

Settlers Gazette

Newsletter of the Swan River Pioneers 1829-1838 Inc.
An Affiliated Member of the Family History WA Inc.
& The Royal WA Historical Society Inc.

Issue No: 111

DECEMBER 2022

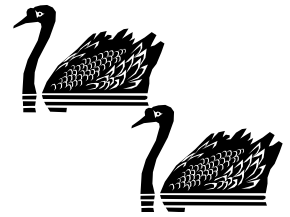
ISSN 1320-0852



Santa Des at our Christmas Function

Merry Christmas to our Members and their families

In this issue:



Information page	Page 2	
Pioneer Story - WINNER	Page 3-5	Kevin Edwards—William & Eleanor Edwards
Pioneer Story—RUNNER UP	Page 6-8	Anne Ellis—Thomas & Anne Farmer
Certificate Recipients	Page 9 –13	Congratulations to all Recipients
Coming Events 2023	Page 14	

We have some photos of members at the Christmas Function but owing to the large number of Certificates this quarter we were unable to fit them in.
Happy to email a photo out of your table....
Lyn

Swan River Pioneers Committee:

Vice President/Acting President	Des Broad	Phone: 0409 374 892 Email: swanriverpioneers@gmail.com
Secretary /Editor	Lyn Coy	Email: swanriverpioneers@gmail.com Phone: 08 9296 9520/041 790 8972
Acting Treasurer:	Lyn Coy	Email: swanriverpioneers@gmail.com
Acting Membership Secretary:	Carline Humfrey	
Certificate Registrar:	Maureen Scorer	
Social Convenor:	Vacant	
Committee Members:	Marie Broad, Kim Edwards & Norman Martin	

Postal Address: Swan River Pioneers 1829-1838 Inc.
PO Box 2672, Ellenbrook WA 6069

Email: swanriverpioneers@gmail.com

Website: www.swanriverpioneers.com

Online Banking: Swan River Pioneers



© L Evans

Can you volunteer ? contact Des or Lyn...

William and Eleanor Edwards



William Edwards, taken from a painting done by J. Walsh, a Convict, in 1859.



Eleanor Edwards, taken at 'Speldhurst'.

WILLIAM EDWARDS (Wednesday, 15th February 1792 Sussex UK - Saturday, 28th October 1865 Beverley)

He was baptized on Sunday, 6th January 1793 in the small village of Cocking in Western Sussex, England and married Monday, 6th April 1818 at St. Mary's Church, Easebourne, Sussex, England to:

ELEANOR (nee AYLING) (Friday, 1st June 1798 Graffham, Sussex UK - Sunday, 24th December 1871 Beverley).



Left. Cocking Church.
Right. 12th Century St. Mary's Church, Easebourne UK. Photographs taken June 1992.
William and Eleanor Edwards were married here on 6th April 1818.



William joined the 95th Rifle Regiment when he was 17 years old and sailed to Walcheren, Netherlands, where he caught the *Walcheren Fever*. On returning to England, he was then sent to Portugal to fight in the Peninsular War. He also fought at Waterloo. He returned to England in 1818, after being in the *Occupation Force* left in France. William learnt many trades after leaving the Army. However, times were tough, so **William**, and many of his fellow ex-Officers and soldiers from the Napoleonic Wars, took what they were led to believe was to be the opportunity of a lifetime with Peel at the Swan River Colony in Western Australia and signed up and came to live here.

William, Eleanor and their four children, Eliza (20th April 1818), William (21st October 1821), Caroline (18th July 1824) and Mary Ann (14th December 1827) sailed on the 'Rockingham', Peel's third ship departing Monday, 11th January 1830 from St. Katherine's Docks, Gravesend near the Tower of London. This was a three-masted ship of 423 tons (431.5 tonnes) with 4 guns and she carried a crew of 24.

The **Edwards** family, 6 of the 174 passengers on board, travelled in a cabin amidships at a cost of £114/7/6 (\$228.75). This would have been very crowded, with hammocks slung, a cot for the baby and all the gear they brought with them stowed in the room. There would have been an extraordinarily little room to move about.

The fares were:

Adults	£25	(\$50)
Children under 10 years	£13/2/6	(\$26.25)
Children under 3 years	£6/5/-	(\$12.50)
<i>The family's possessions also carried on the ship were:</i>		
5 cwt (249.7 kg) of beef	£21	(\$42)
4 cwt (199.7 kg) of biscuits	£11/4/-	(\$22.40)
¼ cwt (12.5 kg) of tea	£9/16/-	(\$19.60)
1 cwt (50 kg) of rice	£2/16/-	(\$5.60)
¼ cwt (12.5 kg) of split peas	14/-	(\$1.40)
Agricultural Implements	£5	(\$10)
Carpenter's Tools	£4	(\$8)
Bricklayer's Tools	£3	(\$6)
Shoemaker's Tools	£5	(\$10)
Wearing Apparel	£50	(\$100)
<u>A total of</u>	<u>£112/10/-</u>	<u>(\$225)</u>

Under the land for capital scheme, where an acre of land was given for each 1/6 (15 cents), **William** should have been entitled to approximately 1,500 acres (600 ha).

Shipboard Disasters: Sad and apprehensive the passengers must have all been, and extremely crowded, with all their goods, livestock and furniture on such a small vessel. Even before they could become accustomed to these shipboard conditions however, the first of so many setbacks befell them. On leaving the Thames River, the "Rockingham", whilst waiting for favourable winds and tide, drifted onto the Goodwin Sands in the Straits of Dover when the anchor rope broke. The next high tide re-floated her. In the English Channel, the ship ran into a fierce gale and lost most of her sail and the foreyard. She limped into Falmouth, Cornwall for a refit, which took two weeks. This would have at least given the passengers an opportunity to get back on land for a respite from the crowded ship. It was early February before the "Rockingham" finally sailed away from England for WA. Fierce gales also struck the ship in the Bay of Biscay, and they had to go into St. Helena for minor repairs. Imagine the misery and smells on board the ship, from people being seasick from the storms, the animals, and unwashed bodies and clothes. During the stop in South Africa on their journey to Western Australia, **Eleanor** learnt how to plait straw, thinking the knowledge might be useful in the new land of their adoption. At Guildford, she found her opportunity and soon her menfolk were wearing cool, light, broad-brimmed hats made from the Swan River rushes.

Arrival in WA: Upon arrival off the Western Australian coast on Thursday, 13th May 1830, three and a half months after leaving England, the ship was caught in a winter gale with hurricane winds but managed to anchor for the night on the seaward side of Garden Island. All night, hidden below, the passengers waited for death, racked by seasickness and powerless to comfort their terrified, crying children. However, dawn found them still alive and the 'Rockingham' still afloat. Next morning, a Naval Officer came out to the ship to guide it into Clarence (5.4 Km south of Woodman Point), but disaster struck again when the capstan broke and the ship began to drift southwards down Cockburn Sound, pushed by another fierce storm. Efforts were made to reach a 'man-of-war' some fifteen miles (24 Kilometres) away, but they couldn't, and the ship eventually grounded at Mangles Bay, separated from the beach by a narrow stretch of seething surf, listing badly and almost on her beam ends. The shivering passengers, buffeted by the wind and soaked by the driving rain, abandoned the vessel by clambering down its side. Carrying their children, and anything else they could manage, they waded ashore, where they sought out anywhere and anything they could shelter in or under. Fortunately, no lives were lost. The stormy weather lasted four days, and until tents could be set up, the wrecked passengers sheltered on shore in casks, barrels, under the sails and bags, and even a Grand Piano that had been gutted. Their physical needs had to also be met, and this was done by hunting wallabies and fishing, which were abundant at the time. The "Rockingham" was one of five ships wrecked during this storm on the WA coast.

William's army training for living off the land became especially important now and he was able to provide food for his family by shooting kangaroos.

Mandurah and Pinjarra: Thomas Peel moved to the Murray River area (this included Mandurah and Pinjarra) and **William** and his family moved there too, thinking they would find good land to farm. Their fifth child, **Matilda** (Tuesday, 10th May 1831 Murray River, Pinjarra) was born here. (Author's Note: I believe she was the first European child to be born in the Peel area.)

Unfortunately, the land around Mandurah and the Murray was not suitable for the type of farming they were accustomed to, and **William** decided to move to the Swan region at Guildford. When **William** and his family left Mandurah in May 1832, only ten settlers remained in the Murray area.

Guildford: Guildford began as a 'tent city'. However, it soon became the main gathering place for all stores, as the Swan River was deep from Perth to Guildford, thus enabling the boats to carry heavy loads between these two places. Stores were carried by boat from Perth for onforwarding to all places east, and by horse or bullock dray from inland WA, for transport to Perth. Permanent buildings were soon built to cater for this trade, and a marketplace established for the settlers, who were moving out towards Upper Swan, Toodyay, Beverley and York, to purchase goods before they left.

In 1838, **William** built the first General Store in Guildford out of mud-bats, which was run by **Eleanor**. The store was near the Guildford landing-stage, near the corner of Swan and Meadow Streets, and proved extremely popular with those travelling on the Swan River or those crossing the river on the ferry boats. Perhaps she sold some of her light, broad-brimmed hats there because they were popular in the district.

(Author's Note: In the 1850's, **Eleanor** opened a store at **Edwards Crossing** to help with finance whilst 'Speldhurst' was being established). **William** and **Eleanor** had three more sons born in Guildford, **Alfred** on 9th May 1834 Guildford; **Charles** on 31st July 1836 Guildford and **Thomas** on 14th October 1838 Guildford. Whilst living in Guildford, **William** was community conscious, and it is recorded that **William** was the town constable in 1836. However, care needs to be taken, because in Beverley there was another Constable Edwards. The two were identified as Policeman Edwards and **Farmer Edwards**.

Bartering and Rationing. Conditions in the early 1830's were difficult for all early settlers, especially those like the **Edwards**, and I am sure that **William** took any job that was going. There was a lack of ready money because Peel did not pay those who had come out as workers under his scheme, and so the bartering system was the method of most transactions. For several years, meat and flour came from Java, Tasmania and the Cape of Good Hope. Often severe rationing was imposed to prevent starvation. Wages were paid wholly or partly in goods. (Note: As this also occurred during the Peninsular War, this would not have been a new thing to **William**.)

Acquiring Land in Guildford: To acquire land on which to grow at least enough food for their own consumption was the desire of most of the new settlers. The first official record of agricultural activities, dated 1831, shows that 160 acres (65 ha) of wheat had been sown. This was all planted by hand.

In 1841, **William** had a boundary line defined on one side of his 100-acre (40.5 ha) Helena allotment. Chauncey, the Surveyor, mentions in his Logbook as using **William Edwards'** cottage as a marker during his surveys of the outskirts of Guildford and he shows it on the map as Loc 18. The house was near the boundary line and **William** had built the house on the wrong block, though fortunately, the neighbour did not take any action on this, and they continued to live in the house.

The boundary on **William's** Title reads: The N.E. boundary adjoining the land No 5 is a due S.E. line from the left bank of the Helena River, passing through an exceptionally large gum tree standing about two yards (6 m) from the river, and marked with a notch on the river side and one on the land side. The lower or S.E. boundary adjoining the Loc 18 is parallel to the upper boundary and is drawn from the Helena's left bank, where a gum tree lying across the river is marked with a notch on its upper and lower side.

(Author's Note: What happened if the trees were blown down in storms or destroyed in bushfires?)

Kevin Lindsay Fowler Th. C. (Hons) Descendent of Alfred Edwards.



A TASTE FOR ADVENTURE

By Ann Ellis
(Ann's 2 x Great Granddaughter)

"The Streets of London are Paved with Gold" is not actually true, however in about 1824 an adventurous young lad from Shropshire decided to go to London to try to make his fortune. Thomas Farmer had been born in 1808 in the town of Shrewsbury, about 158 miles from London, and was 16 or 17 years old when he made his journey.

So how did Thomas travel the 158 miles? Did he walk? Was he able to hitch a ride from someone with a waggon heading that way? Or did he travel in the cheap seats on the top of a stagecoach, open to all the elements, for a penny? By the 1820s stagecoaches were able to travel about 12 miles per hour due to better roads and improved coaches. Coaches such as the Nimrod, the Monarch and The Wonder would set off from Shrewsbury's Lion Hotel at about 5 o'clock in the morning en route for London and be able to arrive there by the evening.

Once in London, Thomas might not have made his fortune but he did find love. This was in the form of another adventurous person – a Welsh girl named Ann. Ann Sophia Evans had left her home in Dinas Mawddwy for London after her mother died and she did not get along well with her step-mother.

Thomas and Ann were married in St. Pancras Old Church, London, on the 21st February 1826. St. Pancras Old Church is on a site reputed to be one of the oldest sites of Christian worship in England, possibly from as early as 313 or 314. This churchyard was also involved in another romantic adventure twelve years previously when Percy Shelley and Mary Wollstencraft Godwin planned their secret elopement by the side of Mary's mother's grave. (This church is also where I lit a candle in 2012 for the safe recovery from severe illness for Ann's 4xgreat grandson.)



St. Pancras Old Church

After their marriage, Thomas and Ann left London and maybe returned to one or other of their home towns, because on 29th May 1827 at Birmingham, Thomas enlisted in the army. He received 2 pounds 10 shillings for doing so, and became a Private in the 63rd Regiment. Ann was pregnant by this time and the army would provide a living for the young family-to-be.

From Birmingham Thomas went to Coventry, a distance of about 18 miles, before marching about 150 miles from Coventry to Chatham, taking 9 days, and was then based at Dover, Sheerness and Chatham. His occupation in the army was a cordwainer (shoemaker).

A son, Thomas, was born to Ann and Thomas at Chatham in September 1827, and a second son, William, was born in the same area at Minster-in-Sheppy in August 1828.

About this time a detachment of the 63rd Regiment, including Thomas, were detailed to sail on H.M.S. Sulphur for the Swan River Colony as support for the Parmelia which was bringing the first Governor, Captain James Stirling, to the new Colony.

As part of the instructions for the 63rd Regiment by the War Office in London, the Commander-in-Chief wrote on 3rd December 1828, that *"as many of the married men as possible shall comprise the detachment, attention being paid to the good conduct of their wives."* Thus it was that Ann and their two children, aged almost 1½ and 5 months, also sailed on the Sulphur along with sundry other wives and children. The Sulphur carried 57 crew and 69 troops with 22 wives and 12 children.

The Sulphur sailed out of Chatham on 9th January 1829 into a wild gale which demonstrated that she was very over-loaded and caused the doctor attached to the regiment to complain to the Captain that the soldiers, and particularly their wives, were in a bad way; *"the women were benumbed from wet and exposure, some afflicted with febrile symptoms and with faintings and paroxysms from being cramped up and from want of ventilation."*

As a result of this, when the Sulphur arrived at Plymouth, some cargo and people, including some women and children, were taken off. Even so, conditions on board were still very constricted but would have to be endured for almost six months. Eventually the Sulphur and the Parmelia left England on about the 13th February 1829. Frequently the two vessels sailed so close that those on board could speak to each other, but eventually the slower Sulphur fell behind, meeting up again at Capetown, and then arriving at Swan River a week after the Parmelia, on 8th June 1829.

On arrival at the colony, the Sulphur's passengers remained cooped up on board for another week or so, while, after various alarms, the Parmelia passengers were disembarked onto Garden Island for a couple of months. Meanwhile Governor Stirling had to decide where to site the main town of the colony. Thus it was not until June 18th that the soldiers and their families embarked in boats and, after being dragged over the bar at the entrance to the Swan River, were rowed up to the place that Stirling had selected.

How strange everything must have looked to Thomas and Ann – such unusual vegetation, gum trees, blackboy trees, black swans, strange birds, maybe kangaroos and a glimpse of the native people. Eventually arriving at the place we now know as Perth, the soldiers sprang ashore whilst the sailors helped carry the women and children onto dry land. Ann was apparently the first to be helped ashore, thus earning her the right to be known as the first white woman to set foot at Perth. Thomas carried his two little boys.

Now the soldiers had to set about clearing some land and erecting tents for all to stay in before more permanent housing could be built.

Eventually the townsite was surveyed, huts and barracks appeared, the river explored further, and small boats were constructed. The Swan River became an important means of travelling before suitable roads could be developed. The river had its drawbacks however, as drownings occurred due to lack of swimming abilities.

Thomas and Ann now had another son, Samuel, with a fourth on the way, and all seemed well until the 23rd February 1832.

Early on the morning of Thursday the 23rd February Sergeant Edward Barron requested three Privates to accompany him to the river Flats to retrieve a boat belonging to Henry Trigg. Fatefully one of these Privates was Thomas. The boat was duly located, along with another small boat which was then used to tow Henry Trigg's boat. Thomas and William Steel were manning the oars in the first boat, when the tow-rope suddenly broke and Henry Trigg's boat started drifting away. William, who was a good swimmer, was about to jump into the water to grab hold of the tow rope, when Thomas, calling out that there was no need for swimming as he could touch the bottom of the river, jumped in himself. Unfortunately, the river was deeper than Thomas thought and he was immediately out of his depth. William managed to pull him back on the boat, saying, *"For God's sake Farmer, don't play the fool again"*, but Thomas persisted and this time, after trying to paddle the way a dog does, he disappeared from view.

Edward Barron and William Steel both tried valiantly to find and rescue Thomas but with no success.

The next day, the river in that area was dragged for some considerable time and eventually Thomas's body was found in a depth of about 10 feet, still in his shirt, trousers and boots. The Inquest held the same day ruled out that Thomas was intoxicated but noted that he had been feeling unwell previously.

Thus Thomas's youthful bravado and sense of adventure was finally the cause of his downfall.

Thomas, aged only 24, was buried in the East Perth Cemetery. He and Ann had been married for a highly eventful six years and two days, and now Ann was left a widow with 3 young boys and another on the way and any family support many thousands of miles away. /.

Anne Ellis wins 2nd Prize for this story about her 2x great grandmother Anne Farmer in the Pioneer Story Competition. Congratulations Anne!



Ann Farmer with her grand-daughter c1868

Footnote: Taken from the First Families Data Base: Editor

Anne remarried William Watson 24 June 1832 at Bassendean. She was expecting Joseph at that time, so when he was born he was given the surname of Watson. Anne had three more children to William Watson. William Watson died at Perth May 1843. Anne's 3rd Marriage to Thomas Walker (a widower with five children) on 12 November 1843 - he died 4 months later. Anne died 27 December 1870 and is buried at the East Perth Cemetery.



HMS Sulphur – this model. by Craig Mitchell, took first place in the “Sailing Ships” category at the Melbourne Model Expo 2005

Refer: Redcoat Settlers - researched by Diane Oldman

[Redcoat Arrivals – Redcoat Settlers in Western Australia \(redcoat-settlerswa.com\)](http://redcoat-settlerswa.com)

Certificate Recipients—Congratulations

<i>Surname</i>	<i>Given Name</i>	<i>Pioneer Surname</i>	<i>Pioneer Given Name</i>	<i>Ship</i>	<i>Arrival Date</i>	<i>Cert. No</i>
ATKINSON	DIANE	HOUSE	WILLIAM	CAROLINE	12/10/1829	4527
ATKINSON	DIANE	HIGGINS	WILLIAM & SARAH	BRITANNIA	06/05/1830	4528
ATKINSON	DIANE	HIGGINS	MARTHA	BRITANNIA	06/05/1830	4528A
SPRILYAN	GAIL	MEREDITH	WILLIAM & ANN	HOOGHLY	12/02/1830	4529
SPRILYAN	GAIL	MEREDITH	JOHN	HOOGHLY	12/02/1830	4529A
GRASSI	DENISE	ADAMS	WILLIAM & ELIZABETH	ROCKINGHAM	14/05/1830	4530
GRASSI	DENISE	SWEETMAN	THOMAS	FRANCES CHARLO	23/03/1833	4531
GRASSI	DENISE	MOULD	EMMA	CYGNET	27/01/1833	4532
GRASSI	DENISE	JONES	TABITHA	JAMES PATTISON	19/06/1834	4533
GRASSI	DENISE	FLEAY	JOHN & JANE	DRUMMORE	01/02/1831	4534
GRASSI	DENISE	JONES	WALTER	EGYPTIAN	13/02/1830	4535
GRASSI	DENISE	JONES	JONATHAN	EGYPTIAN	13/02/1830	4535A
GRASSI	DENISE	EDWARDS	WILLIAM & ELEANOR	ROCKINGHAM	14/05/1830	4536
GRASSI	DENISE	EDWARDS	ELIZA	ROCKINGHAM	14/05/1830	4536A
GRASSI	DENISE	COOK	JEREMIAH & JANE	DRUMMORE	01/02/1831	4537
GRASSI	DENISE	COOK	JANE	DRUMMORE	01/02/1831	4537A
GRASSI	DENISE	THOMAS	JOHN & JENEFER	GILMORE	15/12/1829	4538
GRASSI	DENISE	THOMAS	JOHN	GILMORE	15/12/1829	4538A
GRASSI	DENISE	COOPER	JOSEPH & ELIZABETH	WARRIOR	12/03/1830	4539
GRASSI	DENISE	COOPER	ELIZABETH ANN	WARRIOR	12/03/1830	4539A
VAN DER MEULEN	JULIE	BARNARD	JOHN & ELIZABETH	LOTUS	06/10/1829	4540
VAN DER MEULEN	JULIE	BARNARD	ANN	LOTUS	06/10/1829	4540A
VAN DER MEULEN	JULIE	READ	GEORGE & ELIZABETH	ROCKINGHAM	14/05/1830	4541
VAN DER MEULEN	JULIE	READ	MARK	ROCKINGHAM	14/05/1830	4541A
SCANLAN	RAPHAEL	HOUSE	WILLIAM	CAROLINE	12/10/1829	4542
SCANLAN	RAPHAEL	HIGGINS	WILLIAM & SARAH	BRITANNIA	06/05/1830	4543
SCANLAN	RAPHAEL	HIGGINS	MARTHA	BRITANNIA	06/05/1830	4543A
SCANLAN	COSETTE	HOUSE	WILLIAM	CAROLINE	12/10/1829	4544
SCANLAN	COSETTE	HIGGINS	WILLIAM & SARAH	BRITANNIA	06/05/1830	4545
SCANLAN	COSETTE	HIGGINS	MARTHA	BRITANNIA	06/05/1830	4545A
PASHLEY	MITCHELL	PENGELLY	JOHN & MARY ANN	GILMORE	15/12/1829	4546
PASHLEY	MITCHELL	PENGELLY	ELIZABETH	GILMORE	15/12/1829	4546A
PASHLEY	MITCHELL	THOMAS	JOHN & JENEFER	GILMORE	15/12/1829	4547
PASHLEY	MITCHELL	THOMAS	WALTER	GILMORE	15/12/1829	4547A

Certificate Recipients—Congratulations

<i>Surname</i>	<i>Given Name</i>	<i>Pioneer Surname</i>	<i>Pioneer Given Name</i>	<i>Ship</i>	<i>Arrival Date</i>	<i>Cert. No</i>
FERRARO	STEPHEN	HIGGINS	WILLIAM & SARAH	BRITANNIA	06/05/1830	4548
FERRARO	STEPHEN	HIGGINS	EDWARD GILES	BORN SRC	10/03/1833	4548A
WINTER	BRUCE	HIGGINS	WILLIAM & SARAH	BRITANNIA	06/05/1830	4549
WINTER	BRUCE	HIGGINS	EDWARD GILES	BORN SRC	10/03/1833	4549A
FIELDGATE	ARIZONA	SPENCER	CHARLES & ELIZABETH	CALISTA	05/08/1829	4550
FIELDGATE	ARIZONA	TONKIN	JOHN FOSS	WARRIOR	12/03/1830	4551
FIELDGATE	ARIZONA	EDWARDS	RICHARD & ELIZABETH	HOOGLY	12/02/1830	4552
FIELDGATE	ARIZONA	EDWARDS	DINAH	HOOGLY	12/02/1830	4552A
FERRIS	JACOB	STANTON	JOHN	HMS SULPHUR	08/06/1829	4553
FERRIS	JACOB	KING	HARRIET	CALISTA	05/08/1829	4554
FERRIS	JACOB	STANTON	CATHERINE BIDDEY	BORN SRC	10/10/1832	4554A
SIMPSON	PETA	SCOTT	JOHN & HELEN	ELIZA	05/03/1831	4555
SIMPSON	PETA	SCOTT	JOHN WILLIAM	ELIZA	05/03/1831	4555A
UHE	KAYA	KING	DAVID & HARRIET	CALISTA	05/08/1829	4556
UHE	KAYA	KING	SOPHIA	BORN SRC	17/09/1829	4556A
BOURNE	DAVID	SCOTT	JOHN & HELEN	ELIZA	05/03/1831	4557
BOURNE	DAVID	SCOTT	JOHN JNR	ELIZA	05/03/1831	4557A
HEWLETT	VICTORIA	CHIPPER	JOHN & MARY	CAROLINE	12/10/1829	4558
HEWLETT	VICTORIA	CHIPPER	THOMAS	BORN SRC	14/06/1831	4558A
HEWLETT	CONSTANCE	CHIPPER	JOHN & MARY	CAROLINE	12/10/1829	4559
HEWLETT	CONSTANCE	CHIPPER	THOMAS	BORN SRC	14/06/1831	4559A
HEWLETT	ROBERT	CHIPPER	JOHN & MARY	CAROLINE	12/10/1829	4560
HEWLETT	ROBERT	CHIPPER	THOMAS	BORN SRC	14/06/1831	4560A
WELKER	ARDEN	CHIPPER	JOHN & MARY	CAROLINE	12/10/1829	4561
WELKER	ARDEN	CHIPPER	THOMAS	BORN SRC	14/06/1831	4561A
WELKER	NOA	CHIPPER	JOHN & MARY	CAROLINE	12/10/1829	4562
WELKER	NOA	CHIPPER	THOMAS	BORN SRC	14/06/1831	4562A
DRAPER	STEPHANEY	CHIPPER	JOHN & MARY	CAROLINE	12/10/1829	4563
DRAPER	STEPHANEY	CHIPPER	THOMAS	BORN SRC	14/06/1831	4563A
WELKER	CORMAC	CHIPPER	JOHN & MARY	CAROLINE	12/10/1829	4564
WELKER	CORMAC	CHIPPER	THOMAS	BORN SRC	14/06/1831	4564A
DRAPER	COURTNEY	CHIPPER	JOHN & MARY	CAROLINE	12/10/1829	4565
DRAPER	COURTNEY	CHIPPER	THOMAS	BORN SRC	14/06/1831	4565A
HEALY	KARIN	PETTIT	JOHN & REBECCA	GILMORE	15/12/1829	4566
HEALY	KARIN	PETTIT	SARAH BAULKHAM	GILMORE	15/12/1829	4566A

Certificate Recipients—Congratulations

<i>Surname</i>	<i>Given Name</i>	<i>Pioneer Surname</i>	<i>Pioneer Given Name</i>	<i>Ship</i>	<i>Arrival Date</i>	<i>Cert. No</i>
HEALY	KARIN	NAIRN	WILLIAM & MARY	MARQUIS A/SEA	23/08/1829	4567
HEALY	KARIN	NAIRN	JAMES	MARQUIS A/SEA	23/08/1829	4567A
HEALY	KARIN	ROWLAND	RICHARD & ELIZABETH	TRANBY	03/02/1830	4568
HEALY	KARIN	DENT	THOMAS & ELIZABETH	MARQUIS A/SEA	23/08/1829	4569
HEALY	KARIN	DENT	SOPHIA	BORN SRC	01/09/1829	4569A
BAXTER	IAN	BETTS	RICHARD	ROCKINGHAM	14/05/1830	4570
BAXTER	IAN	NIXON	ELIZABETH	STERLING	04/06/1831	4571
MCLEAN	EVELYN	GREGORY	JOHN & MARY	WARRIOR	12/03/1830	4572
MCLEAN	EVELYN	GREGORY	JOHN HENRY WILLIAM	WARRIOR	12/03/1830	4572A
MCLEAN	EVELYN	MASSINGHAM	SARAH	ELEANOR	23/12/1837	4573
MCLEAN	EVELYN	MASSINGHAM	EMMA	ELEANOR	23/12/1837	4573A
HEREWINI	AMY	BARRON	EDWARD & JANE	HMS SULPHUR	08/06/1829	4574
HEREWINI	AMY	SMITH	RICHARD & MARY	CAROLINE	12/10/1829	4575
HEREWINI	AMY	TONKIN	JOHN FOSS	WARRIOR	12/03/1830	4576
HEREWINI	AMY	EDWARDS	RICHARD & ELIZABETH	HOOGHLY	12/02/1830	4577
HEREWINI	AMY	EDWARDS	DINAH	HOOGHLY	12/02/1830	4577A
HEREWINI	AMY	SPENCER	CHARLES & ELIZABETH	CALISTA	05/08/1829	4578
HEREWINI	AMY	LEWINGTON	WILLIAM HENRY	LOTUS	6/10/1829	4579
HEREWINI	AMY	MAYDWELL	ROBERT & SUSANNAH	CALISTA	05/08/1829	4580
HEREWINI	AMY	MAYDWELL	SUSANNAH	CALISTA	05/08/1829	4580A
MCSWEENEY	ROBYN	LAZENBY	GEORGE	CYGNET	27/01/1833	4581
COCKRAM	DAVID	LAZENBY	GEORGE	CYGNET	27/01/1833	4582
MUNT	JANICE	THOMPSON	ROBERT & CAROLINE	ATWICK	19/10/1829	4583
MUNT	JANICE	THOMPSON	ELEANOR FRANCES	ATWICK	19/10/1829	4583A
COWCHER	SUSAN LEE	SMITH	RICHARD & MARY	CAROLINE	12/10/1829	4584
COWCHER	JOHN	COWCHER (DR)	GEORGE & FRANCES	MEDINA	06/07/1830	4585
COWCHER	JOHN	COWCHER	GEORGE STANYFORD JNR	MEDINA	06/07/1830	4585A
MIZEN	EMMA	NAIRN	WILLIAM & MARY ANN	MARQUIS A/SEA	23/08/1829	4586
MIZEN	EMMA	NAIRN	JAMES	MARQUIS A/SEA	23/08/1829	4586A
MIZEN	EMMA	WANSBROUGH	DANIEL & HANNAH	DRUMMORE	01/02/1831	4587
MIZEN	EMMA	WANSBROUGH	JAMES	BORN SRC	23/09/1838	4587A
NORTH	KYLIE	NAIRN	WILLIAM & MARY ANN	MARQUIS A/SEA	23/08/1829	4588
NORTH	KYLIE	NAIRN	JAMES	MARQUIS A/SEA	23/08/1829	4588A
NORTH	KYLIE	WANSBROUGH	DANIEL & HANNAH	DRUMMORE	01/02/1831	4589
NORTH	KYLIE	WANSBROUGH	JAMES	BORN SRC	23/09/1838	4589A

Certificate Recipients—Congratulations

<i>Surname</i>	<i>Given Name</i>	<i>Pioneer Surname</i>	<i>Pioneer Given Name</i>	<i>Ship</i>	<i>Arrival Date</i>	<i>Cert. No</i>
NORTH	SALLY	NAIRN	WILLIAM & MARY	MARQUIS OF A'SEA	23/08/1829	4590
NORTH	SALLY	NAIRN	JAMES	MARQUIS OF A'SEA	23/08/1829	4590A
NORTH	SALLY	WANSBROUGH	DANIEL & HANNAH	DRUMMORE	01/02/1831	4591
NORTH	SALLY	WANSBROUGH	JAMES	MARQUIS OF A'SEA	23/08/1829	4591A
NORTH	ALEXANDER	NAIRN	WILLIAM & MARY	MARQUIS OF A'SEA	23/08/1829	4592
NORTH	ALEXANDER	NAIRN	JAMES	MARQUIS OF A'SEA	23/08/1829	4592A
NORTH	ALEXANDER	WANSBROUGH	DANIEL & HANNAH	DRUMMORE	01/02/1831	4593
NORTH	ALEXANDER	WANSBROUGH	JAMES	MARQUIS OF A'SEA	23/08/1829	4593A
MCKENZIE	PETER	NAIRN	WILLIAM & MARY	MARQUIS OF A'SEA	23/08/1829	4594
MCKENZIE	PETER	NAIRN	JAMES	MARQUIS OF A'SEA	23/08/1829	4594A
MCKENZIE	PETER	WANSBROUGH	DANIEL & HANNAH	DRUMMORE	01/02/1831	4595
MCKENZIE	PETER	WANSBROUGH	JAMES	MARQUIS OF A'SEA	23/08/1829	4595A
MCKENZIE	DYLAN	NAIRN	WILLIAM & MARY	MARQUIS OF A'SEA	23/08/1829	4596
MCKENZIE	DYLAN	NAIRN	JAMES	MARQUIS OF A'SEA	23/08/1829	4596A
MCKENZIE	DYLAN	WANSBROUGH	DANIEL & HANNAH	DRUMMORE	01/02/1831	4597
MCKENZIE	DYLAN	WANSBROUGH	JAMES	MARQUIS OF A'SEA	23/08/1829	4597A
MCKENZIE	JENNY	NAIRN	WILLIAM & MARY	MARQUIS OF A'SEA	23/08/1829	4598
MCKENZIE	JENNY	NAIRN	JAMES	MARQUIS OF A'SEA	23/08/1829	4598A
MCKENZIE	JENNY	WANSBROUGH	DANIEL & HANNAH	DRUMMORE	01/02/1831	4599
MCKENZIE	JENNY	WANSBROUGH	JAMES	MARQUIS OF A'SEA	23/08/1829	4599A
MCKENZIE	JESSE	NAIRN	WILLIAM & MARY	MARQUIS OF A'SEA	23/08/1829	4600
MCKENZIE	JESSE	NAIRN	JAMES	MARQUIS OF A'SEA	23/08/1829	4600A
MCKENZIE	JESSE	WANSBROUGH	DANIEL & HANNAH	DRUMMORE	01/02/1831	4601
MCKENZIE	JESSE	WANSBROUGH	JAMES	MARQUIS OF A'SEA	23/08/1829	4601A
MULVEY	TRACIE	JECKS	THOMAS	GILMORE	15/12/1829	4602
MULVEY	TRACIE	JONES	WALTER	EGYPTIAN	13/02/1830	4603
MULVEY	TRACIE	JONES	TABITHA	JAMES PATTISON	19/06/1834	4604
MULVEY	TRACIE	JONES	ELIZABETH	JAMES PATTISON	19/06/1834	4604A
COLE	MATTHEW	JECKS	THOMAS	GILMORE	15/12/1829	4605
COLE	MATTHEW	JONES	WALTER	EGYPTIAN	13/02/1830	4606
COLE	MATTHEW	JONES	TABITHA	JAMES PATTISON	19/06/1834	4607
COLE	MATTHEW	JONES	ELIZABETH	JAMES PATTISON	19/06/1834	4607A
COLE	KIMBERLEY	JECKS	THOMAS	GILMORE	15/12/1829	4608
COLE	KIMBERLEY	JONES	WALTER	EGYPTIAN	13/02/1830	4609
COLE	KIMBERLEY	JONES	TABITHA	JAMES PATTISON	19/06/1834	4610

Certificate Recipients—Congratulations

COLE	KIMBERLEY	JONES	ELIZABETH	JAMES PATTISON	19/06/1834	4610A
COLE	SHAYEA	JECKS	THOMAS	GILMORE	15/12/1829	4611
COLE	SHAYLEA	JONES	WALTER	EGYPTIAN	13/02/1830	4612
COLE	SHAYLEA	JONES	TABITHA	JAMES PATTISON	19/06/1834	4613
COLE	SHAYLEA	JONES	ELIZABETH	JAMES PATTISON	19/06/1834	4613A
COLE	AMELIA	JECKS	THOMAS	GILMORE	15/12/1829	4614
COLE	AMELIA	JONES	WALTER	EGYPTIAN	13/02/1830	4615
COLE	AMELIA	JONES	TABITHA	JAMES PATTISON	19/06/1834	4616
COLE	AMELIA	JONES	ELIZABETH	JAMES PATTISON	19/06/1834	4616A

At our Annual General Meeting on 18th September Denise Grassi was presented with multiple Certificates for her family which proved she descends from no less than 10 pioneer families. We think this has happened only once before, and so we congratulate Denise on her true-blue West Australian heritage.

Whether her family had a policy that you had to marry into a pioneer family or it was just a fluke remains a mystery. But by inter-marriage between these pioneer families they certainly gave Denise a heritage to be proud of and for us it was like the never ending story.

Denise has certainly proved her line of descent and we are proud that she and so many of the this quarters recipients and proven their line of descent.

Congratulations to you all and welcome to the Swan River Pioneers 1829-1838 society.

Swan River Pioneers - Name Badges

We are offering name badges for you to wear at our meetings and functions.

Cost is \$10.00 (which includes postage) for the normal size badge 75mm x 30mm. If you have multiple family names then the cost is \$12.00 and of course the badge is a bit bigger to fit in all your family names.

The badge is good quality (we have numerous club badges produced from this supplier).

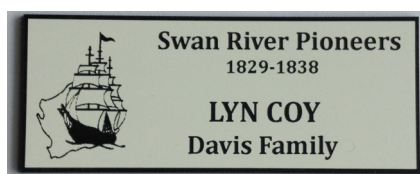
If you are interested you can email or call me to order.

Please make cheques payable to Swan River Pioneers. Or you can order at a meeting or function from

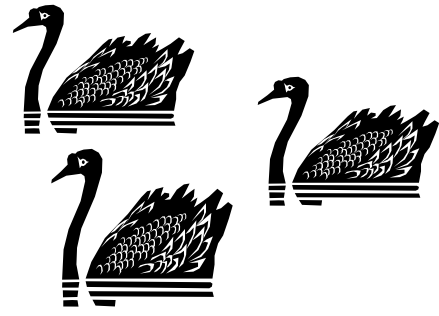
Lyn Coy - Telephone: 041 790 8972 or

email: swanriverpioneers@gmail.com or you can post your order to:

Lyn Coy (Swan River Pioneers) at PO Box 2672, Ellenbrook WA 6069



Swan River Pioneers 1829-1838 Inc.



Coming Events 2023

Due to unforeseen events we have to rethink some of the events and timing and to give the Committee a break we have decided to hold a Committee Meeting in January to plan the Group's events.

So like these swans they look pretty cool and calm on the surface but underneath the little feet are paddling like mad....

Ideas for 2023:- Subject to confirmation of dates, venues etc by our Committee

(The Calendar of Events will be emailed or posted out in January)

- A wine Tasting in the Hills
- Foundation Day Breakfast or Luncheon in June
- AGM and Afternoon Tea
- The Peel Project - recognising the ships and settlers that came out on the ships Gilmore/Hooghly & Rockingham - includes visit to Rockingham Museum with displays etc , a buffet lunch followed by talks and recognising the descendants of those plucky pioneers who survived despite all odds to raise their families in the Swan River Colony

