

From Icklesham to New South Wales Early Colonial Emigrates (1838-1842) - The Bardens

The village of Icklesham is located about six miles (10 km) east of Hastings on the main A259 Hastings to Rye Road. The civil parish of Icklesham today covers an area of 4,760 acres and includes the village of Icklesham, Winchelsea, Winchelsea Beach and Rye Harbour, Winchelsea and Rye Harbour became separate ecclesiastical parishes in 1903. The parish is bounded by the River Brede to the north, Rye and the River Rother to the north-east, the sea to the south-east and the Pannell Sewer to the South.

Although not mentioned in the Domesday Survey, the village roots can be traced back to 772 AD, when *Icoleshamme* appears in a land charter signed by Offa King of Mercia granting land of three hides to Oswald, the Bishop of Selsey to construct a monastery and an enlarged church. The name Icklesham is possibly derived from the Anglo-Saxon '*Iclingas Ham*', the home of the Iclas family. The translation of 'Ickle' is derived from 'haecce-leas' (without fence/boundary), 'sham' is derived from 'hjem' - (home or location found in valley with sea access (near water)). Since then it has had a number of variants including; Ichelesham (1161), Ykelesham (1197), Hiclesham (1267), Icclesham (1557) and Igglesham (1686).

The village of Icklesham runs along a ridge overlooking the Brede Valley to the north which over the centuries has been transformed from a tidal inlet into area of pasture and arable farming. Icklesham church is dedicated to All Saints and St. Nicholas; parts of the nave represent the oldest dating back to the early 12th Century, the tower dates to the mid 12th Century. There is no record of a Saxon church on the site, but in 1975 workmen renovating the Norman tower uncovered part of the what is believed to be original Saxon church dating the site to the 10th Century.

The Church of All Saints and St. Nicholas, Icklesham, Sussex



To the southeast of the church, on Hog Hill stands Icklesham windmill with a large two storey roundhouse and panoramic views across the Romney Marsh and the English Channel. It is reported to be the only surviving post mill in the UK retaining a roof mounted fantail. The mill was originally built at Pett in 1781 and owned by John Skinner. In 1790 it was purchased by

William Sergeant dismantled and moved its present site at Hog Hill, where it remained a working mill until the 1920.

Windmill at Hog Hill, Icklesham (ca. 1951) prior to Renovation



In recent years it was brought by Sir Paul McCartney who had it restored and converted into a recording studio.

Icklesham Windmill Today



The inns within the Icklesham village are the ‘Queens Head’ and the ‘Robin Hood’, both date back to the 17th Century.

Queens Head



Robin Hood



The 'Queen Head' was built originally in 1632, as two farm tenement dwelling houses with outbuildings. It was not until 1831 that William Goodwin, a keeper of swine, obtained beer-house licence and liquor was first sold on the premises. The 'Robin Hood' in the late 19th Century was the home of the Sparrow Club. At the time Sparrows were considered to be a nuisance and shot for 'Sport', and for Sparrow pie. The shooting of Sparrows was made illegal in 1921.

With the possible threat of invasion during the Napoleonic Wars (1793 to 1815), plans were drawn up for the evacuation the village of Icklesham in the event of an invasion. Records of livestock were made in 1792 and instructions issued to where people were supposed to go under the direction of Capt. Lamb of the Yeomanry and Provisional Cavalry in Sussex.

The cost of these wars together with those encountered at the end of the 18th Century during the American War of Independence had been an enormous drain on the country's resources and finances. During this period the government had opposed migration to the colonies; men were need for the Army and Navy and to produce supplies. The aftermath of returning servicemen following these wars ending the needing work and an increasing population resulted in many social problems in the 1820s including high unemployment. The decline in demand for English Southdown wool which was being ousted by wool from German sheep crossed with Spanish merinos was also a contributing factor to the county's economic distress and was particularly felt in the rural counties of southern England. Although industrialisation had increased, prosperity for a small minority it passed the ordinary labourer by.

Agricultural depression resulted from a series of bad harvests together with the introduction of the Corn Laws lead to increases in food prices, and a fall of wages and starvation amongst rural parishes, many agricultural labourers reached a state of revolt. Relief for the poor became urgent, in 1834 the introduction of new Poor Laws led to the rise of the Workhouses but many village labourers in the parishes in eastern Sussex, including Icklesham, continued to endure impoverished conditions.

The Bounty Immigration Scheme was first suggested by the British politician Edward Gibbon Wakefield as a means of easing the social problems in Britain caused by overcrowding and over population. The scheme involved the sale of land in the British colonies to capitalists, who would thereby support other classes of emigrants, Wakefield set out that:

- The system of free land grants should cease and Colonial land should be sold.
- The revenue from these sales should be used to boost emigration from the UK.
- Certain conditions should apply to the type of emigrant accepted.

The scheme was gradually adopted; agricultural labourers and tradesmen were encouraged by parish officials to emigrate to the colonies such as New South Wales (NSW), many saw this as a way to a sustain and possibly improving their life.

The first of the assisted migration schemes began in 1832 when eight mechanics and their families together with eight single women embarked on the 'Marianne'. Each mechanic received an advancement of £20 and each single women £8 against future wages. From 1832 to 1835 3,074 people were selected, and transported by ships chartered by the Emigration Commissioners in the UK to received assistance. The cost to the colony was £31,028 6s.9d. but many emigrants refused to pay it back, so the Government converted the loan system into a Free Bounty scheme funded by sale of waste crown land in the colony and by money raised by parishes and workhouses in the UK. In October 1835 Richard Bourke, the Governor of New South Wales gazetted the following with respect to the suitable of candidates:

- The persons accepted should be mechanics tradesmen, or agricultural labourers.
- They should have references as to their character from responsible persons, i.e. local magistrate or clergyman.
- To prove their age they should have Certificates of Baptism.

Under the Free Bounty scheme the settler in the colony wanting workers paid the emigrants passage. On arrival these workers would be examined by a Board appointed by the Governor and, if the Board were satisfied the settler would be issued with a Certificate entitling to claim the Bounty money back from the Government. Bounty was refused only on about 1% of applications, mostly on the grounds of age.

Settlers in New South Wales were allowed to recruit their own workers in the UK, however most employed agents. Not many settlers had the money to pay agents in the UK. Bounty Agents in the UK acted for them and the system fell into the hands of ship owners and speculators. After 1837 the Government also had an Agent-General in London and Agents in other embarkation ports. The bounty costs were set out as:

- 30 pounds for a man and his wife under the age of 30 years on embarkation.
- 15 pounds for each single female between the age of 15 and 30 years with the approval of the settler or agent and under the protection of a married couple or to stay with the family till otherwise provided for:
- 10 pounds for each unmarried male between the age of 18 and 30 years (equal number of males and females mechanic or agricultural labourers were to be encouraged by the settlers).
- 5 pounds for each child over the age of 1 year.

The Government and Bounty Schemes operated unchanged until 1838 when an Immigration Office was set up and the appointment of James Pinnock as the first Immigration Agent in Sydney. The Government System operated until 1840 and the Bounty Scheme until 1845.

The government plan of selling land to pay for the Bounty of emigrants was deemed to be a great success, by the Governor of New South Wales Sir George Gipps. In dispatches sent to London in 1842 he reported that all of the 87% of gross proceeding from land sale from 1831 to 1842, which equalled £951,241 17s. 4½d. (equivalent to ca. 100 million pound in 2017), had been expended on immigration.

In 1847 a second Bounty system of emigration was set up, the Colonial Land and Emigration Commissioners were responsible for selection and conveyance of migrants, whilst the Immigration Board in Sydney decided whether or not shipping companies were entitled to payment for immigrants they brought to the colony. After 1852 most immigrants who received assisted passages did so through support from relatives and friends. In 1861 the Immigration Office was abolished and unassisted immigration, which had grown apace over the previous ten years, came into its own.

The voyage to Colony could take 17 weeks and was very uncomfortable and dangerous. The average mortality rate of passengers during these voyages in 1837 was 9.3 % by 1838 this figure had dropped to 4.5%. Passengers were subjected to diseases such as: diarrhoea, fever, and pneumonia. Standard foodstuffs supplied during the voyage were: salt beef, pork, flour, peas, tea, sugar, raising and oatmeal, the migrants themselves had to provide clothing, bedding, personal articles and were advised to bring their own tools.

10 ships are recorded to have arrived in the colony from 31st August to 31st December 1837. This figure had risen to 30 in 1838; these are listed in Table 1. The number emigrant ships arriving at Sydney including ships organised by agents acting for sponsors, who claimed bounty funding from government for the years: 1839, 1840, 1841 and 1842 were respectively: 42, 50, 97 and 33.

Table 1**List of Ships and Dates of Arrival in New South Wales in 1838**

No.	Name of Ship	Date of Arrival
1	Duchess of Kent	05-Jan-1838
2	Layton	18-Jan-1838
3	Brilliant	24-Jan-1838
4	Strathfieldsaye	26-Jan-1838
5	Kinnear	23-Apr-1838
6	Orontes	18-May-1838
7	Westminster	02-Jun-1838
8	Duncan	30-Jun-1838
9	Amelia Thompson	01-Jul-1838
10	Magistrate	21-Jul-1838
11	Lady Kennaway	12-Aug-1838
12	William Metcalfe	31-Aug-1838
13	Woodbridge	15-Sep-1838
14	Palmyra or Palmira	26-Sep-1838
15	William Rodger	26-Sep-1838
16	Coromandel	02-Oct-1838
17	John McLellan	03-Oct-1838
18	Parland	03-Oct-1838
19	Calcutta	16-Oct-1838
20	Mandarin	18-Oct-1838
21	Hope	22-Oct-1838
22	Maitland	05-Nov-1838
23	Competitor	12-Nov-1838
24	St George	15-Nov-1838
25	Lady Nugent	27-Nov-1838
26	Fairlie	01-Dec-1838
27	James Pattison	11-Dec-1838
28	Portland	22-Dec-1838
29	Laura	27-Dec-1838
30	Hashemy	31-Dec-1838

In 1838 nearly 6,500 emigrants were transported in 24 ships hired and dispatched directly by the government from different points in the UK to the colony of New South Wales (Table 2).

Table 2**Ships Hired by the Government and Passengers Details Dispatched from the UK Arriving at Sydney, New South Wales in 1838.**

No.	Name of Ship	Place of Departure	Date of Sailing	Destination	Tonnage	No. of Adult Passengers	No. of Children between 14 and 7 Years	No. of Children under 7 Years	Total Number of Passengers
1	Duncan	Greenock	11 Jan	Sydney	542	123	62	75	260
2	Magistrate	Cork	8 Mar	"	518	183	31	58	272
3	Westminster	Gravesend	25 Mar	"	513	141	29	80	250
4	Lady Kennaway	Leith	18 Apr	"	583	146	45	92	283
5	Woodbridge	Gravesend	25 Apr	"	516	147	45	75	267
6	Palmyra	Gravesend	13 May	"	602	153	54	84	291
7	William Roger	Greenock	13 May	"	497	136	68	92	296
8	Parland	Londonderry	26 May	"	483	151	52	86	289
9	Mandarin	Belfast	10 June	"	424	145	36	97	278
10	Maitland	Gravesend	24 June	"	648	169	72	74	315
11	Calcutta	Cork	29 June	"	706	205	48	57	310
12	St. George	Oban	4 July	"	593	205	51	70	326
13	Lady Nugent	Gravesend	23 July	"	535	134	47	57	238
14	Boyne	Cromarty	31 Aug	"	619	158	60	67	285
15	Charles Kerr	Limerick	15 Sept	"	463	124	50	52	226
16	Asia	Cromarty	18 Sept	"	536	151	53	66	270
17	Lady M'Naghten	Cromarty	26 Sept	"	558	145	30	30	205
18	Susan	Londonderry	13 Oct	"	514	147	75	39	261
19	James Moran	Loch Broom	13 Oct	"	538	136	34	40	210
20	Juliana	Gravesend	20 Oct	"	549	142	48	53	243
21	British King	Tobermory	Oct	"	630	205	54	67	326
22	Prince Regent	Gravesend	2 Nov	"	527	129	57	48	234
23	Garrow	Belfast	9 Nov	"	475	151	52	29	232
24	Alquis	Cork	7 Dec	"	671	197	53	46	296

A number the Bardens from Icklesham took the opportunity of the Bounty System in 1838. (*Ships carrying Barden family members are highlighted in bold in Table 1*). The first of these were Benjamin and Sophia Barden who embarked on the 25th March 1838 at Gravesend, Kent with other emigrants from the counties Kent and Sussex on the sailing barque the 'Westminster'.

Benjamin and Sophia Barden - Benjamin Barden was born in 1818 and baptised at Icklesham, Sussex on the 19th July 1818, he was the son of Benjamin a 'carpenter' and Charlotte (nee Beal) Barden, and both were from the parish of Icklesham. Benjamin married Sophia Cutbush on the 25th February 1838 at All Saints & St. Nicholas Church, Icklesham. Sophia was the daughter of William and Mary (nee Skinner) Cutbush from the parish of Beckley, Sussex and the second youngest of six children. Sophia was also born in 1818 and baptised at All Saints Church, Beckley on the 9th August 1818.

A month after their marriage Benjamin and Sophia embarked on the 25th March 1838 at Gravesend, on the 'Westminster', which was on its maiden voyage. The 'Westminster' was owned by D Dubar & Sons and captained by Captain S A Mollison. She was a 513 ton sailing barque built in the previous year at Sunderland and was engaged by the Admiralty at London on the 16th February 1838 as part 1837 to 1839 Government Bounty scheme, Lanclan & Co. acting as the Broker/Agent. A total of 250 people embarked on the 'Westminster' this was made up of: 70 male adults, 71 female adults, 29 children (7 to 14 yrs.) and 80 children (under the age of 7 yrs.), these were in the charge of Surgeon Superintendent Dr. James Lawrence RN, passengers Mrs Lawrence and Rev. John Walters.

The 'Westminster' as depicted on a Stamp of the British Indian Ocean Territory



During the voyage there were 9 births and 10 deaths, all children. A summary of the emigrant's occupations aboard the Westminster is given in Table 3.

Table 3 **Summary of the Occupations of Emigrants Aboard the 'Westminster' Arriving in 1838.**

Occupation	No.	Occupation	No.
Farm Labourers	10	Painter & Glazier	1
Carpenters	5	Tailors	2
Plasters	5	Hatters	2
Cabinet Makers	2		
Gardener & Nurseryman	1	Single Females	
Blacksmiths	2	Stay maker	1
Harnessmaker & Sadler	1	House Servants	2
Butcher	1	Widow	
Cooper	1	House Servant	1
Stone Masons	3		
Sawyers	1	Single Males	
Turner	1	Cooper	1
Bricklayers	4	Farm Servants	2
Shoemakers	4	Apothecary Assistant	1
Wheelwright	1		

The Westminster arrived in Sydney on the 26th June 1838 after a voyage of 94 days, this was a quick time for sailing ships undertaken this journey during this period, the vast majority took more than 120 days. The Westminster's arrival in Sydney was reported in the Sydney Herald on Thursday 28th June 1838, the article read:

“A fine new ship of upwards of 500 tons arrived yesterday from England, with 250 men, women and children emigrants, principally agricultural labourers from the County of Kent, and from their appearance and recommendations we should say they will be a considerable acquisition to the colony. The Captain and Surgeon of the Westminster speak in high terms of the emigrants; and the latter in return have requested us to express their gratitude for the unceasing attention and many kindnesses of Captain Mollison and Dr. Lawrence during the voyage. We certainly never saw an emigrant ship exhibit so much order and cleanliness, on her arrival, as the Westminster. She has also made an extraordinary quick passage, having left the Downs the 26th, and the Land's End the 29th of March. There have been ten deaths, principally children, and nine births during the voyage”.

The ship's manifest list Benjamin Barden as being a 'farm labourer, (from the County of Kent) age 20 yrs.', his wife is listed as age 21 yrs., religion Protestant, both are listed as being able to read and write. He was due to be engaged by George Mann Esq. at Illawarra, New South Wales (NSW) for the wage of £32 per year and with rations. (*The Illawarra area is south of today's City of Wollongong, approximately 50 miles SSW of Sydney*).

Before the 1820's Illawarra was a stockade frontier settlement with a significant military presence, the population was mainly made up of convicts. With the introduction of settlers and emigrants played an important role in the area's development. However in the early 1840's the area was suffered an economic depression, the census of 1841 gave the population of Illawarra area as being 4,044, however by the end of 1844 the military stockade had been converted to a civilian establishment and the region had been transformed, from a series of dispersed land grants used to graze by cattle, and occupied by a few isolated stockmen into a thriving agricultural community with large estates, tenant farms, roads bridges, a harbour and the burgeoning township of Wollongong.

By 1847 Benjamin and Sophia Barden, who by then had had five children: Charles W, Edwin A, Charlotte, David and Benjamin, all born in the colony and had settled in the Goulburn district of New South Wales. Benjamin Barden died age 42 yrs. at Tarago, Lake Bathurst on the 7th July 1860 and buried two days later at Goulburn. His wife Sophia (nee Cutbush) died on the 31st July 1895 age 77 yrs. and was buried in the R.C. section of Currawong cemetery near Goulburn, NSW.

Other Bardens associated with Icklesham emigrating in 1838, (*Ships transporting Bardens are in bold type - Table 1*) were:

Charles and Caroline Barden - On the 2nd October 1838 Charles Barden (28) a 'farm labourer' and his wife Caroline (nee Homnard) (22) a farm servant' from Icklesham arrived at Sydney on the ship 'Coromandal', they are listed to be manifest as 'imported' by Mr Marshall (with a bounty of eighteen pounds applied for each adult). Unlike the 'Westminster' the 'Coromandel' was not funded directly by the government. Charles Barden married Caroline Homnard on the 7th May 1838 at Icklesham. Charles was born ca. 1810 at Icklesham and baptised on the 25th March 1810. When he was 25 yrs. Charles was charged along with a William Barden (20) (probably Charles's brother) and Zebulon Clarke (33) with 'riot and assault' at the Sussex County session Eastern Division, held on the 4th January 1836, they were sentenced to one month imprisonment and sureties. The 'Coromandal' transported 72 families, 12 single men and 20 single women with a bounty claim totalling by the agents of £3,683.

Charles and Caroline settled in Maitland (ca. 100 miles north of Sydney) in the Lower Hunter Valley where Charles operated a carrier business until his death. Charles died on the 25th February 1881 at the age of 71 yrs. and was buried at Oakhampton Cemetery, Maitland, NSW., his wife Caroline died on the 19th April 1884 age 67 yrs. and was also buried at Maitland.

Isaac Braden - On the 1st December 1838 the 'Fairlie' arrived at Sydney transporting 45 families, 40 single men and 28 single women with a total Bounty value of £2,913. Listed as a single man was Isaac Braden (23) a 'blacksmith' who could read. Isaac was born ca. 1815 and christened at

St. Mary & St. Peter's Church, Pett on the 4th June 1815, the son of William a 'blacksmith' and Mary Barden. The Bounty value for single man being fifteen pounds, the importer named as Mr. Tho. Marshall.

At the age of 31 yrs. Isaac Barden married Mary Gallon at Gundaroo, Gunning, Yass in the Southern Tablelands of NSW on the 30th September 1845. Mary a 'though servant' was a widow and five years older than Isaac, Their marriage had to be sanctioned by the authorities, as she had been convicted on the 29th August 1838 at Dublin for the offence of 'stealing a sterling plate' and transported with a son to the colony in 1839 for seven years on the convict ship the 'Whitby'. Isaac Barden died in 1899 at Burrowa, NSW, at the age of 84 yrs.

Charles and Harriett Barden - On the 11th December 1838 Charles Barden (23) a 'farm labourer', wife Harriett (22), son William (3) and daughter Keziah (1) from the parish of Icklesham arrived on the 'James Pattison'. The ship's manifest list 47 families, 13 single men and 24 single women with a total bounty value totalled £2748, the sponsor being Mr Marshall esq. of London. Charles was born in 1814 at Winchelsea, the son of George and Kesia Barden, whilst Harriet was born in 1816, the daughter of Edward and Hannah Easton. They were married on the 21st June 1835 at Icklesham. Charles and Harriet probably moved to the area north (of Sydney) around Singleton as their son William married an Ann Tulloch in 1861 at Red Post Hill, Falbrook.

Charles probably died around 1852, the accidental death of a Charles Barton (*Barden?*) was subject of enquiry at Carcoar on the 2nd April 1852 (Register of Coroner's Inquest 1821-1937, NSW, Australia). Harriet remarried in 1853 James Frazer in 1853 at Sydney and died in 1904 at Camden District, NSW.

Other Bardens from Icklesham emigrating to New South Wales in the early 1840s were:

Susanna Barden - Susanna Barden (19) a 'housemaid' from Icklesham arrived at Sydney on the 13th October 1841 on the 'Lady Kennaway' from Plymouth. Susanna is listed as a single female in the care of George Clark (28) a 'labourer' from Rye and his wife Harriet (19) a 'housemaid', her bounty of nineteen pounds was paid by Mr Thomas Walker. Susanna is recorded to be the daughter of George (a deceased shoemaker) and Mary (nee Tipping) Barden and born 1823 (bapt. 23rd July 1823, East Guildford, Sussex). The ship's record of recapitalisation list the total of 209 passengers including children (37 families, 55 single males and 55 single females), with a bounty value of £3,631. Susanna Barden's destination is uncertain but it is believed that she married a William Windsor in 1846 and they had a son William H Windsor. William had arrived in the colony on the 6th November 1838 age 14 yrs. on the 'Maitland'. He died in 1871 at Paddington, NSW. Susanna (nee Barden) Windsor died in 1894 at Newtown, NSW.

Levi and Mary Barden - Levi and Mary Barden together with their eight sons arrived on the 11th July 1842 at Port Jackson in Sydney Harbour, aboard the 'Earl Durham' after departing Gravesend on the 17th February 1842. Levi married Mary Davis on the 19th November 1827 at Pett, Mary was born in 1806 at Hellingly, Sussex. The 1841 census for England and Wales list Levi (38) a 'carpenter joiner', and family at Cleveland Road, Winchelsea. The 'Earl Durham' was under the charge of Captain Findal with John Yates Rutter as Medical Superintendence looking after the 65 emigrants, comprising of 12 families, 5 single men and 5 single women with a total bounty value of £861. The Bounty for the Barden family's assisted passage totalled ninety-eight pounds. According the shipping records they were sponsored by Mr Forsyth a colony settler and a native of Scotland. The ship's manifest list Levi Barden age 39 yrs. a 'carpenter and sawyer', his wife Mary (36) 'a dressmaker' together with their eight sons: Alfred (13), Albert (12), Frederick (10), Sydney (8), Spencer (6), Thomas James (5), Edwin (4) and Charles (1½). Levi Barden was born ca. 1803, and christened on the 23rd January 1803 at Icklesham.

After disembarking at Port Jackson Levi Barden and his family stayed in Sydney, in 1843 Levi was accepted as a voter in the Phillip Ward of Sydney. Another son Joseph George Barden was born in 1843, at baptism Levi's occupation is listed as a 'wheelwright', the family address given as Parramatta Street, Sydney. Levi and Mary's tenth and youngest son Henry Barden was born ca.

1847, by this date the family had moved from Sydney area to the Lake Bathhurst District, south of Goulburn, where Levi was working as a 'shepherd' on the property at Little Boro. Levi and Mary also had another child a daughter in 1859; she died at the age of 4 yrs. in 1863. From 1853 to 1858 Levi was the licensee at the 'Bold Forrester Inn' at Cook's River, after his death his wife Mary took over the licensee until 1860. Levi's wife Mary (nee Davis) died on the 9th February 1898 and was buried at Rookwood, N S W.

Notes:

The HRFHS has an index of bounty emigrates, including those from Hastings and surrounding villages, held in the research (Tomlin) room at the Ore Centre which is available to members.

'From Beckley to New South Wales 1837-1841' by the Beckley History Society as CD-ROM is available from the Society's Book Shop, £8:00.