



Volume 8

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E D I T O R I A L

Dear Friends - Christmas and New Year Greetings to you all!

I would like to thank all those whose contributions throughout the year have made this magazine possible. Often, the articles are the result of painstaking research, and this alone deserves our commendations.

We send particular thanks to those in Australia, New Zealand, America and Canada, who have kept interest alive and have sent us information which has sometimes astonished us. We ask our readers everywhere to send us any 'titbits' of news, research or information concerning our families, past or present.

In the autumn edition we gave notice that due to the alteration of the Bank Holiday date, Witheridge Day 1995 would be on Monday, 8th May. In spite of making a definite booking for the Hall at Alderton on that day, we have since been informed that the Hall is not available as the Village intends to use it for its own celebration of VE Day. Accordingly we have booked the Hall for either Saturday, 6th May, or Sunday, 7th May, 1995 (still within the Bank Holiday week-end). At the moment the more favoured date is Sunday, 7th May. Readers will be informed of the definite date at the earliest possible moment.

If you can remember where you were, or what you were doing on the 8th May, 1845, do let us have your reminiscences. Or if you know of the experiences of someone in your family at that time, it could make interesting reading.

Meanwhile - have a Happy Christmas!



"Happy Christmas, and a peaceful and prosperous New Year" is my wish for all our members, and I would like to thank all those who have worked on the Society's business, and those whose research has increased our knowledge.

I give a particular toast to all those, who like myself, are Witheridge by marriage or 'adoption', and who have helped to sustain interest in our aims as a Society. So to all members everywhere, including the Witheridge 'widows' and 'widowers' - "Good Health and Happiness in the New Year"!



FAMILY NEWS Report from John Witheridge

Wednesday, 31st August, Gillingham, Kent

I have just returned home from one of the saddest days that I can remember. The occasion was the funeral, in Alderton, Gloucestershire, of Simon, youngest son of Jean and Philip Witheridge. Philip is one of our founder members, past President, and publisher and distributor of our magazine. Simon died as a result of a motor accident late on the night of Saturday, 20th August.

I would like to express my sympathies and those of my family, to Jean and Philip, Karen and Paul, once again, together with those of the Witheridge Society, the Council of Family Societies, and the Guild of One Name Studies. Our thoughts and prayers are with you all in your hours of need and will be for many months to come.

I suppose that my family and I met Simon only six or seven times in his short life, most of these when he was a child. My two daughters and I met him twice as an adult, and we were impressed with the happy way he had of being at ease, and making others at ease in his company. During today's service he was referred to many times as 'the Gentle Giant', and I think that this is the most apt statement which could have been made about him. Everyone to whom I have spoken today - his friends, employers, work mates, girl friends, colleagues in the world of music, members of the local community, family and relations, told of his love for life and of the people he met on life's path, and of the time he spent with the younger members of each family with whom he became involved.

Ninety per cent of the congregation in the Church today were Simon's friends, from all walks of life, young and elderly. There were so many mourners that they could not all squeeze into the Church. There were many tears shed, but there was an overwhelming feeling of love and respect.

This love was still evident as the mourners were welcomed to the Village Hall after the service by Philip, each one paying their individual respects to the father of their friend and companion.

We may have lost one Gentle Giant, and this is a sad loss, but we do still have the original mould - my brother Philip to cherish. I am sure that Simon would echo this sentiment.

John Witheridge

## "HAPPILY EVER AFTER"

by Joyce Browne

All good stories used to end with "...and they lived happily ever after", and that's how I shall end this one, but first we must have a beginning - meet Alexander Coyle, convict, who married Emily Witheridge, convict, in Van Diemen's Land in 1851.

At first glance the couple seem not dissimilar - at 5 ft. 5 3/4 inches Alexander was only two inches taller than Emily. He had a round face and a fresh complexion. They both had high foreheads, dark hair and brown eyes. Both were sentenced to seven years transportation for stealing - she for stealing clothing in Devonport, England, and he for stealing flannel worth 30s. in Australia.

Here the similarities end. Whereas Emily's Police record shows her conduct as "Very good", Alexander's is speckled with black marks for further offences and misbehaviour.

At the Assizes in Perth, Alexander stated that he had come to the Swan River from the Cape about seven years previously (he would then have been about fourteen) and that he was a seaman. No parents or other relations are mentioned.

He was a Roman Catholic from Argyllshire and could read and write. His distinguishing marks were a large scar on his right arm and a similar scar on his left. Does this suggest that he had already been in trouble and was fettered at some time prior to his Court appearance in Perth?

Alexander's sentence of seven years' transportation was to be served in Van Diemen's Land under the Probation Pass Holder System. By 1844 only long sentence men and recidivists were sent to the terror of Norfolk Island (but Van Diemen's Land was not without its own terrors).

What were the consequences of Alexander's black marks? Only two months after he arrived he was sentenced to six months hard labour in chains. One month later he was punished by an extension of his original sentence by twelve months. Six months on he was sentenced to confinement for one month. Three months later he was again punished by hard labour in chains, and his sentence was again extended. In 1847 he received three lashes and two 'admonishments'. Four lashes were inflicted in 1848, and another period of hard labour. In 1849 he received another four lashes, more hard labour, and a 'reproof'.

Are we looking at a bad boy, an incorrigible hard man, or a spirited lad desperately trying to escape the System? The crimes for which these cruel punishments were inflicted were listed as:- "Being absent from his gang without leave", "Attempting to break out of the lock-up", "Misconduct in having bread concealed on his person", "Stealing a pair of boots", "Misconduct in having part of a waistcoat concealed in his bed" and "Having potatoes in his possession". For these last two alleged offences he was discharged. More serious was the charge of "suspicion of making a raft for the purpose of absconding" This merited two months hard labour in chains (and it was the arduous work of land clearing, road building, etc.) and another extension of his sentence.

The record goes on - Alexander was absent from his place of residence and found in a disorderly house at two in the morning (three lashes and hard labour) "Absconding" brought on another four lashes and hard labour. For "slacking", getting drunk, and being out after hours (he was by this time working for a master under restricted conditions) Alexander again received three lashes and more hard labour, and was reprovved for using bad language.

Suddenly this catalogue of offences and punishments stops. Was this when Alexander met Emily? As if to confirm a changed attitude there is a note that he is to receive a reward of 10s! What could this have been for?

The Authorities offered rewards for information on bushrangers, but these were usually ignored by convicts, either from fear of reprisals or sympathy. Bushrangers had reputations as Robin Hoods, who stole from the rich to give to the poor. This reputation was not deserved - they were mostly depraved, vicious and cruel bandits, and evoked terror rather than gratitude.

In 1850 Alexander was recommended for a Ticket of Leave "when reward for apprehension is paid". This implies that he was instrumental in capturing a bushranger. A Ticket of Leave meant that a convict could find his own employment without asking for approval from the Authorities.

In 1851 Alexander applied for permission to marry Emily Witheridge, and they were married in Ross, Campbell Town, on the 10th April, 1851. The following year Alexander had six months of his extended sentence remitted, and in April 1852 the certificate of his completion of sentence was signed after eight years and five months under the System.

After the trials and hardships they had endured Emily and Alexander just MUST have lived happily ever after!

BEFORE YOU TACKLE THE CHRISTMAS WASHING UP - TACKLE OUR  
CHRISTMAS QUIZ!

1. Couples married for 15 years celebrate which type of wedding anniversary?  
(a) China, (b) Crystal, (c) Pearl
2. What is the latest day on which Easter Sunday can fall?  
(a) 22nd March, (b) 12th April, (c) 25th April
3. Which year was the calendar altered so that the year began on the 1st January instead of the 25th March?  
(a) 1752, (b) 1754, (c) 1787
4. The numbers of our direct ancestors double with each fresh generation. How many 5 x great grandparents should we all have?  
(a) 64, (b) 128, (c) 256
5. When was the first American (USA) Census made? (Showing only heads of households and numbers in their families)  
(a) 1790, (b) 1810, (c) 1830
6. Queen Victoria and Prince Albert had a large family. How many children did they have?  
(a) Seven, (b) eight, (c) nine
7. What was the type of work carried on by someone called a "pigman"?  
(a) Rag and bone collector, (b) Pig breeder  
(c) Crockery dealer
8. What is the equivalent rank in the Royal Navy to a captain in the Army?  
(a) Captain, (b) Commander, (c) Lieutenant
9. When did the first parish registers begin in England and Wales?  
(a) 1538, (b) 1605, (c) 1610
10. How many days were lost when the Gregorian calendar was corrected in 1752?  
(a) six, (b) nine, (c) eleven



11. What was the year the first convict ship landed in Australia? \_\_\_\_\_
12. What was a holograph Will?
  - (a) Deathbed Will, (b) Will made in the testator's own hand, (c) an amended Will
13. Which international movement was founded in 1863 by-Henri Dunant?
  - (a) The Salvation Army, (b) The Red Cross (c) Interpol
14. In Heraldry what is the attribute (posture) of a lion "couchant"?
  - (a) Asleep, (b) crouching, (c) seated
15. Which nonconformist organisation was founded by George Fox in the 1650's?
  - (a) Plymouth Brethren, (b) Quakers, (c) Baptists
16. When was Lord Harwicke's Marriage Act instituted?
  - (a) 1752, (b) 1754, (c) 1857
17. Bible Christians were formed in 1815 as a break-away sect of?
  - (a) Church of England, (b) Jehovah's Witnesses (c) Methodists
18. How long did a soldier have to serve before he could be awarded an Army long service and good conduct medal?
  - (a) 15 years, (b) 18 years, (c) 20 years
19. What does the word "Ben" denote when used in Hebrew names?
  - (a) Son of, (b) first born, (c) twin
20. Which articles of women's clothing are now regarded as outerwear, but until the 20th century were considered to be underwear? \_\_\_\_\_

ANSWERS ON PAGE NINE

## TRIALS AND TRIBULATIONS

by Bob Thomas

One of the characteristics I inherited from my father is a stubborn - some call it pig headed - reluctance to 'give in' when things mechanical cause problems. Now that I am getting ancient I realise that this can result in lots of time wasting work, but it can also be a sort of fun. Sometimes!

Back in 1945, I fell for a rusty heap that had once been a motor cycle. It was a (Belgian) F.N. of 1906, a four cylinder, shaft driven bike, with no clutch and only one gear. It had stood so long that the wheels had rusted right away and only the hubs were left, and basically all that was there was the frame and engine, the shaft drive and rear hub with the remains of a brake. Fortunately the petrol tank was brass, and had survived well.

The rebuild was commenced with the "target" of the 1946 Pioneer Run from Epsom to Brighton, the second Sunday in March. I will not go into details of the work involved, those who are interested will guess, the others will just think I am mad. Maybe they are right. . . . Sufficient to say that by the February it was beginning to look like a motor bike again, and even had a registration number, but the unusual magneto was still being overhauled, delaying any testing. It came back four days before the Run, but the bike refused to run - (remember, no clutch, so the only way to start the engine was to push the bike).

Dad and I exhausted ourselves while adjusting this and that, only getting the occasional "pop". Then on the Saturday it started to snow. Dad towed me with the car, and eventually the bike ran, but badly. We gave up and went to bed. At 5.0 a.m.. Dad woke me to say "I've had an idea. Let's have another go." It worked! - Breakfast, make sandwiches, pack tools in a haversack and away to Epsom for a 9.0 a.m. start.

In those days the Run had to be made non-stop, and to ensure this each competitor had an Observer following on another bike. In my case it was a workmate, who met me at Epsom. To lighten my load, I gave him my haversack to carry. Now for some reason that year, competitors left by one gate, Observers by another, to meet up on the road. My Observer missed me. I never saw him, or my haversack, again that day!

Fortunately, the bike behaved reasonably well, and I made the "lunch check" near Bolney, where I explained that my

Observer had gone missing, and I was allowed to continue, and I duly arrived in on time for an award. By now I was getting weary and set off for home, but the bike was getting weary too, and not giving much power, but it was going, and if I rushed downhill it just managed to get up the next until... Near Handcross I got down one hill, but not up the other. Several attempts finally stranded me at the bottom of both.

A fellow on a big Brough Superior with sidecar stopped. I explained the situation, and that I had to get back to Hayes, (near where London Airport is now) and he offered to tow me to Kingston. I said "Thank you, but go slowly, as my engine will be turning and I have to hold up the decompressor (a little lever about two inches long) all the way, and my brakes are not very good."

"All right", he said "I'll take it gently" "Gently" I discovered was between fifty and sixty miles an hour! I dare not let go of the handlebars to signal him or I would have been thrown off, as the bike did not steer too well under those conditions. We continued thus non-stop to Kingston. Terrifying! By now it was getting towards dusk, but by good luck we were able to start the F.N., and there being no serious hills got safely home, in the dark, with no lights, and luckily no policemen!

At work, bleary eyed, next morning, my "mate" said "Where did you get to yesterday? I did nearly two hundred miles looking for you, and never a glimpse! Oh, and I've got your haversack . . . ."

-----

I think Bob inherited a stubborn streak from his Witheridge side, too! (Editor)

-----

#### ANSWERS TO QUIZ

- 1.(b) 2.(c) 3.(a) 4.(b) 5.(a) 6.(c) 7.(c) 8.(c)  
9.(a) 10.(c) 11. 1787 12.(b) 13.(b) 14.(b) 15.(b)  
16.(b) 17.(c) 18.(b) 19.(a) 20. Stockings

If you had fifteen or more answers correct - congratulations!

JOHN WITHERIDGE: A SEAMAN

by Velma Metcalfe

In the Autumn, 1993, edition of the Witheridge Times, a death certificate for John Witheridge was published. John died in Dunedin, New Zealand, in 1916, aged 72 years.

I first sighted John in July 1992, while looking through the Registrar General's Death Index at the National Library in Wellington. All the names I encountered from 1865 until 1920 were family names known to me, except one - John Witheridge whose death was recorded in 1916. (My great grandfather, also John, had died five years earlier).

A month later I had a photo copy of John's death certificate and was able to learn a little more about him, but not nearly as much as I had hoped. John, a seaman, lived in New Zealand for thirty years, from the age of 42. He was not married. He died at Stafford Street, Dunedin, on 13th September 1916, of exhaustion after an operation. He was buried the day after his death at Anderson Bay Cemetery, near Dunedin. The certificate gave no clues as to who his parents were, but gave his place of birth as the United States of America.

I was busy doing other research at the time so John didn't figure prominently in my thoughts. Besides, he was unmarried and spent most of his life at sea - what trace would he have left? It was not for another year, after publication of his death certificate in the magazine, that I tried to find out more.

Spooling through microfilm copies of the Otago Daily Times at the National Library in July 1993 I found his death notice in the issue of 15th September, 1916. It was brief, but gave me several clues. It read: "John Witheridge, died September 13 at Dunedin, late quartermaster SS Mararoa, aged 72 years. Private interment Hope & Kingston, Undertakers."

New Zealand Cemetery Records, based on gravestone inscriptions compiled by the New Zealand Society of Genealogists told a similar story: "John Witheridge, died September 13, 1916. Aged 72 years. Resident of SS Mararoa: A Seaman."

My opinion of John was changing. I hadn't expected to find a death notice, or a gravestone. He may not have had family in New Zealand but someone had taken care of those details. The last few words on his gravestone really affected me.

Simple words, but they said much. They spoke of pride in his occupation, a love of the sea - and a strong attachment to SS Mararoa.

John would have been proud to work for the Union Steam Ship Company, which commenced business in 1875 and expanded rapidly. Over the hundred years of the Company's existence they built or acquired more than 100 passenger ships or ships which carried passenger in addition to cargo. The passenger liners invariably drew attention and admiration. The interiors were often quite spectacular and many had shipboard comforts, service and cuisine comparable to that offered by top class hotels.

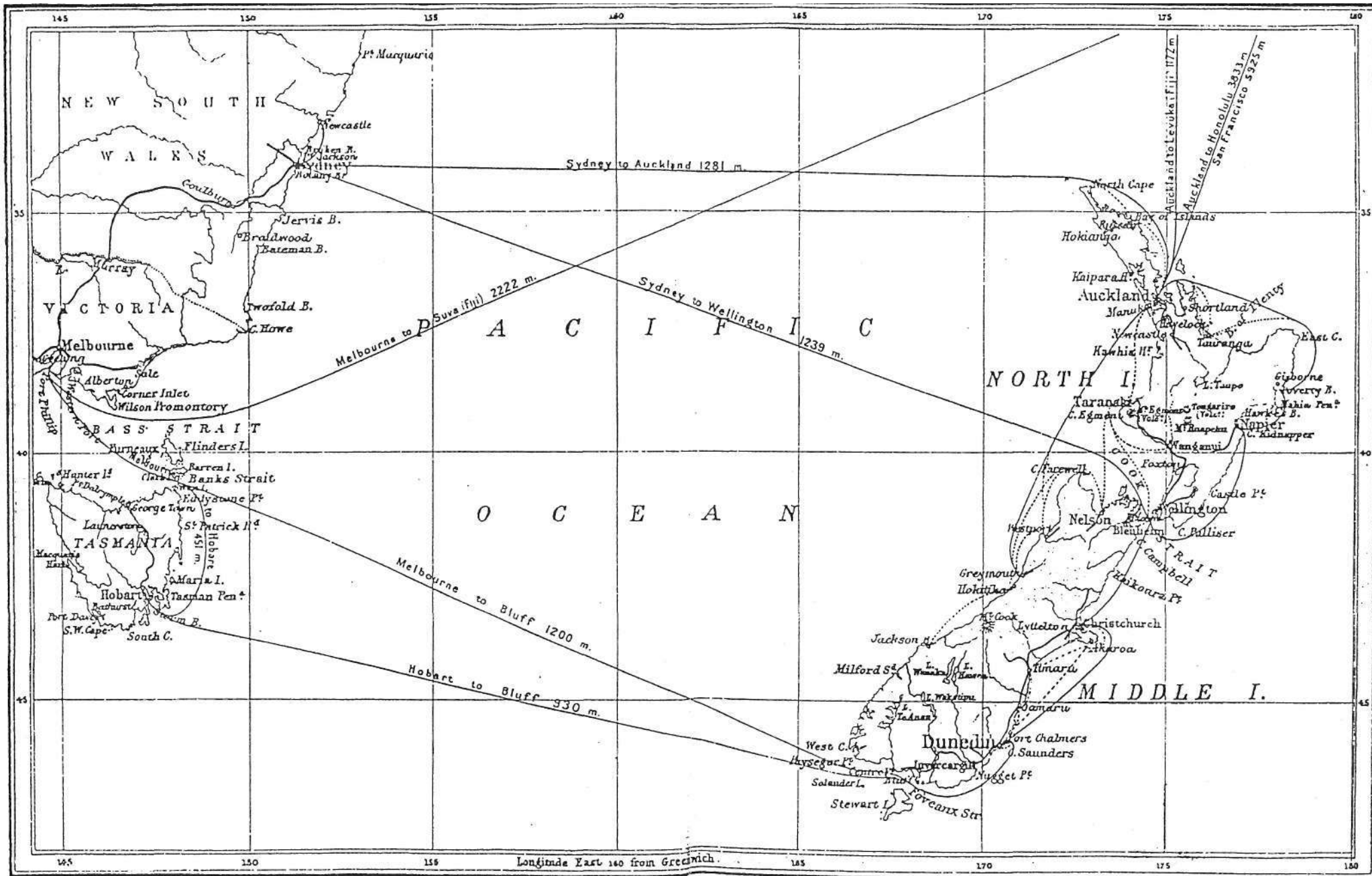
The Mararoa was built in 1885 by Wm. Denny & Bros., Dumbarton, Scotland at a cost of £77,000. She could accommodate 150 first class passengers and 120 in second class. She was 2,466 tons gross, with a length of 320.1 feet, breadth 42.1 feet and a depth of 26 feet. The Mararoa had a service speed of 14 knots with a triple expansion engine. By all accounts she was a very difficult ship for masters to handle as she was fitted with a tiller instead of the conventional wheel, and the rudder was moved by hydraulic power, which meant a full head of steam was necessary at all times.

After completion and a cruise to Norway with 50 guests, the Mararoa finally left Glasgow at 3.0 p.m, on 1st October under the command of James Edie. She was due to arrive in Dunedin, where the Head Officer of the Union Steam Ship Company was situated, two months later. But by then plans for her use had changed.

On 15th October, 1885, the Union Steam Ship Company and the Oceanic Steam Company of America were jointly awarded the mail contract between San Francisco, Auckland (New Zealand) and Sydney (Australia). The only Union vessel capable of operating the service was the Mararoa.

The Mararoa arrived at Hobart, Tasmania, on 23rd November and was later dispatched directly to Sydney to commence the San Francisco service. She sailed on 4th December, 1885, calling at Auckland, Samoa and Honolulu en route to San Francisco. The Mararoa made only four trips to San Francisco and in December 1886 she was replaced by Zealandia, one of the Oceanic Steam Ship Company's vessels.

According to John's death certificate, which may or may not be correct, he lived in New Zealand for 30 years, arriving here at age 42, in 1886. Was it in San Francisco that John first saw the Mararoa? His death certificate indicates he



Head Office:  
 DUNEDIN, NEW ZEALAND.  
 London Office:  
 13 WALBROOK, E.C.

THE UNION STEAM SHIP COMPANY OF NEW ZEALAND, LIMITED.  
 CHART OF ROUTES OF STEAMERS.

Branch Offices at  
 MELBOURNE, SYDNEY,  
 and all N. Zealand Ports.

was born in or perhaps had some link with the United States. That can not be substantiated even though Kathy Witheridge and John and Pat James in Canada and Dorothy Witheridge, Australia, all helped search for information regarding John or the Union Steam Ship Company.

John was not listed in newspaper reports as a passenger on the Mararoa on arrival in Auckland in 1866, but he may have been an unnamed passenger in steerage or even a crew member. A search for surviving records of the Union Steam Ship Company led to the National Archives, Wellington, and a search of the Marine Records of Masters and Mates. Their index included those who passed Marine Department examinations but John Witheridge's name does not appear.

In November, 1993, I wrote to the Wellington Maritime Museum and while their records date mainly from the 1920's they did manage to find a crew list for the Mararoa date January, 1910. John Witheridge was shown as an AB (able seaman) earning £6. 8. 1d. including overtime, for a 22 day period. A few months later staff must have been very surprised to receive another letter, this time from Canada, asking about John Witheridge. John James' enquiry sparked another search, but nothing further was found.

A request to the Hocken Library, University of Otago, Dunedin, revealed that they did not hold early employment records of the Company, although they had other material. By now I had learned that all surviving records of the Union Steam Ship Company had been deposited with the Wellington Maritime Museum or the Hocken Library. With that information there seemed no point in continuing with this line of enquiry.

The Hocken Library did offer some good advice, however. They suggested I contact Funeral Directors Hope and Sons, formerly Hope and Kingston in Dunedin. That led to another dead end (no pun intended) - their early records were lost during restructuring in the 1920s.

The earliest I have been able to place John in New Zealand is 1890, when his name appears on a supplementary electoral roll for Port Chalmers, near Dunedin. This was something of a puzzle too, for if John was an American citizen he would not have been able to vote in a New Zealand election. As the research officer at the Hocken Library pointed out, his name does not appear on the Names, etc., of Alien Friends who have been naturalised in New Zealand.

John Witheridge, in Kent, and I had begun to think that John may have been born in England and started to look around for

likely candidates. I found a person of the right name and age in the Combe Martin Census of 1861. This John belonged to a family group that the Witheridge Society had never heard of. John (Kent) had another mystery John who had married in 1883 in Falmouth. Time disproved both theories. More research led to an article written by John, about Philemon, son of John, grocer, and his wife Hilda Thomas Witheridge, which appeared in the Spring 1994 issue of the Witheridge Times.

Meanwhile, friends of mine, Ruby and Ken Howard of Dunedin had been caught up in the story. They found the site of John's grave at Anderson Bay Cemetery and took photos. Ken pored over directories and electoral rolls and confirmed that the only address John ever gave was c/of the SS Mararoa. Ruby and Ken's grandchildren, on holiday from Auckland, found a model of the Mararoa at the Otago Museum, and Ruby and Ken were able to confirm that John's Will was held at the Dunedin High Court and that he died at Stafford Hospital, 71 Stafford Street, Dunedin.

I had suspected for a while that Stafford Hospital and the building I knew as Stafford Gables Youth Hostel were one and the same. My husband Rodney and I were actually present at the official opening of the youth hostel in October, 1981, and stayed in the 61-bed hostel several times after that. It's strange that the only building I know reasonably well in Dunedin is the one where John spent his last days.

The mystery as to where John Witheridge had actually come from was close to being solved when I received John's Will in April this year. Accompanying the Will was a signed statement by George Thomas Baxter Wilson, executor and friend, who said that John was born at London and was a British subject. What really surprised me was that John was sometimes also known as John Pengelly Bussell. The name Bussell seemed vaguely familiar, and checking through the membership list in the Witheridge Society handbook I found mention of Mary Ann Bussell, who married George Causey Witheridge about 1855.

This leads me to wonder if John was really a Witheridge at all? Was he Mary Anne Bussell's young brother, who went to live with his sister and her husband and later adopted the Witheridge name as his own? Or is the Bussell/Witheridge link just a coincidence?

John's last Will and Testament signed at Stafford Hospital on 4th August, 1916, was fairly simple. He left his gold watch and chain and his furniture and personal effects to



George Wilson, who must have been responsible for the death notice in the Otago Daily Times and for arranging a headstone on the simple grave.

I was interested to learn that John had furniture, so it would seem that he had furnished rooms to come home to when he wasn't aboard the Mararoa on her trips between Australia and New Zealand between 1886 and 1903, and later when she was on the inter-island run between the North and South Islands.

The residue of John's property was shared equally between George Wilson, Esther Peters of Port Chalmers and Doris and Dagmar Dickie of 292 Taranaki Street, Wellington. Postal directories show that 292 Taranaki Street was occupied by John Dickie, bookseller. Modern commercial buildings now occupy the site, but further up the street remain two old wooden buildings dating from early this century.

I can imagine No. 292 with a small book shop downstairs and living quarters above. Trams would have run straight up the hill from the wharves, past the house. Is this where John headed after his ship docked in those later years when the Mararoa entered the ferry service between the capital, Wellington, and Lyttleton, near Christchurch? I like to think so.

There is one last concern. Why did John's death certificate state that he was born in the United States? One person at least - George Wilson - thought that he was born in London and George states that he saw his body after death. Perhaps someone in authority at the hospital gave the brief information on John's death certificate, and the person who knew him best wasn't consulted.

It could be that John lived and worked in North America for some years before coming to New Zealand and retained an accent. In any event the hospital authorities probably weren't too concerned about accuracy. After all, he had no family in New Zealand. Who would come looking for him in years to come? Who indeed!

It seems fitting that John lies on a hillside over looking the sea at Anderson Bay on Otago Peninsular. As for the Mararoa, she was retired in 1927, later stripped of useful parts and was towed out of Port Nicholson in 1931 and sunk in Cook Strait. She served the Union Steam Ship Company faithfully for over 40 years.

"THIS IS THE LAST WILL AND TESTAMENT

of me

JOHN WITHERIDGE ( sometimes known as John Pengelly Bussell) of Dunedin in the Provincial District of Otago and Dominion of New Zealand Seaman I GIVE AND BEQUEATH my gold watch and chain and all my furniture and personal effects to GEORGE THOMAS BAXTER WILSON of Dunedin aforesaid Grain Salesman AFTER PAYMENT of my just debts and my funeral and testamentary expenses I GIVE DEVISE AND BEQUEATH all the residue of my real and personal property whatsoever and wheresoever situate to ESTHER PETERS Wife of Isaac Alfred Peters of Port Chalmers in the provincial district of Otago aforesaid Jeweller DORIS DICKIE of 292 Taranaki Street Wellington in the Provincial District of Wellington in the Dominion aforesaid Spinster DAGMAR DICKIE of 292 Taranaki Street Wellington aforesaid Spinster and the said GEORGE THOMAS BAXTER WILSON or such of them the said Esther Peters Doris Dickie Dagmar Dickie and George Thomas Baxter Wilson as shall survive me in equal shares AND I APPOINT the said GEORGE THOMAS BAXTER WILSON SOLE EXECUTOR of this my Will IN W I T N E S S whereof I have hereunto subscribed my name this day of One thousand nine hundred and sixteen"

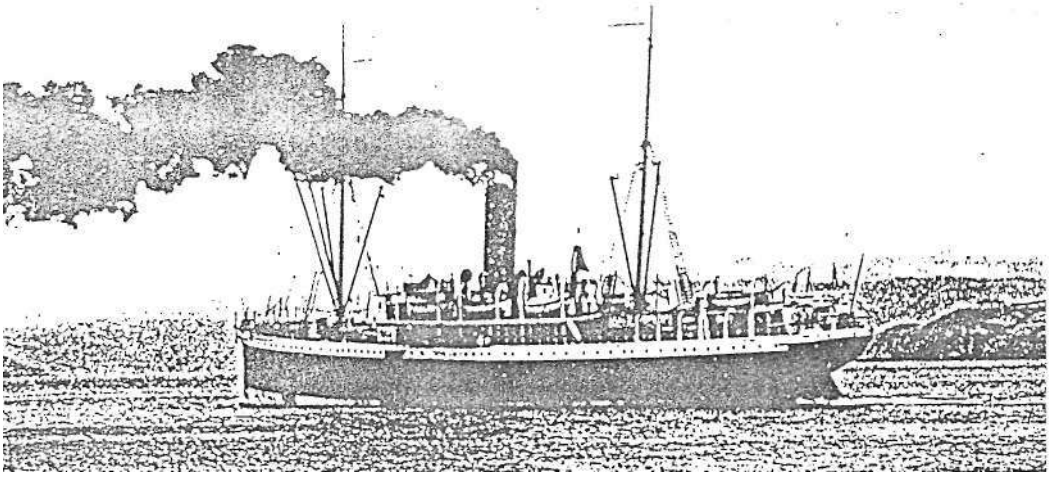
SIGNED AND ACKNOWLEDGED by the said) John Witheridge the Testator as and) for his last Will and Testament in ) the presence of us both present at ) SIGNED: JOHN WITHERIDGE the same time who at his request in) his presence and in the presence of) each other have hereunto subscribed) our names as Witnesses:- )

Signatures illegible

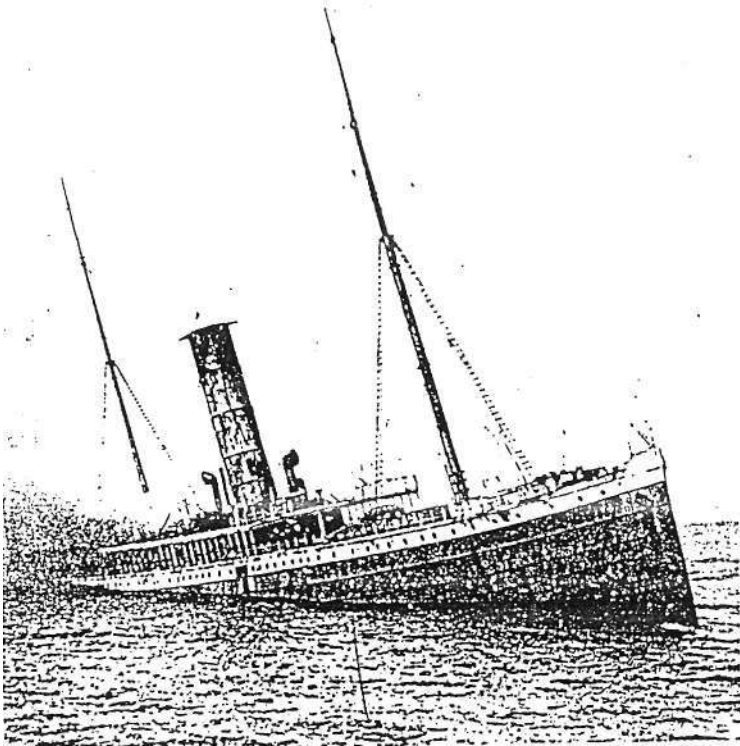
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Editor's Note

Since reading this story I have been to St. Catherine's House, London, and have searched the indexes for six years around the probable birth date of 1844 for a John Pengelly/Bussell or Witheridge with variants, but found nothing which appeared to be relevant - so the mystery remains. Who was John Pengelly Bussell Witheridge?



S.s. *Mararoa*.



*Mararoa* heading for Davey Jones' locker.

## NOTES ON DUNEDIN, NEW ZEALAND from Velma Metcalfe

Dunedin is the second largest urban area of the South Island, the sixth largest in New Zealand. For a long period during the second half of the 19th century and the early-years of the 20th century, Dunedin was the wealthiest, most influential and developed city in New Zealand.

The city is sited at the top of the long fiord-like Otago Harbour. There is a wharf system 23 km from the entrance to the harbour, and a deepwater port and container terminal at Port Chalmers, about halfway down the harbour from the entrance.

The town of Dunedin was designed in 1846 by the chief surveyor to the New Zealand Company, Charles Kettle, for settlers from the Free Church of Scotland in 1843. The first 344 settlers arrived in the *John Wickliffe* and the *Philip Laing* in March and April 1848. The town was to be called New Edinburgh but at a suggestion by the then Provost of Edinburgh, Sir William Chambers, it was called after the old Celtic name of Edinburgh, Dun Edin.

The discovery of gold in Central Otago in 1861 put an end to plans for an orderly Free Church settlement. A cosmopolitan influx saw the population rise from 2000 to 10,000 by 1865 and led to a rapid development of industry and agriculture. For several decades Dunedin was the country's chief manufacturing and commercial centre.

The Scottish influence led to the establishment of the first university and medical school in New Zealand in 1869, and the most highly regarded libraries and museum, mainly through generous endowments from citizens. The early wealth has left its mark in the form of historic buildings and distinctive parks and reserves.

Sources: Batemans Encyclopedia and Mobil NZ Travel Guide, South Island and Stewart Island, by Diana and Jeremy Pope.

## OUR NORTHMORE HERITAGE

By John Witheridge

The Ermington branch of the Witheridge family is well represented within our Society, and it is also my own family line. As you may remember, I have shown an interest in the families who have been joined to ours in marriage. I find it fascinating to trace their history alongside that of our own. The name 'Northmore' is connected with more than one Witheridge family, but it first joins the Ermington line with the marriage of Mary Northmore and Philip Witheridge at Ermington, in May 1838.

Mary's great, great grandfather was Richard Northmore, born.c. 1680, but I have not been able to find much detail about him. In fact it took a little time to find a name for his wife. We now know that it was Mary, but still we do not have a surname. However, their children are well documented. Thomas, the oldest child was baptized on the 14th March, 1707, within two weeks of his birth. He married Grace Tripe on the 20th February, 1730, at Meavy.

The only record we found for the second child, Thomasin, was that of her birth - September 1710, and her baptism on the 8th September, 1710.

The third child, Solomon, was the great grandfather of our Mary, and we have a little more detail about him. He was born in November, 1712, and was baptized on the 25th November, 1712. He married his wife, Susannah Penkevell, in the nearby village of Buckland Monachorum, close to the Cornish border, on the 21st June 1737. The records show that they were married after banns had been called. Susannah was the daughter of a farmer. There is no record as to what work Solomon was engaged in. Perhaps he worked for her father?

Solomon and Susannah had nine children. The oldest, John born 1737, married Mary Jeffreys on 24th March, 1760. The next two children died within a year of birth.

The carrier of the next generation was to be Solomon, who was baptized on the 30th January, 1741. He was a thatcher by trade, and was obviously quite a successful tradesman, for he is registered in 1780 (LTA) as the leaseholder of three properties. The first, a property called 'Cawses' in Cornwood, was owned by Robert Palk. The levy was 14 shillings per year. The second was 'Moors' owned by Sir Robert Leman, - Levy two pounds and eighteen shillings. The third, 'Bylands' at West Langland, was owned by a Joan Bowden - Levy one pound and ten pence.

Solomon married Elizabeth Veal on 17th April, 1769 at Cornwood. The witnesses of the marriage were Richard Sandover and Thomas Baskerville. Almost one hundred years later the name 'Sandover' was to be connected to the Witheridges by marriage.

We do not know when Solomon died, but there is a memorial at Cornwood "In memory of Elizabeth, wife of Solomon Northmore, who died August, 1820, aged 84 years." A certain Burnell Morris, who was possibly editor of the Gentleman's Magazine, recorded (1820, part two, page 284) that she died at Cholwich Town, Cornwood.

The next in line of descent is John, son of Solomon, born 12th September, 1773. He was a farmer, and he married Mary Horton on the 19th December, 1801. The witnesses were Solomon and a Haly Horton. It is noted that both bride and groom signed the certificate.

A memorial in Ermington gives dates of this couple. "In memory of John Northmore who departed this life April 4th, 1845, aged 71. Also Mary, wife of the above, who died July 24th, 1859, aged 79 years.

It is interesting to note that John's brother, Stephen, b.1774, married his sister-in-law's sister, Peggy Horton. Stephen was also a farmer.

The census for 1851 shows, that on census night, Mary Northmore, nee Horton, was a visitor in the house of a Robert and Jane Velvin. (Mary was Jane's mother) Also in the house at The Square, Ugborough, that night, was Mary's granddaughter, Mary Witheridge. Mary junior was listed as a dressmaker.

The Witheridge and Northmore families were evidently friendly, as the use by Mary Northmore and Philip Witheridge of the Northmore names for their family shows. Their first child was 'Mary', the fourth 'John' (who died aged seven), the seventh child 'Avis' after Mary's sister, and the eighth child was again 'John' - a Northmore name.

THE NORTHMORE CONNECTION

Richard NORTHMORE = Mary  
bc 1680 (Me) bc 1680 (Me)

Thomas b1704 (Me) m1730 Grace Tripe  
 Thomasin b1710 (Me)  
 Solomon b1712 (Me) m1734 (Bu) d1785 = Susannah Penkevell b1715 (Bu)

John b1737 b1738  
 Susannah b1738  
 Solomon b1739  
 Solomon b1744 m1769 (Co) Elizabeth Veal b1736 (Co) d1792 (Co)  
 William b1743  
 Richard b1745  
 Susannah b1747  
 Joan b1748  
 Margaret b1761

Solomon b1770  
 Solomon b1772  
 John b1778 m1799 (Co) d1845 (Erm) = Mary Hookon b1749 (Co) d1859 (Erm)  
 Stephen b1774  
 Elizabeth b1777  
 Susanna b1779  
 Jenny b1780  
 Mary b1782

Mary NORTHMORE = Philip WITHERIDGE  
 b1805 (Erm) d1880 (Erm)  
 b1791 (Erm) m1828 (Erm) d1872 (Erm)  
 Peggy b1809  
 Haly b1810  
 Elizabeth b1811  
 Avis b1814  
 Jane b1817  
 Susanna b1819  
 Sarah b1823

All Witheridges

Mary b1822 d1905  
 Philip b1831 m1857 d1912  
 William Bowden b1833 d1898  
 John Northmore b1835 d1842  
 Arthur b1837 m1866 d1898  
 Elizabeth b1840 d1911  
 Avis b1842 d1927  
 John Northmore b1845 m1867 (1) m1902 (2) d1914

Place References

- (Bu) Buckland Monachorum
- (Co) Cornwood.
- (Erm) Ermington
- (Me) Heavy.

NEW MEMBER Introduced by John Witheridge

I have what I consider to be the best position within the Witheridge Society. In most cases I am the first to learn about new Witheridges, from all around the world. In some cases I contact them, in a few they contact me through various ways, and so it gave me great pleasure when our newest member, Mrs. Amanda Calder contacted me. As yet I am not absolutely positive how this came about, but I am assuming it to be because of my saturation of this particular family line and the area they reside in, with letters introducing the Witheridge Society. For with this particular family in mind I have been building up a family tree for some years, not really knowing if it would ever take the Society towards new membership. Now all has been worthwhile. Let me introduce you to New Member, number 123:-

123 Mrs. Amanda Calder née Witheridge  
80 Bentons Road,  
Mornington,  
Victoria. 3931  
Australia

(1) Mrs. Amanda Calder née Witheridge ( )  
(2) Brian Witheridge ( ) 4. Keith Witheridge  
(.../1992) (5) Betty ( ) (8) William John  
Witheridge 1872-1932 (9) Ann Elizabeth Thomas 1877-  
1957. (16) William John Witheridge 1843-  
(17) Margaret Toomey 1849 1920.

Combe Martin and Berrynarbor 1500-1835/40. Australia -  
Melbourne/Victoria 1840 to present day.

The details here are very few, and Amanda has promised to contact older members of her family to learn more. In due time I expect we will be able to up-date this membership data. It might be interesting for members to know that other countries throughout the world do restrict information concerning members of the public who are still alive, and so it is very difficult to research modern records to build an up to date tree. Family members only are allowed this information.

I think that Amanda is the very first member from the territory of Victoria. I hope that others will follow.



R E M I N D E R   T O   A L L   M E M B E R S

We remind all our members that the annual subscription for the forthcoming year is due on the 1st January, 1995. We are pleased that the Society has not increased its rates for membership which are as follows:-

Overseas	£12.00
Family	10.00
Single Ordinary	7.00
Students, O.A.P's and Unemployed	5.00

All subscriptions should be sent to John Witheridge, Membership Secretary.

May we also remind members of the necessity of notifying any change of address to the Membership Secretary. Failure to do so may result in the loss of magazines and other communications. John's address is:-

6, Nore Close,  
Darland,  
GILLINGHAM,  
Kent  
ME7 3DG

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TAILPIECE

The London Evening Standard of the 28th June, 1993, carried a legal notice from M.J. Pugh, Official Receiver of the London Support Unit, concerning the bankruptcy case of one Alinuddina Siddiqui, unemployed, of Wembley, London.

Nothing unusual in that? The notice also listed Mr. Siddiqui's other names: "Also known" it stated "as Alimuddin Admad Siddiqui, Alim Abdul Siddqui, Ali A Siddiqui, Tariq Ali Abbas, Q D Aftab, A F Ahmad, S S Akram, M K Alam, Nazis Ahmad Alam, S M Alam, I S Alejah, P S, Alejah, S P Alejah, Rafat Marabak Anwar, Rashid Majid Anwar, C K Bukharia, L M Bukhari...."

In all there were 120 aliases and four addresses.....

As they say in Devon - "Old Uncle Tom Cobleigh and all -"

Could this be the family history researcher's worst nightmare?

PLEASE NOTE THAT ALL SUBSCRIPTIONS TO THE SOCIETY SHOULD BE  
PAID TO THE MEMBERSHIP SECRETARY

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USEFUL ADDRESSES

Devon Record Office, (Tel. No. 0392-53509)  
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Devon PL4 0JW

North Devon Record Office,  
Tuly Street,  
Barnstaple,  
Devon

Devon Family History Society,  
New Members Secretary,  
Miss Valerie Bluett,  
63 Old Laira Road,  
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Society of Genealogists,  
14 Charterhouse Buildings,  
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