey mention the issue to any significant extent. And to the extent that the issue was discussed emigration was seen as a good thing for the emigrants and probably for the Island itself. The Annual Report of the Chamber of Commerce for 1874 noted that economic conditions in the Island had led to a high level of emigration. However, the minutes of the Chamber do not mention emigration to New Zealand.

The various histories of Jersey are equally silent. In a recent study (Platt, 2009) Colin Platt noted that in the “great depression” of the 1870s: ‘unable to save their jobs, Jersey's non-native artisans were the first to leave. But even island-born craftsmen joined the exodus – to North America and the Antipodes – which cost fully 7.4% of its population in the 1870s alone, stripping it of valuable skills.’ Kelleher's study of the rural community in 19th century Jersey (Kelleher, 1994) has a specific section on “patterns of emigration and immigration”. He commented: ‘explicit information about emigration from the island is derived mainly from the newspapers. The letters from the colonies which newspapers printed, and their general coverage of the potential of Australia, Canada and United States, reflect public interest in the possibility of leaving Jersey. The correspondence from abroad appealed mainly to two groups, artisans with a skilled trade,

and those experienced in agriculture.’ He suggested that ‘as many as 6,000 people may have left the Channel Islands for Australia between 1852 and 1855’ (almost certainly an over-estimate). However, there is no mention anywhere in this section of emigration to New Zealand in the 1870s. The voluminous Balleine’s *History of Jersey* (Syvret and Stevens, 1998) has a chapter on the 1873-1900 period that does not mention emigration at all. The definitive *Maritime History of the Channel Islands* (Jamieson, 1986) has a chapter by Jamieson entitled “the Channel Islands and overseas settlement, 1600-1900”. This covers emigration to America and Canada in detail. The much smaller section on Australia commented: ‘By the spring of 1854, the continuing emigration from the Channel Islands to Australia was beginning to cause alarm. It seemed that the native working class of both islands was leaving for Australia, enticed less by gold than by the prospect of higher wages, and was being replaced by dissolute foreigners from Britain and Ireland who brought nothing but trouble. More people were said to have left Guernsey for Australia than Jersey, but concern about the magnitude of the emigration was common to both islands.’ The only comment on New Zealand is in the final sentence of the chapter: ‘Certainly after 1855 the old slow immigration pattern reasserted itself, with small numbers leaving the Channel Islands for the United States, Canada, Australia, New Zealand and, later, Southern Africa in the decades up to 1900’.

Emigration from Guernsey to New Zealand was proportionately much lower than emigration from Jersey, but was still significant. The definitive study of 19th century Guernsey (Crossan, 2007) mentions the huge emigration in the 1850s but the only mention of New Zealand is in the form of Guernsey people having ‘close links with empire in the form of kin who had emigrated in large numbers to Australia, New Zealand, Canada and the Cape’.

It may be that historians have missed the impact on Jersey of the mass emigration to New Zealand. However, it is more likely that the impact was minimal. The emigration was not a cause of Jersey’s economic problems in the 1870s, but was rather a consequence of it. In economic terms the emigrants

had probably contributed little to the Island because circumstances did not allow them to do so. The greater impact was probably on the families they left behind, given the nature of Jersey families. However, the emigrants soon settled in New Zealand, probably with limited further contact with Jersey. There is little evidence that more than a handful returned to Jersey, although this was partly because the cost of doing so may well have been prohibitive. One family can be positively identified as returning. Philip and Susan Briard emigrated to New Zealand in 1874. In 1881 they were back in Jersey with daughters Alice and Martha, both born in New Zealand. However, Philip was a farm labourer when he left Jersey; in 1881 he was a farmer with 12 acres in St Brelade.

One press report, from *Chronique de Jersey* on 31 December 1873, perhaps summarises the position well -

LA FIÈVRE DE L'ÉMIGRATION est toujours dans toute sa force, et Samedi un certain nombre d'habitants de Jersey s'embarquèrent pour aller tenter la fortune dans la Nouvelle Zélande. D'autres, assure-t-on, doivent les suivre très-prochainement. Nous leur souhaitons à tous les succès les plus complets; mais nous craignons fort que beaucoup regrettent d'avoir quitté pour ses antipodes, Jersey où ils n'auraient peut-être pas fait fortune, mais où ils auraient pu vivre dans une aisance relative. en travaillant.

Emigration fever is still strong and on Saturday a number of Jersey residents embarked to seek their fortune in New Zealand. Others, we are assured, will follow them very soon. We wish all of them the best possible success; but we are very much concerned that many may regret leaving for the Antipodes, Jersey where they may not have made a fortune but where they could have lived in relative ease, working.

Appendix 1

Sailings to New Zealand with Jersey residents, 1872-75

This list is derived from Keith's Vautier's database. It records migrants who were from Jersey immediately before they travelled to New Zealand. This therefore excludes many Jersey people who may have lived in England for a short time and includes recent immigrants to Jersey. Within this constraint the table is accurate as far as it goes, but there were probably other sailings for which no records have been found.

Ship	Departure date	Arrival date	Port	Number of Jersey people
<i>Lady Jocelyn</i>	31 Jul 1872	11 Nov 1872	Lyttleton	5
<i>Charlotte Gladstone</i>	29 Oct 1872	16 Feb 1873	Port Chalmers	1
<i>Halcione</i>	18 Apr 1873	14 Jul 1873	Wellington	3
<i>Allahabad</i>	31 May 1873	2 Sep 1873	Port Chalmers	11
<i>Dover Castle</i>	30 Jun 1873	9 Oct 1873	Port Chalmers	1
<i>Hydaspes</i>	27 Jul 1873	19 Oct 1873	Auckland	1
<i>Lady Jocelyn</i>	31 Jul 1873	6 Nov 1893	Port Chalmers	14
<i>Cardigan Castle</i>	23 Aug 1873	15 Nov 1873	Lyttleton	11
<i>Zealandia</i>	29 Aug 1873	29 Nov 1873	Port Chalmers	21
<i>Duke of Edinburgh</i>	8 Sep 1873	28 Dec 1873	Wellington	2
<i>Hindustan</i>	13 Sep 1873	28 Dec 1873	Auckland	4
<i>Star of India</i>	26 Sep 1873	31 Dec 1873	Lyttleton	10
<i>Surat</i>	28 Sep 1873	1 Jan 1874	Port Chalmers	6
<i>Lauderdale</i>	19 Oct 1873	30 Jan 1874	Auckland	1
<i>Queen of the North</i>	21 Oct 1873	2 Feb 1874	Napier	27
<i>Dunfillian</i>	26 Oct 1873	15 Jan 1874	Port Chalmers	9

MIGRATION FROM JERSEY TO NEW ZEALAND IN THE 1870S

Ship	Departure date	Arrival date	Port	Number of Jersey people
<i>Isles of the South</i>	2 Nov 1873	2 Feb 1874	Lyttleton	17
<i>Queen of the Age</i>	11 Nov 1873	2 Mar 1874	Auckland	1
<i>Carnatic</i>	28 Nov 1873	28 Feb 1874	Port Chalmers	9
<i>Dilharree</i>	13 Dec 1873	11 Mar 1874	Lyttleton	6
<i>Scimitar</i>	26 Dec 1873	5 Mar 1874	Port Chalmers	2
<i>Rakai</i>	6 Jan 1874	26 Apr 1874	Lyttleton	65
<i>William Davie</i>	14 Jan 1874	12 Apr 1874	Bluff	3
<i>Dorette</i>	20 Jan 1874	14 Apr 1874	Auckland	3
<i>Wennington</i>	21 Jan 1874	28 Apr 1874	Wellington	1
<i>Apelles</i>	26 Jan 1874	6 May 1874	Lyttleton	21
<i>Schiehallion</i>	10 Feb 1874	26 May 1874	Napier	4
<i>Otago</i>	10 Feb 1874	8 Jun 1874	Port Chalmers	18
<i>James Nicol Fleming</i>	20 Feb 1874	25 May 1874	Port Chalmers	1
<i>Ballochmyle</i>	4 Mar 1874	1 Jun 1874	Lyttleton	9
<i>Buckinghamshire</i>	7 Mar 1874	29 May 1874	Port Chalmers	4
<i>James Wishart</i>	16 Mar 1874	5 Jul 1874	Auckland	1
<i>Northampton</i>	20 Mar 1874	16 Jun 1874	Lyttleton	1
<i>Halcione</i>	24 Mar 1874	6 Jul 1874	Napier	20
<i>Hindostan</i>	28 Mar 1874	13 July 1874	Port Chalmers	15
<i>Stonehouse</i>	10 Apr 1874	29 Jun 1874	Lyttleton	30
<i>Sussex</i>	16 Apr 1874	17 Jul 1874	Port Chalmers	7
<i>Winchester</i>	2 May 1874	27 Jul 1874	Napier	2
<i>Peter Denny</i>	2 May 1874	26 Jul 1874	Port Chalmers	3
<i>Adamant</i>	6 May 1874	13 Aug 1874	Nelson	10
<i>Eastern Monarch</i>	7 May 1874	22 Jul 1874	Lyttleton	9
<i>Conflict</i>	9 May 1874	3 Aug 1874	Wellington	4
<i>St Lawrence</i>	22 May 1874	30 Aug 1874	Lyttleton	9
<i>Corona</i>	23 May 1874	28 Aug 1874	Port Chalmers	16
<i>Carisbrooke Castle</i>	29 May 1874	2 Sep 1874	Lyttleton	1
<i>Otago</i>	1 Jun 1874	28 Aug 1874	Port Chalmers	1
<i>Cathcart</i>	10 Jun 1874	29 Aug 1874	Lyttleton	7
<i>Tweed</i>	16 Jun 1874	14 Sep 1874	Port Chalmers	19
<i>Cartvale</i>	25 Jun 1874	11 Oct 1874	Wellington	14
<i>Merope</i>	27 Jun 1874	27 Sep 1874	Lyttleton	2
<i>Christian McAusland</i>	27 Jun 1874	30 Sep 1874	Port Chalmers	7

Ship	Departure date	Arrival date	Port	Number of Jersey people
<i>Douglas</i>	2 Jul 1874	22 Oct 1874	Wellington	2
<i>Zealandia</i>	10 Jul 1874	15 Oct 1874	Auckland	5
<i>Jessie Readman</i>	25 Jul 1874	26 Oct 1874	Port Chalmers	6
<i>Bebington</i>	28 Jul 1874	20 Nov 1874	Hawke's Bay	4
<i>Helen Denny</i>	28 Jul 1874	22 Oct 1874	Hawke's Bay	16
<i>Star of India</i>	30 Jul 1874	10 Nov 1874	Wellington	6
<i>Waitangi</i>	1 Aug 1874	20 Nov 1874	Auckland	2
<i>Hydaspes</i>	10 Aug 1874	5 Nov 1874	Auckland	1
<i>Assaye</i>	1 Sep 1874	26 Dec 1874	Auckland	5
<i>Clarence</i>	24 Sep 1874	5 Jan 1875	Wellington	45
<i>Dallam Tower</i>	21 Dec 1874	17 Mar 1875	Wellington	7
<i>Countess of Kintore</i>	15 Mar 1875	9 Jun 1875	Napier	4
<i>Waitangi</i>	29 Aug 1875	7 Dec 1875	Lyttleton	5

Appendix 2

List of Jersey emigrants to New Zealand, 1872-75

This list is derived from Keith's Vautier's database, with a few additions. Maiden names of married women and information in square brackets has been obtained from census and birth and marriage records in Jersey. The list records migrants who were from Jersey immediately before they travelled to New Zealand. This therefore excludes many Jersey people who may have lived in England for a short time and includes recent immigrants to Jersey. Within this constraint the table is accurate as far as it goes, but there were many other migrants from Jersey for whom no records are available.

Adams, John (single, 21 farm labourer) and Mary Ann. 1873, Napier.

Alexander, Henry (29, married, carpenter) and Harriet (25) and three children: Alice (2), Clara (4 months) and Henry (4 months – died on the voyage). 1874, Lyttelton.

Amy, John (43, married, mason) and Mary (née Petit, 44) and seven: children Mary (22, laundry maid), John (21, carpenter), Elizabeth (20, dressmaker), Francis (18, mason), Alfred (13), Winter (11) and William (9). Lyttleton, 1875. [In the 1871 census the family lived at The Dicq, St Saviour.]

Amy, Rachel (23, single, servant). 1874, Lyttleton.

Asplet, John P (28, married, carpenter) and Anne (23). 1874, Napier.

Arthur, John Charles (24, single, farmer). 1874, Auckland.

Atkinson, Elizabeth Ann (18, single). 1874. Lyttleton.

- Badier, Mary A (30, single, nurse) and two children: Mary A (11) and Philip (10). 1874, Port Chalmers.
- Barre, Joseph (18, single, labourer). 1874, Napier.
- Baxter, Jessie (15, single, servant). 1873, Port Chalmers
- Benson, Mary A (18, single, dairymaid). 1874, Port Chalmers.
- Best, Elizabeth (29, single, servant/matron). 1874, Lyttleton.
- Best, Henry (20, single, carpenter). 1874, Port Chalmers. [Elizabeth and Henry were brother and sister, the children of Joseph Best and Charlotte Baskerville.]
- Bisson, Philip (28, married, shoemaker) and Esther (née de Gruchy, 34) and three children: Philip (5), Adolphus (3) and Louisa (inf). [In the 1871 census the family lived at Trinity Road, St Helier.]
- Blampied, Philip (18, single, shoemaker). 1874, Wellington.
- Bretel, Adolphus (18, single, shoemaker), Amelia (22, single, housemaid) and Eugenie (20, single, nurse.) 1874, Wellington. [They travelled on the same ship and may be siblings, but the census records are not clear.]
- Briard, Philip (22, married, farm labourer) and Susan (19). 1874, Wellington. [Philip and Susan and two children returned to Jersey in the late 1870s]
- Bright, George (39, married, labourer) and Julie (38) and two children: Alice M (3) and William (8). 1874, Hawke's Bay.
- Bubear, Elizabeth (30, single, nurse). 1873, Auckland
- Budd, William (21, married) and Anne (26). 1874, Lyttleton.
- Bullen, Henry (21, single, carpenter). 1874, Lyttleton.
- Burton, George (30, married, carpenter) and Fanny (34) and child: George C (8).
- Campbell, John (18, single, labourer). 1874, Auckland.
- Chambers, William (30, married, bricklayer) and Hannah (29) and four children: Elizabeth (2), William (8), James (6) and Hannah (4). 1874, Napier.
- Chapman, Lucy (19, single, servant). 1874, Lyttleton.
- Clare, Charles (24, single, carpenter). 1874, Port Chalmers.
- Clark, Edward (20, single, baker). 1874, Lyttleton.

- Cooper, Alfred (24, single, farm labourer). 1874, Port Chalmers.
- Corey, Alfred (24, married, labourer) and Hannah (24). 1874, Lyttleton.
- Dawson, Robert (18, single, grocer). 1874, Napier.
- De Gruchy, Jane (42, widow, nurse) and two children: Harriet, 22 (single, servant) and Alice (13). 1874, Napier.
- De Jersey, Edward (19, single). 1874, Lyttleton.
- De La Cour, Elizabeth (18, single, servant), Philip (11), Hannah (10), Francis (9) and John (8). 1874, Lyttleton. [Five siblings. In the 1871 census they lived at Val de la Mare, St Peter. They were the children of Elizabeth Syvret, a farmer's wife.]
- De La Hay, Anne (23, single) and Thomas (13). 1875, Napier. [May be siblings. No trace in 1871 Jersey census.]
- De La Haye, John (31, married, farm labourer) and Elizabeth (née Bisson) (35) and six children: John (12), Philip (10), Elizabeth (7), Mary (5), Clara (3) and Margaret (6 months). 1874, Wellington. [In the 1871 census the family lived in Trinity and John was recorded as a seaman.]
- De Ste Croix, Jane (17, single, domestic servant). 1872, Lyttleton.
- Dennis, Thomas (25, single, hammerman). 1874, Bluff
- Donohoe, Ann (21, single, housemaid). 1874, Port Chalmers.
- Donohoe, Hugh (47, married, labourer) and Elizabeth (28, married) and two children: Mary (14) and Margaret (11). 1874, Napier.
- Dowland, Edwin (21, single, coachsmith). 1874, Port Chalmers.
- Duffen, John (35, married, shoemaker) and Charlotte (45) and six children: Harriet (17), Edward (14), Emily (13), John (7), Helen (5) and Louisa (1). 1874, Lyttleton.
- Eayres, Julia (19, single, domestic servant) and sister Sarah (17, single, domestic servant), 1872, Lyttleton. [Julia and Sarah were the daughters of John, a chimneysweep, and Jane, both born in England. They were both servants at separate addresses in the 1871 census.]
- Eddy, Margaret (21, single). 1873, Port Chalmers.
- Edsall, Henry (25, single, farm labourer). 1874, Port Chalmers.
- Egan, Ann (27, single, servant). 1874, Auckland.

- Esnouf, Francis (37, married, painter) and Fanny (née Rogers, 38) and five children: Mary J (15, servant), Helen A (12), Fred W (8), Ada F (45) and Alfred Henry (3 months). 1874, Lyttleton.
- Fauvel, Philip (21, single, sailmaker). 1874, Wellington.
- Finlay, Catherine (30, single, cook) and Mary A (6). 1874, Port Chalmers.
- Fleury, Henry John (28, married, carpenter) and Mary Ann (28) and two children: John (4) and Amy (2). 1874, Port Chalmers.
- Fogerty, William (22, married, farm labourer) and Mary (22, married). 1874, Napier.
- Forward, John (33, married bricklayer) and Fanny, and three children: John (7), Francis (5) and Selina (2). 1874, Lyttleton.
- Fowler, Clara A (20, single, servant). 1873, Lyttleton.
- Fox, William (19, single, grocer). 1874, Lyttleton.
- Fulford, John (25, married, brickmaker) and Fanny (25) and two children: Fanny E (4) and Grace (1). 1875, Napier.
- Fuszard, George Edward (33, married, brush/brickmaker) and Louisa (30, married) and two children: Louisa (7) and Florence (2). 1874, Napier.
- Fuszard, Rueben Robert Henry (27, married, shoemaker) and Mary Ann (née Hamon, 30) and four children: Albinia (6), Edith (2), Rose (8 months) and Winter (4). 1874, Napier. [Rueben and George were brothers. Winter became the proprietor of the Fernhill Hotel, 12 miles south of Napier.]
- Gallichan, Frederick (17, single, printer). 1874, Port Chalmers.
- Gaudin, Elias (44, widower, shipwright) and Eliza (48, married) and three children: Amelia (19), Ann (15) and Adolphus (7). 1874, Lyttleton. [Amelia was on a different boat, to Port Chalmers.]
- Ganding, William (24, married, sailmaker) and Camelia (24). 1874, Wellington.
- Gaubischon, Marie (21, single, cook). 1874, Port Chalmers.
- Gore, Amanda (16, dressmaker), Frederick William (12) Mary A (33, single, housemaid) and Thomas (14). In the 1861 census Mary Ann is recorded as a seaman's wife and Amanda is her daughter.

Gosling, Philip (34, married, blacksmith) and Ann (32) and two children: Philip (11) and Hannah (10). 1874, Lyttleton.

Gosney, George and Marie (née Vasselin) and seven children: Mary, Ann, Elizabeth, Lydia, John, James and Philip. 1874, Lyttleton.

Grandin, Philip Henry (22, single, shipwright). 1874, Lyttleton.

Gregory, Jno S (22, single, farm labourer). 1874, Port Chalmers.

Gremont, John (30, single, mason). 1874, Port Chalmers.

Grey, J Charles (25, married, navy) and Amelia (née Davey, 25) and child: John (3 months). 1874, Auckland.

Gribble, Elizabeth (20, single, servant). 1874, Lyttleton.

Griffin, John (29, married, mason) and Mary J (30). 1874, Auckland.

Grimshaw, Henrietta (27, single, laundry maid) and son Ernest (6). 1874, Port Chalmers.

Groumellon, Theophilus (24, single, carpenter). 1874, Port Chalmers.

Gruchy, Philip (35, married, farmer) and Mary Anne (née Gallichan, 35) and four children: Eliza (10), Elizabeth (8), Philip (5) and Louisa (3). 1874, Napier.

Hacquail, John (20, single, carpenter). 1874, Lyttleton.

Hannadine, George (19, single, blacksmith). 1874, Lyttleton.

Hardie, Jno (44, married, tailor) and Mary A (35) and three children: John T (12), Charles D (10) and Mary A (8). 1873, Port Chalmers.

Harding, Robert (19, single, gardener). 1874, Port Chalmers.

Harvey, William (26, married, farm labourer) and Jane (30). 1874, Port Chalmers.

Hellion, Francis (35, married, shoemaker) and Angel (26) and three children: Margaret (6), Francis (5) and Mary (2). 1873, Port Chalmers.

Hellyer, John (24, single, shipwright) and sister Ann (25, single servant). 1874, Port Chalmers.

Hellyer, Philip (54, married, farm labourer) and Rachel (40) and seven children: Matilda (20, servant), Alice (15, servant), George (13), Charles (11), William (9), Frederic (6) and Ernest (2). 1874, Port Chalmers.

Hines, Mary (26, single, housemaid). 1874, Port Chalmers.

- Holford, Catherine (16, single, housemaid). 1874, Port Chalmers.
- Horton, John (37, married, farm labourer) and Mary (36). 1874, Nelson.
- How, Charles (26, married, painter) and Matilda (27) and children: M Charles (5) and Louisa C (2). 1873, Lyttleton.
- Hugo, William (18, single, painter and grainer). 1875, Nelson.
- Jaffray, Thomas (29, married, painter and grainer) and Louisa (27). 1874, Lyttleton.
- Jarvis, John (40, married, ropemaker) and Hannah (née Medder, 39) and eight children: John (22, butcher), Hannah (20, cook), Edwin (19, butcher), Isabella (13), Florence (10), Samuel (7), Matilda (5) and Charles (2). 1874, Port Chalmers.
- Jewett, William (44, married, shoemaker) and Margaret (37) and six children: Mary (15), Jane (12), Rose (8), William (6), Anne (4) and Joseph (5 months). 1874, Port Chalmers. [William was from Canada. The family cannot be traced in the 1871 census.]
- Johnston, John (49, married, tailor) and Sophia (52, milliner) and six children: Annie (28, schoolmistress), Clara (24, schoolmistress), John (22, baker), Rosa (20), William (17) and Maria (9). 1874, Lyttleton.
- Jones, George (22, married, carman) and Sarah (21). 1874, Napier.
- Journeaux, Philip (28, married, blacksmith) and Fanny (27). 1874, Lyttleton.
- Journeaux, Alfred (19, single, blacksmith). 1874, Lyttleton.
- Journeaux, William (23, single, carpenter). 1874, Lyttleton.
- Kay, Edward (16, single, farm labourer). 1874, Wellington.
- La Folly, Philip (50, married, carpenter) and Margaret (48) and four children: Eliza (24, servant), Emily (20, servant), George (19, carpenter) and Margaret (18, servant). 1875, Napier.
- La Folly, Philip (22, single, farm labourer). 1874, Port Chalmers. [Son of Philip and Margaret who emigrated the next year.]
- La Rue, Augustine (22, single, housemaid). 1874, Auckland.
- La Vielle, Delphine (39, single, laundress) and Marie (18, single, housemaid). 1874, Port Chalmers.

Langlois, John (42, married, labourer (but carpenter in 1871 census) and Elizabeth (née Le Gresley, 38), and six children - Hannah (22, single, milkmaid, born in Alderney), Elizabeth (14), Philip (12) Mary (10), Madalina (8) and Anne (5). 1874, Napier.

Le Bastard, Francis (33, single). 1874, Port Chalmers.

Le Bris, Yves (25, married, gardener) and Jean (24). 1873, Port Chalmers.

Le Brocq, Eliza E (30, single, servant). 1873, Port Chalmers.

Le Brun, Henry (59, married, shoemaker) and Adele (née Bihel, 40) and three children: Henry (12), Clara (7) and Francis (3 months). 1874, Lyttleton.

Le Cornu, John (21, single, carpenter). 1875, Napier.

Le Couteur, Jane (20, single, dressmaker) and Eliza (18, single, dressmaker). 1874, Hawke's Bay.

Le Duc, William (27, single). 1874, Port Chalmers.

Le Fondeur, Augustus (27, married, farm labourer) and Philomena (24) and Blanche (8 months). 1874, Port Chalmers.

Le Gal, Julian (26, married, gardener) and Marie (31) and two children: Marie (6) and Julian (3). 1874, Port Chalmers.

Le Gallais, John (27, single, farm labourer). 1874, Napier.

Le Geyt, John Philip (33, married, labourer) and Ann Elizabeth (née Horman) (30, married) and four children: Helen (9), Alice Ann (6), John (5) and Selina Louisa (2). Napier, 1874. [John and Anne had six more children in Napier. They both died in Napier in 1925.]

Le Gros, Philip (30, married, carpenter) and Emily (28) and three children: Emily (2), Helena (2 months) and Blanche (2 months). 1874, Lyttleton.

Le Gros, Victor (23, married, stonemason) and Marie (23). 1874, Lyttleton.

Le Gros, Thomas (34, married, labourer) and Mary Jane (35) and two children: Mary Jane (5) and Margaret Matilda (1). 1875, Lyttleton.

Le Houx, Anthony (42, married, painter) and Isabella (42) and three children: Ellen (15), Henry (12) and Maria (10). 1874, Auckland.

Le Irony, Paul (30, married, carpenter) and Marie (30), and Melanie (1). 1873, Lyttleton.

- Le Marquand, Charles (25, single, shoemaker) and Jno (21, single, shoemaker). 1874, Port Chalmers.
- Le Masurier, George (21, married, labourer) and Alice (21), and Alice (1). 1873, Wellington.
- Le Masurier, John (49, married, tailor) and Jane (née Gallichan, 43), and six children: John (26, tailor), Eliza (24, servant), Orson (20, tailor), Oliva (19, servant) Stella (17, servant) and Jesse (13). 1874, Lyttleton.
- Le Masurier, Stella (17, single). 1874, Napier.
- Le Mercier, Alfred (19, single, shoemaker) and Elizabeth (23, single, servant). 1874, Lyttleton.
- Le Masurier, Clement (23, single, mason) and Susan (40). 1874, Lyttleton. [Despite the age gap the 1871 census confirms that they were married.]
- Le Moignan, Anne (39, widow, dressmaker) and five children: Ann (15, servant), Louisa (13) Ada (5), Alice (9), Elizabeth (7) and Ada (5). 1874, Hawke's Bay
- Le Ray, Ann (16, single, servant). 1873, Port Chalmers.
- Le Ronet, John (29, married, farm labourer) and Mary (24) and Francis (7 months). 1874, Lyttleton.
- Le Soudain, Pierre (28, married, farm labourer) and Elizabeth (32) and four children: Henry (7), Alice (6), Clara (4) and Eliza (3 months). 1874, Port Chalmers.
- Le Sueur, Alfred (20, single, bricklayer). 1874, Lyttleton.
- Light, Philip (32, married, bricklayer) and Mary Ann (30) and three children: William (7), Henrietta (5) and George (1). 1874, Napier.
- Lockyer, Sarah (40, single, cook) and daughter Emily (19, single, nurse). 1874, Napier.
- Lucas, Elizabeth (46, single, dairywoman). 1874, Lyttleton.
- Luce, Francis (19, single, carpenter). 1874, Lyttleton.
- Luce, Mary (21, single, servant). 1874, Lyttleton.
- Maddock, Elvina (17, single, servant). 1873, Port Chalmers.
- Male, Henry (24, married, groom) and Susan (22). 1874, Lyttleton.

Malzard, Charles (25, bricklayer) and Mary Ann (née Chapman, 25) and three children: (Charles (6), Albert (5) and Emily (3, but recorded as dead on arrival). 1874, Lyttleton.

Marrett, Alfred (21, single, farm labourer). 1874, Port Chalmers.

Marrett, John (22, single, carpenter). 1874, Port Chalmers.

Marrett, Samuel (16, single, farm labourer). 1874, Port Chalmers.

Meiherell, Edwin (22, single, labourer). 1874, Napier.

Messervey, John (20, married, bricklayer) and Mary (20). 1874, Port Chalmers.

Messery, Alfred (26, married, bricklayer) and Mary (20) and Alfred (2). 1874, Port Chalmers.

Millow, George (John?) (26, single, blacksmith) and Charles (24, single, mason). 1874, Port Chalmers. [Brothers, born in Alderney.]

Mintrom, John Edwin (37, married brickmaker) and Mary Ann (née Haylock, 39) and eight children: Elizabeth (15), George (13), Louisa (11), William (11), John (9), Frederick (6), Charles (4) and Walter (2). 1873, Lyttleton.

Moody, William (24, farm labourer) and Ellen (22) and Laura (2 months). 1874, Port Chalmers.

Moore, William (19, single, baker). 1874, Lyttleton.

Moulin, Francois (22, married, baker) and Susan (22). 1873, Port Chalmers.

Moyse, Nathan (31) and Mary Jane (née Connelly, widow of Francis Helleur, 33) and two children: Aimee and Augusta. 1874, Port Chalmers.

Murray, Elizabeth (22, single, housemaid). 1874, Auckland.

Nash, Caroline (18, single, servant) and Mary (14) (sisters). 1873, Port Chalmers.

Newman, William (15) and Ann (12) (brother and sister). 1873, Port Chalmers.

Nicholls, Thomas (17, single, labourer). 1874, Nelson.

Nicolle, Susan (34, widow, housekeeper) and son John (12). 1874, Lyttleton.

Nipo, Susan (15, servant). 1874, Lyttleton.

Nobbs, Henry (43, married, painter and cooper) and Susan (30, seamstress). 1874, Port Chalmers.

- Norman, John (17) and George (18). 1875, Auckland . [Brothers, sons of John and Jane.]
- O'Brien, William (26, married, shoemaker) and Jane (24) and three children: Ellen (4), Alice (2) and William (10 months). 1873, Port Chalmers.
- O'Brien, Elizabeth (19, servant). 1873, Port Chalmers.
- Olivier, Fanny (22, single, cook). 1874, Port Chalmers.
- Osborne, Mary (25, single, nurse). 1874, Lyttleton.
- Osment, John (20, single, tailor). 1873, Lyttleton.
- Pallot, Alfred (20, single, tailor) and Adolphus (17, single, painter). 1874, Lyttleton. [Brothers, sons of John and Elizabeth.]
- Palmer, Thomas (24, single, coachsmith). 1874, Lyttleton.
- Payne, Francis (20, single, carpenter). 1873, Lyttleton.
- Payne, Philip (20, single, carpenter). 1873, Lyttleton.
- Pezet, Peter (35, married, plasterer) and Ann (37) and three children: Peter (13), Annie (11) and Emma (9). 1874, Port Chalmers.
- Pike, Mary Ann (16, single, servant). 1873, Port Chalmers.
- Pixley, John (35, married, cooper) and Ann (30). 1873, Port Chalmers.
- Poindestre, Susan (19, single, servant). 1874, Lyttleton.
- Pope, Harriet (16, single, housemaid). 1872, Port Chalmers.
- Querée, Edward (40) and Mary Ann (40) and 7 children: Edward (16), Mary (15), John (13), Louisa (11), Walter (10), Albert (7) and Alvena (3). 1875, Auckland.
- Queripel, John (21, single, coachman). 1874, Port Chalmers.
- Reitz, Pierre (31, single, carpenter). 1874, Port Chalmers.
- Renouf, Louisa (22, single, cook). 1874, Auckland.
- Ridgway, Henry (39, married, bricklayer) and Marie (née Dolbel, 44) and five children: Ellen (13), Mary (12), Ann (10), Henry (7) and Samuel (5). 1874, Hawke's Bay.
- Richalls, Louisa (20, single, servant). 1874, Lyttleton.
- Robbins, Charlotte (19, single servant). 1873, Port Chalmers.

Roberts, Thomas (25, married, mason) and Eliza (32) and five children: Harriet (19), John (10), Bessie (8), Mary (2) and Janie (1). 1874, Nelson.

Rogers, Edward (31, married, carpenter) and Sarah (30) and four children: Henry (7), William (5), Alfred (4) and Ada (8 months). 1873, Lyttleton.

Rolland, John (24, single, miner). 1874, Port Chalmers.

Rolland, Charles (16, single, haircutter). 1873, Lyttleton.

Romeril, Albert (18, single, baker). 1874, Bluff.

Rouget, Henry (21, single, carpenter). 1874, Lyttleton.

Roussel, Peter (30, married, farm labourer) and Elizabeth and two children: Peter (5) and John (2 months). Auckland, 1873.

Ryan, Lawrence (35, married, cooper) and Ellen (38, born in Ireland) and nine children: Christopher (16), Mary (15), Thomas (14), Arthur (13), Ellen (12), Johanna (10), Percy (8), Lawrence (3) and Frances (1). 1874, Lyttleton.

Sampson, Martha (17, single, servant) and Louisa (11). 1873, Port Chalmers.

Samson, Augustus Philip (30, mariner) and Mary Ann (née Laurens, 28, dressmaker). 1875, Napier.

Samson, Charles (16, single, tinsmith). 1874, Port Chalmers. [Brother of Augustus Philip]

Shea, Johanna (17, single, servant). 1873, Lyttleton.

Shines, Robert (15, single, labourer). 1873, Port Chalmers.

Simon, Simeon (18, single, farmer). 1874, Lyttleton.

Sinel, John (41, married, painter) and Mary Ann (41) and three children: John (20, farm labourer), Thomas (17) and Alfred (16, house painter). 1874, Port Chalmers.

Skelton, John (50, married shoemaker) and Sophia (48, single, shoemaker) and three children: Edwin, Sophia (15) and William (9).

Smith, Catherine (21, single, servant). 1873, Port Chalmers.

Smith, Hiller (22, single, plumber). 1874, Port Chalmers.

Soady, Henrietta (16, single, servant). 1874, Lyttleton.

Spanner, Louisa (17, single, housemaid). 1874, Auckland.

Stephens, William (19, single, carpenter). 1873, Port Chalmers.

- Swaffield, Mary (48, single, servant), Annie (26, single, servant) and William (23, single, labourer). 1874, Port Chalmers. [Mary is the mother of Mary Ann Fleury.]
- Syvret, Elizabeth (34) and three children: Clara (5), John (2) and Amanda (9 months). 1874, Lyttleton.
- Thomas, James (34, married, labourer) and Kate (33) and three children: James (8), Charles (7) and Harriet (4). 1874, Napier.
- Thompson, Augustus (20, single, labourer). 1874, Port Chalmers.
- Thorn, Mary (20, single, servant). 1873, Port Chalmers.
- Tiviner, James (31, single, navy). 1874, Bluff.
- Tobin, Patrick (18, single, farm labourer). 1874, Napier.
- Touzel, Eliza (26, single, housemaid) and daughter Edith (2). 1874, Napier.
- Tregeagle, Sarah (20, single, servant) and Alice (16 single, servant). 1874, Lyttleton.
- Vautier, Philip (27, married, painter) and Catherine (28, née Langford) and three children: Catherine Louise (2) Philip L (1, died at sea) and Edwin T (1 month, died at sea). 1874, Wellington.
- Vechere, Remy (37, married) and Pauline (29). 1873, Port Chalmers.
- Viel, George (27, single, bricklayer). 1874, Lyttleton.
- Vincent, Philip (24, single, carpenter). 1874, Port Chalmers.
- Wallis, Frederick (19, single). 1874, Lyttleton.
- Wallis, Emily (15, single, servant). 1873, Wellington.
- Wardley, Haler (18, single, compositor). 1874, Port Chalmers.
- Welsh, James (22, married, labourer) and Ann (19). 1874, Lyttleton.
- Welsh, Louisa (21, single, servant). 1874, Lyttleton.
- Werrin, Charles (21, single, bricklayer). 1874, Lyttleton.
- Wheeldon, Annie (23, single, tailoress). 1874, Lyttleton.
- Whiteman, William (41, married, coach painter) and Susannah (37) and five children: William (18), Clara (15), Francis (10), Clement (5) and Bertha (1). 1873, Lyttleton.
- Whittle, Julia (15, single, domestic servant). 1872, Lyttleton.

Wolfreys, Joseph Edward (23) and Eliza (28) (née Jolin) and five children:
Florence (11), Charlotte (8), Gertrude (6) and Walter (4) and Sydney (1).
1874. Lyttleton.

Wyatt, John (21, single, baker). 1873, Lyttleton.

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Jersey has always been outward-looking, with large-scale two-way migration. In the 1600s hundreds of Jersey natives settled in the American colonies. In the late 1700s Jersey fishermen established substantial settlements in what is now Newfoundland and Quebec, and by 1837 over 1,000 Jersey people had settled in Canada. Migration of Jersey people to Australia came later, in the 1850s and 1860s, and was prompted by the discovery of gold.

In the 1870s there was a very different type of migration – this time to New Zealand. Over 500 people emigrated from Jersey to New Zealand between 1872 and 1875. Most were simply economic migrants, tempted to leave Jersey, which was in the middle of a prolonged recession, and attracted to New Zealand by free or heavily subsidised passage.

This book explains the factors that led to this migration, analyses the characteristics of the migrants, describes the mechanics of the migration including long and in some cases dangerous crossings and gives details of some of the migrants – eminent and less eminent. It concludes with a listing of all the known migrants between 1872 and 1875.

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