

*Emigration to Australia in
early 19th an Oxfordshire case study*

to Australia. A 'Bounty Scheme', run independently of the Government, also operated on the same basis from that date, the cost of both schemes, nevertheless, being met from Colonial funds.

The Government Scheme was similar in many respects to that previously operated by the London Committee, but with additional safeguards. Surgeons were to be sent to England to superintend selection of the emigrants and to look after them on the voyage. Non-repayable advances were made on a graded scale to emigrants sufficient to cover the cost of the voyage, and eligibility was extended to agricultural labourers, shepherds, and farm servants besides mechanics. Character references were required as well as a selection certificate issued before boarding ship - one ship being allocated to a district. Numbers of single men and women had to be equal. In practice this scheme was heavily criticised because under it more children were allowed to emigrate with many deaths en route to Australia. Costs were generally higher too than under the Bounty Scheme because emigrants were maintained in barracks for one month after arrival as against only 48 hours on board ship under the latter scheme. Not enough consideration was still being given to the suitability of emigrants and in 1839, after only three years operation, the Government Scheme in this form was abandoned.

The Bounty Scheme on the other hand operated on the principle that agents in Liverpool engaged by the settlers would select emigrants and carry them out to Australia in ships chartered for that purpose. On arrival they would be examined by the Immigration Board and if papers (i.e. testimonials and certified copies of baptismal register entries etc.) were found satisfactory, a 'bounty' equal or nearly equal to the cost of the voyage would be paid by the Colonial Government - on production of an 'entitlement certificate' - to the settlers who had been responsible for the introduction of the immigrants (i.e. no control was exercised by the Home Government). In practice this particular scheme soon fell into disrepute - settlers did not select immigrants, bounty permits were transferred to English shipowners who introduced any immigrant the agent might select regardless of their suitability or the settlers' wishes. Emigrant ships were overloaded, facilities and arrangements were clearly inadequate, and the Colonial Board were defrauded by the shipowners who often gave their passengers false papers for entry to Australia. Reforms

were initiated in 1841 when the Colonial Land and Emigration Commission was established in London to oversee emigration and land distribution. However, by the time this particular scheme was suspended in 1842/3 due to the severe economic depression which gripped New South Wales then, all the Colonial Board could do was to make a show of enforcing the rules even if in practice these were largely ignored. The immigrants could hardly be turned away at the quayside.

A number of Oxfordshire parishes are known to have taken advantages of these and later emigration schemes as evidenced by recent research². Set against the social and historical background described above, therefore, it is perhaps not surprising to find in the Chinnor Vestry Minute Book for 1833-1859 a cash account entry headed 'Chinnor Parish Emigration Account, December 19th 1843' (extract at Fig. 1) which indicates that the Chinnor Overseers of the Poor were attracted to this method of reducing their poor rate in the long term⁴. The account reveals how the emigration arrangements were financed by a loan of £130 from Samuel Turner of Greys Inn Square, London, a non-resident major Chinnor landowner and land speculator. This money was used to cover the cost of providing marriage and baptismal certificates for the would-be emigrants, together with their outfits, children's dresses, surgical examinations and vaccinations. It is recorded that fifteen adults and sixteen children set out from Chinnor to Liverpool on December 18th 1843. They were accompanied by two of Chinnor's poor law officials, William Hatton⁵ and William Thomas Webster, who were to see them safely on board ship. Going by wagon (William Hatton's) to Aylesbury, they caught a connecting train to Birmingham breaking their journey there sufficiently long enough to incur refreshment charges of £1.6.0d for 'dinners, tea, and beer'. On arrival in Liverpool in the evening of the 18th they stayed in lodgings until the 20th December incurring charges of £7.1.8d for the adults and £3.6.8d for the children for their breakfasts, dinners, teas, beds, and conveyance of luggage to the ship. One poor man in the party was paid 3/6d on account of his entire destitution and 2/- was spent on 4 yards of print (material) to make up more nightdresses for the children. Having put their charges on the ship, Messrs Hatton and Webster returned to Tring by train, and thence to Chinnor by hiring horses, and that was that. It cost the parish £133.8.4d to send these poor people to

Australia and the deficit was authorised by Benjamin Britnell, Churchwarden and Marshall Hill and Thomas Cadle, Overseers, to be paid out of the poor rate.

The Chinnor party, together with other villagers from the nearby villages of Emmington and Sydenham, sailed for Australia on December 23rd in the three masted sailing barque 'United Kingdom' featured in an advertisement in the 8th December 1843 edition of the Liverpool Mercury (Fig. 2). The ship was owned by Duncan Gibb of Liverpool who imported from Canada some of the largest ships which sailed out of the Mersey port.⁶ At over 1200 tons, the 'United Kingdom' was twice the size of her contemporaries, but in her career was never used to transport convicts. Duncan Gibb in fact was one of three prominent Liverpool shipowners whose tenders had been accepted by the Commission to operate what was, in effect, a modified Bounty Scheme when 'free' emigration restarted in June 1843. The quota set for 1844 arrivals was 4000 statute adults (2 children under 14 or 3 children under 7 years of age counting as one statute adult) and the Commission, now in firm control, insisted that the shipowners bound themselves to send out only the authorised number. Strict regulations were laid down covering the seaworthiness of the ship itself, passenger facilities, dietary scale, medicines, duties and gratuities of surgeons and officers - and an insistence that single women had to be in the care of families. Surgeon superintendents were appointed by the Commission, although the fitness and suitability of applicants was still left to agents in England and the Colonial authorities in Australia. The 'United Kingdom' agents were William Smith and Sons and Hamilton and Haines. It was generally acknowledged at the time that the new arrangements did result in producing a better standard of immigrant.

The voyage took over four months and the 'United Kingdom' did not reach Sydney until 29 April 1844 having stopped at the Cape of Good Hope for six days on 6th March. An idea of what life was meant to be like on board ship during this period can be obtained from *Philips' Emigrant's Guide to Australia* by John Capper FRAS, first published in 1856. A best seller in its day at 1/- it described for the would be emigrant how to prepare for the journey, what clothes to take and the daily ship routine with much information besides on the country, accommodation and employment prospects etc. For example, one could expect to rise at 7 a.m., breakfast on oatmeal porridge and molasses, with

New South Wales.



Has three-fourths of her cargo engaged.
For HOBART TOWN & LAUNCESTON,

VAN DIEMAN'S LAND.
The fine Duodec-masted Ship BEN NEVIS,
J. Nicol, Commander;

A 1st Lloyd's, 288 tons per register, coppered and copper-fastened, sails remarkably fast: has excellent accommodations for passengers, and is in every respect a first-rate conveyance.—For freight or passage apply to
H. FOX and GRICE, or to
HUGHES, COWIE, and Co.



AUSTRALIA MAIL PACKETS TO
SYDNEY,
SAILING MONTHLY.

Shippers, Passengers, and others are respectfully informed, that the undersigned, having completed arrangement with H. M. Government for the monthly transmission of the MAILS to SYDNEY, will despatch from GRAVESEND, upon the 1st of every month, commencing on the 1st day of February next, first-class, fast-sailing Vessels, fitted with every regard for the comfort and accommodation of passengers, and so adapted as to render a regular and punctual communication between this country and the colony.

The vessels will load in the London Docks, and will in every case leave Gravesend on the 1st day of each month. No goods can possibly be received on board after the 27th day of the month preceding.

HENRY and CALVERT TOULMIN,
8, George-yard, Lombard-street, London.

N.B.—Goods received from the country and transhipped on board the packets without charge.



Will receive no goods after the 16th, and will go into the River on the 19th.—Takes no Salt.

FOR SYDNEY, N.S.W., Direct,
The fine fast-sailing A 1 Ship
UNITED KINGDOM,
Captain TAYLOR;

1267 tons per register. This vessel is coppered and copper-fastened, takes two Surgeons, has eight feet height between decks, affording unequalled accommodation for steerage passengers, who will be taken in this, the last emigrant ship for the season, at the very low rate of £15 each. The day of sailing will be punctually adhered to.—For terms of freight and cabin passage apply to
WILLIAM SMITH and SONS, or to
HAMILTON and HAINES.

N.B.—By this conveyance Farm Labourers, Shepherds, Blacksmiths, Bricklayers, Carpenters, Stonemasons, and Wheelwrights, with their Wives and Families, and Female Servants under their protection, may obtain a FREE PASSAGE on conditions which may be learned by applying to WILLIAM SMITH and SONS.

All letters must be post paid

FIGURE 2

dinner at 1 p.m. of pea soup, beef and rice and a supper of tea, sugar and biscuit at 6 p.m. with lights out at 10 p.m. There would be rotas for cleaning and washing and the master would determine the order in which families used the fire for cooking. Sunday muster in 'clean apparel' would be at 10 a.m. and smoking and consorting with the ship's company was, of course, strictly forbidden. The artisan was advised to take his tools, and families should take 'the good book' and 'one or two instructive tales' to pass the time. In reality the journey for the 368 souls of board the United Kingdom must have been something of a nightmare. On arrival the ship's agents in Liverpool, its master and surgeon were all criticised severely due to the large number of deaths on board ship - 2 adults and 26 children died on passage with 2 more later in hospital (a Sydenham father and his 1 year old daughter were amongst these numbers). The Sydney Immigration Board Report of 20 May 1844 describing the voyage indicates that the surgeon must have been of a poor type and the master (Captain Tuelon) is described as a 'good seaman but unqualified to render any effective assistance in the management of the immigrants'. Surprisingly this damning indictment did not prevent either of them being paid the standard scale gratuities (£184 and £43.11.6d respectively) on the number of statute adults carried.

Entitlement certificates¹⁰ headed 'unmarried or married male or female immigrants' as appropriate (see Fig. 3) were prepared by the Board for each person recording their name, place of origin, parent's names, calling, age, state of health, religion and whether they could read or write. Examination of these certificates show that, as one would expect, most of the Chinnor male immigrants were agricultural or farm labourers, together with a chairmaker, and a carpenter and sawyer (for whom the Chinnor overseers had provided a pit axe and saw at a cost of £1.6.3d). The female immigrants were either lacemakers or needlewomen, with some young girls/women under the protection of certain families. The standard of literacy was not particularly high. The certificates show the immigrant's religion as either 'independent' or 'episcopalian'. In preparing these documents, of course, the Immigration Board would have first examined the character references provided by the Rector of Chinnor - Rev. W A Musgrave, their previous employer (if any), certain Chinnor householders and the Overseers, Marshall Hill and

A MARRIED MALE IMMIGRANT.

Name

John Jones.

Arrived by the Ship

United Kingdom.

Brought out by

A native of

Chinnor. Oxfordshire.

Parents' Names

Joseph & Anne. Mother also.

Calling

farm labourer.

Age

25.

State of bodily health, strength,
and probable usefulness

good.

Religion

Episcopalian.

Read or Write

Both.

Any complaints

none.

Remarks

In the Abstract from the Register, Son of Baptism, Jones is designated a Chair Maker - but in his Marriage Certificate, a Labourer.
No complaint from his wife.
The explanation of the Clergyman (Mr. Musgrave) & the two overseers and their his father -
£18. 7. 6.

FIGURE 3

Thomas Cadle. Mr Musgrave's certificate confirming registry of baptism and (where appropriate) marriage, and the health certificate signed by Richard Lee, a Thame doctor, would also have been checked. With everything in order, the statute adult 'bounty' of £18.7.6d and £9.3.9d for each child was released to Duncan Gibb's agents in Sydney, and most of the new immigrants then went to a holding depot for a few weeks to recuperate after the voyage, and to make arrangements for employment, although some were reported as having left the ship of their own accord almost immediately after landing.

The Immigration Board report also lists the wage agreements entered into by the 'United Kingdom' immigrants, and the average man's wages with and without his wife's services included is shown as £20 and £11 respectively per annum with rations. For single men it ranged from £12.10.0d with rations to £20 per annum with board and lodging included; single women received £12 living in whilst young girls under 14 years of age received £5.5.0d. A single ration was 10lbs of beef, 10lbs of flour, 1½lbs of sugar and 4ozs of tea weekly, the generosity or otherwise of these quantities perhaps being judged from current commodity prices of beef at 2½d to 3d per lb, flour at £14 per ton and bread at 6d per 4 lbs. The Chinnor immigrants found employment in Sydney, Hobartville and Boyd either for 3 or 12 months initially (as did those from Emmington and Sydenham) as general servants and farm labourers. That most of them prospered subsequently and made a successful new life for themselves can be assumed from the occasional enquiries the present Rector of Chinnor (with Emmington and Sydenham) receives from Australians seeking information about their forebears in his parish. From correspondence with one of these descendants¹² it is fairly clear that the 1844 arrivals at least in the early years, kept in touch with their Chinnor neighbours, and in some cases permanent links were established when the emigrants' children grew up and married. The 'United Kingdom' party may also have contacted the small group of Sydenham villagers living at the Geelong settlement, near Melbourne. These families had sailed earlier for Port Philip on the 3rd November, 1843, arriving there on 16th February 1844, in the sailing barque 'Wallace' (762 tons) owned by the Glen line of Liverpool, the second of the three successful tenderers. Correspondence with one of their descendants is continuing to throw light on the early life in Australia of the emigrants from

all three Oxfordshire villages.

Besides being the last emigrant ship for the season the 'United Kingdom' was virtually one of the last ships to sail to Australia under the modified 'Bounty Scheme' until 1848, the deteriorating economy of New South Wales forcing the suspension of emigration again in 1845. When it restarted the Chinnor Overseers once more approached Samuel Turner to lend the parish £100 in the words of the 1834 Act to be used as a fund or contribution for defraying the expenses of the emigration of poor persons having settlement in this parish and being willing to emigrate. There were very few takers, however, that time; in November 1848 it was agreed that a Thomas East and family could emigrate and in December the Minutes record that a George Witney was also desirous of emigrating and this was agreed providing he married Sophia White. What happened to them and whether George did his duty by Sophia is still a mystery, but never again in this Vestry Minute Book do the Overseers encourage the emigration of the Chinnor poor.

Notes

1. The records and library of the Australian High Commission, London have been consulted for general information on the emigration schemes in question during the period.
2. Wakefield's two most important publications in this context were *Letter from Sydney (1829)* and *England and America (1833)*
3. Barry McKay. *Tackley to Tasmania: Pauper Emigration from an Oxfordshire Village to Australia and the wreck of the Cataraqui 1845* (Tackley Local History Group, 1980)

Oxfordshire Family Historian Vol. 2, No. 7 (Spring 1982), pp 211-215; and Vol. 2, No.8 (Summer 1982), pp 259-265.
4. Victoria History of Oxfordshire, Vol. VIII, p.72.
5. This is probably the same William Hatton of Kingston, near Tetsworth who was shown as the 'agent' in an advert in *Jackson's Oxford Journal*, 18 January 1845 which gave rise to the Tackley emigration.

6. Information supplied by Keeper of Maritime History, County Museum, Liverpool.
7. *Reports and Minutes of Evidence of the Committee on Immigration (1845) and Votes and Proceedings of the Legislative Council of NSW (1845).*
8. A facsimile of the third edition (published in 1856) under the title *The Emigrant's Guide to Australia in the 1850s* and edited by D.J.Golding is published by the Hawthorn Press-Melbourne.
9. Archives office of New South Wales (Immigration Series). Wage and Entitlement Certificates of persons on Bounty Ships 1844 (AONSW Ref. 4/4897).
10. Ibid.
11. William Augustus Musgrave was incumbent from 1816-1875. He was described as 'wholly irreligious' by Bishop Wilberforce.
12. I am indebted to Mrs D. Morley of Doncaster East, Victoria and Mrs P Smith, of Restrevor, South Australia for providing me respectively with details abstracted from the Immigration Board report on the 'United Kingdom' and for copies of the entitlement certificates. (Also to Mrs A Steel of Turramurra, Sydney for information on the character references and wage agreements etc).

Illustration

¹The Embarkation, Waterloo Docks, Liverpool², reproduced on page 24 comes from the Merseyside County Museum collection of Liverpool prints.

Appendix

LIST OF CHINNOR (EMMINGTON AND SYDENHAM) EMIGRANTS - 'UNITED KINGDOM' - 23rd DECEMBER 1843

CHINNOR

BRITNELL John Agricultural labourer

	Elizabeth	Lacemaker
FLETCHER	William	Carpenter and Sawyer (on farm)
	Eliza	In Service
	Thomas)
	William) children
	Sarah)
GROVES	John	Farm labourer and chairmaker
	Sarah	Farm Servant
	John)
	Mary Ann) children
	Sarah)
JONES	George	Agricultural labourer and chairmaker
	Emma	Needlewoman
	William)
	Maryanne) children
	Herbert)
WITNEY	Edmund	Farm labourer
	Elizabeth)
	Thomas)
	Robert) children
	Edmund)
	Maryanne)
WITNEY	John	Farm labourer
	Patience	Lacemaker
	William)
	George) children
	Sarah)
	Anna)
GILLET	Harriet	House Servant (under protection of William Fletcher and wife)
ROGERS	Arthur	Agricultural labourer
WEST	Harriet	Farm Servant (under protection of John Witney)

WITNEY	Henry	never employed (age 14)
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<u>EMMINGTON</u>		
PRICE	William Damaris Mary Anne	Farm labourer Housemaid child
WADE	Anne	Dairy Maid (under protection of William Price)
WADE	John	Farm labourer
<hr/>		
<u>SYDENHAM</u>		
HAILEY	James Mary Eden	Farm labourer Farm servant child
HOLLEYER	Thomas Mary George Noah Samuel Hannah	Farm labourer Lacemaker)) children))
MUNDAY	Robert Elizabeth Thomas Robert Benjamin Sarah Jammy	Agricultural labourer Farm Servant))) children))
QUAINTON	William Elizabeth John William Maryanne Charlotte	Farm labourer (died on passage) Lacemaker)) children)) (died on passage)
BATTY	Elizabeth	House servant (under protection of mother - Mrs Quainton)

JONES	Jesse	?
ROADNIGHT	Mary	Lacemaker (under protection of Thomas Holleyer)

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NOTES AND QUERIES

Local Newspapers

The Local History Department of the Oxford Central Library at Westgate has kindly supplied us with the following list of local newspapers and their own coverage as at 1st September 1982. mf indicates microfilm.

ABINGDON EXPRESS: 1887-8 mf	BICESTER ADVERTISER: 1855-1866.
ABINGDON FREE PRESS: 1902-10, 1912-6 mf	1879 - mf (recent copies taken only by Bicester Library).
ABINGDON MONTHLY HERALD: 1863-73, 1875-1910 (amalgamated with North Berks. Herald to 1973), 1974 - mf	BICESTER HERALD: 1877-8 mf
ABINGDON MONTHLY MESSENGER: 1875 mf	CAVERSHAM BRIDGE: 1970 -
ABINGDON NEWS: 1878-9 mf	CHIPPING NORTON ADVERTISER: 1930-68, 1970
BANBURY ADVERTISER: 1855-1947 (excl. 1897) mf 1948-60	DIDCOT ADVERTISER: 1951-65 mf (continued on Abingdon & North Berks microfilms)
BANBURY BEACON: 1868-1905 mf	DIDCOT HERALD - see Abingdon Herald
BANBURY CAKE: April 1978 -	DIDCOT POST: 1933-35 mf
BANBURY EVENING NEWS: 1877 mf	Faringdon - see Berks Times; Vale of White Horse Gazette.
BANBURY GUARDIAN: 1843-1915 (lacks 1872) mf (1948- at Banbury Library) 1978 -	FARINGDON ADVERTISER: 1869-96 1898-1902 mf
BANBURY HERALD: 1861-1869; (lacks 1864-66) mf	HALL'S OXONIAN ADVERTISER: Feb 1853- March 1856 mf
BANBURY TELEGRAPH: March 1893-May 1895 mf	HENLEY ADVERTISER: May 1870 - 1908 mf
BERKS AND OXON ADVERTISER: June 1889 - Dec. 1941 mf	HENLEY CHRONICLE: 1904-11 mf
BERKS TIMES (Faringdon): 1866 mf	HENLEY FREE PRESS: Feb 1885-Aug. 1892 mf (except 1887-1888)
	HENLEY MERCURY: 1974 -

HENLEY AND SOUTH OXFORDSHIRE
STANDARD: see Henley Standard.
HENLEY STANDARD: Sept. 1892-
1963, mf; Nov 1975 -
HENLEY TIMES: Oct 1974
ILLUSTRATED OXFORDSHIRE
TELEGRAPH: Dec 1858-July 1859 mf
JACKSON'S OXFORD JOURNAL:
1753-1928
(Bound volumes, some years in-
complete: 1753-5, 1767-8, 1770-
1772, Dec 1779-82, 1785-6, Dec
1790-1859, 1861-2, 1864-5, 1867-
69, 1871-91, 1893-7, 1899-1906,
1910-28;
Microfilm, some years incomplete:
1756-66, 1772-79, 1783-4, 1787-90,
1854, 1856, 1859-70, 1892, 1898,
1907-9)
Readers should note that a very
useful 'Chronological Synopsis
and Index 1753-1790' by E.C.
Davis is available.
MIDLAND MAIL: Nov 1899-
Oct 1900 mf
NORTH BERKS HERALD: 1910-74 mf
(continues and continued by
Abingdon Herald)
NORTH OXFORDSHIRE MONTHLY
TIMES: 1850-4 mf
OXFORD CHRONICLE: 1837-1929
Microfilm: 1843-5, 1848-62,
1866, 1896, 1903, 1913, 1915
OXFORD CONSERVATIVE: July
1834-June 1835 mf
OXFORD EVENING TIMES:
Dec 1928-March 1929
OXFORD (FLYING) POST:
Jan - Aug 1858 mf
OXFORD GUARDIAN: 1884-1887 mf
OXFORD HERALD: see Oxford
University & City Herald

OXFORD JOURNAL: 1973 -
OXFORD JOURNAL ILLUSTRATED:
1909-28, See Jackson's Oxford
Journal
OXFORD MAIL: 1929 -
Microfilm: 26 Nov - 31 Dec
1928, 1972-74, 1975 -
Bound copies: 1929-69, 1970-
74 (recent copies in Periodicals
Room).
OXFORD MESSENGER: June-July
1873, July-Dec 1874, Jan-Dec
1875, Jan-Feb 1876, Jan-Apr
1877 mf
OXFORD REVIEW: 1898-1914
OXFORD STAR: 1976 - mf
(continues Thames Star)
OXFORD TIMES: 1862 -
Microfilm only: 1862-71, 1873-
1875, 1975-; 1882, 1888, 1892,
1899-1903, 1905-7, 1910-6, 1918,
1929 must be consulted on mf.
1872 not on mf or bound.
OXFORD UNIVERSITY AND CITY
HERALD: 1806-23, 1826-44;
microfilm: 1845-92.
OXFORD WEEKLY RECORD: Dec 1882-
June 1883 mf
OXFORDSHIRE & BUCKS TELEGRAPH:
1869-71, 1873, 1875-93 mf
OXFORDSHIRE COUNTY NEWS: June-
Sept. 1898
OXFORDSHIRE FREE PRESS: 1906-
10, 1912-16 mf
OXFORDSHIRE TELEGRAPH: 1860-8 mf
OXFORDSHIRE WEEKLY NEWS:
1869-95 mf; 1897-1928 mf
SOUTH OXFORDSHIRE NEWS: 1887-
1894 mf
THAME GAZETTE: 1856-67, 1870-
95, 1899 - mf

THAMES STAR: 1972-76, (1974-6 mf)
(continued by Oxford Star)
VALE OF WHITE HORSE GAZETTE:
1933-4 mf
WALLINGFORD CHRONICLE: 1868-70mf
WALLINGFORD HERALD: 1961- June
1966 mf (continued on North Berks
and Abingdon Herald microfilms)
WALLINGFORD TIMES: 1882-88 mf
WANTAGE CHRONICLE: 1876 -9 mf
WANTAGE FREE PRESS: 1902-4 mf
WANTAGE HERALD: 1962-5 mf,
(continued on North Berks and
Abingdon Herald microfilms)

WEST OXFORDSHIRE STANDARD:
1974 -
WITNEY EXPRESS: July 1869-
Nov 1888 mf
WITNEY GAZETTE: 1882-95,
1897, 1899-1910, 1912- Apr
1942, Sept 1958 - mf
(recent copies in Periodicals
Room, kept for 6 weeks)
WITNEY TELEGRAPH: Oct-Nov 1866,
Oct 1868 - Feb 1869, mf

Birthplaces in the Census

Just how accurate are the birthplaces listed in 19th century census returns? This question was raised at a recent Oxford University extramural day school by Mr D.J.Steel, whose published work on parish registers and broadcasts on family history will be known to many readers. In view of the extensive use to which this information is put by historians Mr Steel's finding in his own genealogical researches, that the percentage of error is quite high, 'high enough to make demographic claims based on places birth given in census returns suspect', is disquieting. Have readers found similar evidence? Clearly any general assessment of accuracy can only be based on comparisons between work from area to area and parish to parish.

The question remains of why people should give inaccurate information to the census enumerator in the first place. Mr Steel, in correspondence with the Editor, writes,

In some cases there is obviously a simple explanation e.g. someone giving as his place of birth the place to which he moved when he was three or four years old. However, in other cases the places of birth defy explanation and I can only conclude that they were

IN THE 1840'S THE PROBLEMS INCURRED BY
UNEMPLOYMENT WERE SOMETIMES TREATED
DIFFERENTLY.

The England to which the soldiers from Waterloo returned to in 1815 was one where prosperity and misery lived side by side. Where jobs were available the demobilized soldiers had to compete for them with impoverished weavers and Irish immigrants who came flooding into England willing to work anywhere for the lowest wages. High food prices following a series of bad harvests together with a very rapidly rising population resulted in misery for thousands of men and women, a state which was to continue well into the 1840's. There had been no effective legislation to deal with the problem of poverty in England since the Elizabethan Poor Law of 1601 and the whole Poor Law system came under attack and was widely criticised by the rate payers. In 1834 came the Poor Law Amendment Act which stated that no more outdoor relief was to be granted to the able-bodied. All who became destitute must receive assistance in workhouses. It also empowered rate-payers of any parish to raise or borrow a sum of money 'not exceeding the yearly rate for the three preceding years for defraying the expenses of the emigration of poor persons having settlement in such parish and willing to emigrate'.

A number of Oxfordshire parishes took advantage of various emigration schemes thus indicating that many Overseers of the Poor were attracted by this method of reducing their poor rate. In the Chinnor Vestry Minute Book for 1933-1859 a cash account entry headed 'Chinnor Parish Emigration Account, December 19th. 1843' shows how the emigration expenses were financed by a loan from Samuel Turner of Greys Inn Square of £130 (Mr. Turner incidentally was a non-resident major Chinnor landowner and speculator). It is recorded that 15 adults and 16 children set out from Chinnor bound for Liverpool on the 18th. December 1843 accompanied by William Thomas Webster and William Hatton, two of Chinnor's poor law officials to see the party safely aboard ship. Accord-

ing to the records they went by William Hatton's wagon to Aylesbury, caught a train to Birmingham where they incurred refreshment charges of £1.6s.0d. and eventually arrived in Liverpool late that evening. Lodging expenses totalling £10.8s.4d. which included food, were claimed until they presumably boarded the ship the 'United Kingdom' on December 20th. The total cost to the parish was £133.8s.4d. which takes into account the cost of Messrs. Hatton and Webster's return journey, new outfits for the would-be emigrants, surgical examinations and vaccinations.

The Chinnor party, together with other villagers from nearby Emmington and Sydenham sailed for Australia on 23rd. December. The voyage took over four months and the 'United Kingdom' did not reach Sydney until 29th. April 1844. The conditions aboard ship must have been anything but pleasant and for the 368 people concerned the journey must have been a terrible ordeal. In fact, on arrival the ship's agents in Liverpool, its master and surgeon were all severely criticised for the large number of deaths which occurred during the passage - 2 adults and 26 children died with 2 more later in hospital (a Sydenham man and his 1 year old daughter were amongst these).

Initially the Chinnor immigrants together with those from Emmington and Sydenham found employment in Hobartville, Boyd and Sydney as general servants and farm labourers. That many of them prospered and made a successful life for themselves 'down under' is assumed from enquiries received by the present Rector of Chinnor from descendants trying to trace back the history of their ancestors.

The 'United Kingdom' was one of the last ships to sail to Australia under the modified 'Bounty Scheme' the deteriorating economy of New South Wales having forced the suspension of emigration in 1845. When it restarted in 1848 Samuel Turner was once more approached by the Chinnor Overseers to lend £100 towards emigration expenses but this time apparently there were not many people in the parish willing to take advantage of the offer. In November 1848 it is recorded that a Thomas East and family wished to immigrate and in December of the same year a George Witney 'was also desirous of emigrating and this was agreed providing he married Sophia White'.

Whether in fact George did marry Sophia is still not known or indeed what happened to them, but according to the Vestry Minute Book it would seem that the Overseers of Chinnor did not help or offer emigration again as an answer to the problems of the poor.

* The Editor would like to thank Mr. J.W. Davis for his help in compiling this article.