WILLIAM HUTTON & ANN PARTRIDGE

WILLIAM HUTTON
BORN: 1799, Scotland
DIED: 1862 Wangoom, Vic.
MARRIED: 8 May 1829, Hobart, Tas.

ANN PARTRIDGE
BAPTISED: 21 June 1812, Droitwich, Worcestershire
DIED: 1847, Mt Rouse, Vic.

ISSUE:
(1) Isabella Anne
(2) William George
(3) Thomas David
(4) Susanna Sarah
(5) Mary Paul
(6) James Charles
(7) Lucy Eleanor
(8) Alexander
(9) Jane Charlotte
(10) Henry Partridge
SCOTTISH FAMILY

William Hutton was a Scot. His family has been traced back almost three centuries to William Hutton of Ashkirk, who married Janet Cuming on 30 May 1714. They had ten children, the third of whom was Thomas Hutton, who was christened on 28 March 1720. On 16 December 1743, Thomas married Katharine Scott in Selkirk, one of the small towns mid-way between Edinburgh and the English border, about 10km north of the village of Ashkirk. This is probably the same Thomas Hutton recorded in a listing of graves in Selkirk: Interred here. Thomas Hutton indweller in Howdenbaugh died 15th April 1777 aged 57.

Thomas and Katharine Hutton had eight children. The fifth, George, was born on 23 April 1755. George Hutton married three times: by his first wife, Margaret Trotter, he had two sons (Thomas and Ninian) and two daughters (Margaret and Jean). His wife, Margaret, died on 23 August 1792 after 16 years of marriage. He subsequently married Agnes Amos, by whom he had a daughter, Anne. Agnes died on 16th September 1796, aged 35 years.

THIRD MARRIAGE

Two years later, on 21 October 1798 in Wilton, George Hutton married for the third time. His bride was Isobel Smith, who was aged 26 at the time (christened 23 March 1772 in Hawick) and was 17 years younger than (twice married with five children) 43 year-old George. Nonetheless, the marriage thrived and George and Isobel had six children. The first three, William, George and David, all emigrated to Australia.

Isobel Hutton died on 16 April 1820, aged 48, and George Snr. died on 22 October 1824, aged 69. He seems to have lived all his life within a 10-mile radius of his grandfather's village, Ashkirk, and to have worked his way up from being a servant when he married Margaret Trotter, to a (probably tenant) farmer later in his life.

The six children of George and Isobel Hutton were:

William Hutton
Born in 1799, he arrived in Hobart in 1824.

George Hutton
Born in 1803, he emigrated to Tasmania in 1831.

David Hutton
Born 1805, he followed his two brothers to Tasmania in 1832.

Alexander Hutton
Believed to be a master mariner.

James Hutton
He died in January 1821.

Mary Hutton
The one who stayed home. She married John Crow of Stockbridge on 21 September 1823, in the Parish Church of St. Cuthbert's, Edinburgh.
At the time of her marriage, Mary was living in Melrose. They had two children, James Crow (born Edinburgh 10 August 1826) and George Crow (born Edinburgh 4 March 1829). Mary died in Scotland on 28 October 1881.

A SCOTTISH EMIGRANT

It was probably 1822 when William decided, like many other Scots at the time, that his fortunes lay overseas rather than in his native land. Emigration to Canada was already well established, but a combination of events directed William's attention to Australia and, in particular, to Van Diemen's Land.

Unlike Irish and a substantial portion of English emigration, the Scots were more inclined to consider leaving their homeland for reasons of advancement rather than a desperate escape from famine or poverty. The peaks of Scottish departures in the first half of the 19th century coincided with enthusiasm about the opportunities in particular countries, rather than land enclosures or crop failures. In fact the Scottish economy was generally improving when William left home: the "year of the short corn" was not to occur until 1827 nor the financial crash until 1826.

Nonetheless, the amalgamation of tenant holdings into larger farms, and higher rents for those farms, were reducing the prospects for young men, particular those who, like William, would normally have followed their fathers as tenant farmers. And there was increased competition for employment as enlistment declined and soldiers were discharged post-Waterloo. We can imagine William, ready to make his way in the world at 23 years of age and without the ties of a wife and family, having little hesitation in deciding to try his luck in the colonies.

MacMillan\(^1\) notes that by the autumn of 1822 letters were starting to flow home from Scots who had taken passage to Australia in the *Skelton*, *Westmorland* and *Castle Forbes* - all of whom had embarked at the east coast port of Leith.

*It is possible, says MacMillan, to lay too much stress on the importance of literary works in stimulating an interest in Australia among the merchants and shipowners of Edinburgh and Leith, but the dates on which two important works appeared must be considered as significant. James Dixon's book 'Narrative of a Voyage to New South Wales and Van Diemen's Land in the Ship Skelton' was published in June 1822. In the same month the lengthy article entitled 'Van Diemen's Land: View of the Present State of this Settlement, with the Prospects held out by it to British Emigration' appeared in the 'Scots Magazine.'*

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By the summer of 1822 both the 'Scotsman' and the 'Edinburgh Evening Courant' were enthusiastic about Australia. On 22 August the 'Scotsman' published reports of prosperity there and observed that "the increase of respectable settlers during the preceding two years exceeds the whole number that arrived in the thirty two years since the establishment of the colony." The 'Courant,' which had printed glowing accounts of the colony in December 1821, continued to give favourable notices throughout the following year, reaching its peak of optimism in two consecutive issues of November which extolled the prospects of Van Diemen's Land.²

The circulation of glowing letters and newspaper reports in a tight-knit community, generally well-educated and capable of analytical decision-making, would have been very significant factors in influencing William's choice. In effect, his generation was being told that for those with energy, intelligence and a little capital, there was a vacant Scotland in VDL awaiting their settlement. The enthusiasm with which this was being broadcast can be judged from the words of the Rev. James Simpson in his January 1822 ordination charge to the Rev. Archibald Macarthur, missionary and first minister to VDL:

You will descend into a temperate and delicious clime, differing only from your own by its salubrity and mildness. Instead of encountering, with other missionaries, all the difficulties of a barren, ungrateful soil, you go to sojourn in a land where the grateful earth only waits the hand of the husbandman to guide its luxuriant energies in the most pleasing or advantageous direction. Instead of a savage population, suspicious of your purposes, and hostile to your religion, you have thousands to welcome you in your own language, and educated in all respects in habits similar to your own.³

AUSTRALIAN COMPANY

To clinch the matter, a group of Leith merchants had decided to seize the as-yet-unclaimed commercial opportunity of establishing a Scotland-Australia shipping line. They had been concerned at Leith's decline as a port, had seen other ports claim the Indian trade, the Canadian trade and the American trade, and determined to stake their claim to Australia by getting in first.

The Australian Company was floated by a consortium of 92 partners, of whom 33 took up shares towards the end of 1822. The face value of the prospectus was an extraordinary one million pounds, and although nowhere near that amount was raised, and despite a change of heart by the Scotsman in favour of Canada rather than VDL, the Australian Company had established itself at the Leith docks by January 1823, had started advertising, and was moving to acquire the ships it would need.

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³ Scotland and Australia op. cit. p 71, quoting from Jesus Christ, the only foundation of the Church, James Harper, Edinburgh 1822, p. 44.
The ships averaged 400 tons, with crews of from forty to fifty officers and men. By Scottish standards they were vessels of the first class for size. They were lightly armed, and were all new or comparatively new vessels. What was required for the company's purpose were ships large enough to carry sufficient cargo and enough passengers to make the voyages profitable.4

The Greenock was purchased first, followed by the Triton, both being acquired from John Scott and Sons, an important shipbuilding and ship-owning firm in Greenock. It appears that Scott and Sons had been planning to enter the business itself, since MacMillan notes that in November 1822 it had advertised the Triton as being readied to sail to Australia in January 1823.

The notice stated that a number of intending settlers had already booked their passages, and that the passage rates were fifty guineas for cabin passengers and thirty guineas for steerage. The Greenock firm's intention to start up in the Australian trade was terminated by the sale of the 'Triton' to the Australian Company, and the Scotts' commitments in regard to providing passages were probably taken over by the company.5

VOYAGE OF THE TRITON

In September 1823 William Hutton sailed for Van Diemen's Land as a steerage passenger on board the Triton out of Leith. It is unlikely that his £40 passage was assisted, since schemes to bring out indentured or sponsored artisans were only getting under way in mid-1824.

It is fortunate for his descendants that the diary of a steerage passenger for this particular trip survives today. George Augustus Robinson, now remembered for his role in Tasmania as Protector of Aborigines, kept a diary during the voyage, which survives in its original manuscript form in the Mitchell Library.6 Cameron7 discovered the link between William Hutton and George Robinson and was contemplating the task of deciphering Robinson's handwriting, when he found that the job had already been done by Plomley.8 This excellent compilation and interpretation of Robinson's notebooks gives us a comprehensive picture of the voyage and, although William Hutton is only mentioned in passing, he and Robinson were in the same mess for most of the voyage and so would have eaten together and shared the routine tasks of shipboard life.

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4 Scotland and Australia op. cit. p. 170.
5 Ibid., pp. 170-1.
6 The papers of George Augustus Robinson are available on film at the Mitchell Library, ref A7022. The handwritten booklets of his voyage are very difficult to read.
7 They Came of Bold and Roving Stock Ian Cameron 1996. Boolarong Press, ISBN 0-646-27992-0. Material on William Hutton's Scottish ancestry has also been largely sourced from this book.
Robinson's journal is not suitable for full quotation, Plomley notes. It is not a planned record of the voyage, but was written for his own enjoyment, and there are many references to people and events which are not understandable. What Robinson was interested in is over-emphasised, and what was to him part of the normal routine of shipboard life is usually represented only by tantalising scraps of comment.

The *Triton* was somewhat larger than the average commercial vessel reaching Sydney at the time, and carried 23 cabin passengers plus 33 in steerage. It was built at Whitby in 1815 and refitted for its use by the Australian Company in 1823. The height between decks of 6 feet 11 inches was generous, and commented upon by passengers from another vessel who came on board in Cape Town. The steerage passengers were accommodated in a series of compartments that ran down each side of the ship between decks. Each cubicle had two bunks, one above another, and a space beside them just a few feet wide, which opened via a doorway into the central space of the cabin. Though there were no curtains on the doorways the bunks were apparently curtained, which gave some privacy to a Mr and Mrs McLaren and Elizabeth (or Mary) Scott. The rest of the steerage complement was probably male, and it may have been Elizabeth Scott who got herself a reputation for impropriety during the voyage. Why she was travelling alone is not clear, though she might have been a maid to one of the families in the cabin.

Running down the length of the ship, between these compartments, was an open area where chairs and folding tables were placed for meals and recreation. As was usual for long voyages, steerage passengers organised themselves into messes of six people, two of whom would have some of the cooking duties for their mess. Robinson, who at first found his fellow passengers agreeable, noted on 1 October that *he had joined Mess No. 2, which now comprised Mill, Sprunt, Glass, Hutton, Anderson and Robinson, the former mess being so disagreeable we could not associate with them: frequently I was under necessity of threatening to fight them or I should have gone without my rations. Never were people so disagreeable as some among the steerage.*

Each mess of six adults received a daily allowance of 6 pounds of bread, 1½ pints of rum, 4oz of coffee, 6oz of sugar, and ½lb of butter. Five times a week they received 6 pounds of beef, 3 pounds of flour and ½lb of raisins or plums. On those three days when beef was not issued, they were given 4½lb of pork plus 3lb of pease. *From time to time substitutions are recorded in the journal: oatmeal, potatoes, salt fish, pickled cabbage, rice and tea found favour, but ’a treat of sea pie...was not worth eating’.* Even fresh meat was issued occasionally, some livestock being carried. Spirits were served out to the women as well as to the men until the Captain learned of it, when he stopped the issue to the women. There was grumbling at times – particularly when the sugar ran out a little before the end of the voyage – but surprisingly little of it, and the rations seem to have been acceptable on the whole.
At 4.30pm on 7 September 1823 the *Triton* sailed from Leith with its 56 passengers, Captain James Crear, Surgeon James Gordon, three deck officers and 19 crew, a total complement of 80. On day 1 Captain Crear posted the following rules for all steerage passengers:

*Mr Crear will be obliged by the steerage passengers on board the Triton to observe the following regulations. A list of provisions to be issued will be furnished and if there are any cause of complaint during the voyage respecting the same from whatever reason, it is requested the Master be made acquainted with the same when immediate redress if possible will be granted.*

The steerage passengers have no access to the cabin.

*It has been the custom in all ships sailing from Leith to Van Diemen’s Land to prohibit the steerage passengers coming on the quarter deck (abaft the main mast) yet Mr Crear wishing to make every person as comfortable as circumstances will admit of desires this regulation to be applicable only when the ship is at anchor. When at sea they may take the lee side only or when the wind is right aft the larboard side.*

*Smoking is not permitted below nor lights after 9 o’clock at night.*

*The worship of Almighty God will be observed in a public manner on Sunday when all are requested to attend and gaming of all description are prohibited on that day.*

Probably due to prevailing winds the course was set northwards up the east coast of Scotland, with easy sailing until they reached Pentland Firth on the north-eastern tip of Scotland. Here William Hutton and his shipmates experienced their first battering from gales and heavy seas which lasted a fortnight, including a storm off the Hebrides. Confined below deck the steerage passengers could not even find shelter in their bunks. *During these gales we were scarcely able to keep our beds, self and bedfellow rolling alternately upon each other. The day afforded much mirth occasioned by extreme rolling of ship: a lee lurch after dinner on board of a Margate hoy bore no comparison to one on board of this ship. It was no uncommon thing to see those on the lee side sprawling on the floor covered with pea soup, salt beef and a variety of other eatables while those on the weather side would be precipitated over the tables to share in the sufferings of their fellow passengers on the leeward side.*

**SOUTHWARDS BOUND**

Heading south, the *Triton* cleared the west coast of Ireland and with fairer weather set course for Tenerife. The better weather allowed divine service to be held for the first time at 10.30am on Sunday 28 September. *Captain Crear read prayers in accordance with the form of the Church of England, the top of the companion covered with the Union Jack serving as a desk.*

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9 A small coastal sailing vessel that plied from London to the North Kent coast, picking up and dropping off passengers along the way. Many Londoners used this service to travel to Margate for holidays.
afternoon the Chief Mate ‘distributed among the passengers a number of religious books furnished for that purpose by the Edinburgh Seamen’s Friend Society.’ It seems that a Scotch strictness pervaded the Sabbath, for when on the following Sunday Robinson ‘began to play sacred tunes on the flute’ he was ‘requested to decline – I now found for the first time that the Scotsman was unaccustomed to music of any description on the Sabbath day; to play...on the Sabbath is considered next to blasphemy’.

There was plenty of blasphemy on board, particularly among the steerage passengers, who quickly got out of the habit of attending the church services. When the Captain brought the service below deck, some of the steerage passengers ignored him and slept in their bunks. The tedium of shipboard life was also beginning to take its toll, with arguing and sometimes fights, drunken or lewd behaviour. On 1 October they were disturbed at 10pm, that is, after lights out, by a sailor coming down to one of the female passengers who had ‘conducted herself during the voyage with a deal of impropriety.’ This man challenged Robinson and another passenger to a fight and the fracas was quelled only when the Mate threatened to put the sailor in irons.

Whenever the weather allowed it the Captain enforced the common shipboard hygiene practice of having all the bedding carried onto the deck to be properly dried out, and then had steerage scraped and swabbed, after which it was fumigated with vinegar. A sail would be rigged to funnel clean air down between decks to dry out the wooden walls and decking, and once the officers were satisfied, the passengers would carry their bedding and belongings back again. The passengers were also responsible for their own washing, and no doubt William took his turn at throwing his clothes over the bow of the ship and trailing them in the sea on the end of a rope until they were as clean as desired. There were frequent occasions when clothing was lost through the use of this method, and wearing salt-impregnated clothing cannot have been comfortable—especially in the tropics when their sweat would have drawn the salt onto their skin – but fresh water was too precious a commodity to be used for washing clothes. Plomley thinks steerage passengers might have washed themselves by swimming in the ocean during calm periods, but given that few English had learned to swim it is more likely that they washed on deck, drawing up seawater with a canvas bucket.

**BETWEEN DECKS ENTERTAINMENT**

The passengers worked hard at keeping themselves occupied or amused. *The principal interest for the steerage was undoubtedly the sailing of the ship, the weather, ships sighted and the living things of sea and air. Dolphins were a continual source of interest. Otherwise, they surely amused themselves according to their temperaments. Articles were made of wood and rope, sun hats were plaited from wood shavings, there were attempts to harpoon or shoot dolphins, and fish were caught, there were games and gambling, and there was undoubtedly much quarrelling.*
In the evenings there was often music: perhaps singing, perhaps instrumental music from bagpipe, violin and bass fiddle. These concerts were held in the steerage or on deck. Others would play cards, or talk, or spend the evening on deck. Often a brew of toddy was made, adding to the conviviality of the evening. For one such gathering Robinson ‘prepared a supper for mess and gave an invitation to carpenter, 2 cooks, boatswain, 3 mate, Mr. Ross and Mr. Mansfield – consisting of sea pie\textsuperscript{10} and sausage pudding Scotch name haggis. After supper made 4 gallons toddy and singing until 12 pm. Parted agreeable. Supper gave satisfaction.’ The evenings did not always end pleasantly, however, brawls and disputes often interrupting them. The question of lights was particularly annoying: one evening the lights might be left on after 9 o’clock, when some party would continue until late and disturb people, while next evening the rule would be observed strictly, leading to accusations of unfairness.

CHASED BY PIRATES

Approaching Tenerife the Triton was shadowed for most of the day by what was thought to be a pirate vessel, and they subsequently learned that it belonged to Spanish insurgents who had captured a French ship the day before. The visit to Tenerife disappointed the passengers who found that the Triton did not had quarantine clearance, and on the way had exchanged letters with the Snipe that had come from the fever port of Honduras. In consequence they could not go ashore, though they could admire the pink, blue and white buildings of Santa Cruz, and they were able to buy personal provisions while the ship lay at anchor, albeit at prices that exploited their inability to bargain in the town.

Victualled with fresh provisions, including some sheep brought on board for fresh meat, the Triton left Tenerife after two days on Sunday 12 October. The episode involving pirates and known dangers of the region caused Captain Crear to issue arms to the passengers. The Triton carried two quarter guns as armament, and the day after leaving Tenerife muskets were brought on deck and all the passengers, both cabin and steerage, selected one each, which they spent the afternoon cleaning. Next morning they were mustered on the quarter deck and formed into two companies, one under Mr Gage on the starboard side and the other under Mr Hill on the larboard side. Robinson, who was in Gage’s company, remarks that ‘this was the first time in my life in which I appeared in the character of a soldier...we had a ludicrous appearance of various clothing and different size, a short man of five feet standing alongside one of six feet. We were truly and awkward squad.’

The armed passengers were drilled twice a day, though some soon became bored with this and either absented themselves from the practice sessions, or handed back their muskets. But the perils of the sea became evident on 29

\textsuperscript{10} A layered pie in a suet crust, made of boiled meat or fish, often served to British sailors during the 18\textsuperscript{th} century.
October in the lonely ocean 600 miles south of the Cape Verde Islands. Robinson relates the episode:

At 4 pm saw a large sail to leeward bearing down on us...At 10 pm the sail we saw in the afternoon came up with us. All hands were piped on deck... At ½ 11 pm she fired a shot astern of us which threw us into some confusion. The Master was called up and all hands was piped on deck. The Master gave orders to shorten sail and hoisted English colours. The ship passed ahead of us but did not speak us. From the lights we observed on board of her we supposed all hands were at their quarters. We now veered ship and set sail and very soon lost sight of the ship. What she was and what her intention we was left to conjecture. Although we lost sight of her we were not without some apprehension of another visit of a more formidable nature than the first.

A country lad like William Hutton would have been excited and perhaps overawed by the new sights he was seeing and, in particular, the notion of a world without any land in sight. As Robinson expressed it, on a clear day just north of the equator: I never contemplated the terraqueous globe with more delight than I did this day. The sky was in general clear, except a few light and variegated clouds that was dispersed through the atmosphere, which added rather to the grandeur to the scenery. All around us was one wide water. The globular appearance of the world was visible. Our ship appeared in the centre of a circle while the sky formed an arched canopy over our heads. The night-time views were equally spectacular: Went on deck in the middle watch. All was still as death and the moon shone with additional lustre over the mighty deep. The careful watch patrolled the deck in profound silence.

The downside of the diet, isolation, heat and humidity was an increase in minor illness amongst those on board. On 22 October Robinson remarks that ‘several of the passengers as well as ship’s company had been subject to boils occasioned by the saltness of the provisions’, and a few days later that ‘boils and the prickly heat had become very prevalent among the passengers’ and that ‘the ship’s company had been subject to various afflictions such as cuts, scalds, boils, falls &c’. On 18 November some vermin were observed on the bedding of two of the steerage passengers, ‘one of whom had been a long time sick at the commencement of the voyage’, and the Captain ordered them to throw their bedding overboard and put on clean clothes.

CROSSING THE EQUATOR

Presumably William was one of nearly 30 passengers who went through the somewhat barbaric ritual of his first crossing of the equator. The Triton crossed the line about 6am on 3 November, and that evening “Neptune” hailed the ship. A lighted tar barrel was floated out onto the ocean and there was general hilarity as everyone threw buckets of seawater at each other. The following day was set for the traditional shaving of the heads of those who were crossing the equator for the first time and, given the nature of the ceremony, some of the passengers refused to take part.
After a procession around the deck of Neptune and his retinue, each participant ‘was brought forth with a bandage round his eyes and not having given satisfactory evidence that he had strayed so far from home before, he was initiated into the ceremony with full liberty to cross the Equator and the Tropics whenever he pleased, and retired amidst buckets of water which was profusely thrown at him. Near thirty unfortunates underwent the operation of the razor...the culprit is placed on a seat...his face is covered with cow dung...a question is asked him to get him to open his mouth when it is immediately filled with tar, and an iron hoop is then drawn over his chin after which he is thrown back into the water and well ducked.’

Having got through the greater part of the steerage passengers and three volunteers from among the cabin passengers the celebrants spent some time on the grog, after which things started to get out of hand. That night some of the sailors forced their way into steerage and tarred those passengers who had refused to participate during the day, and then forced their way into the cabin to try the same thing, causing one of the women to have a fit.

**CAPE TOWN**

The bad behaviour continued as the Triton turned SWW near the Trinidade and Martin Vaz islands for the run across the Southern Atlantic to Cape Town. On 22 November a disturbance took place among the steerage passengers not to be equalled by any Irish row that ever occurred in the neighbourhood of St Giles and the most serious one that occurred on board of this ship during the voyage, occasioned by several of the steerage passengers getting inebriated. The scenes that occurred were of the most complex imaginable ....drinking, fiddling and singing.... five or six passengers singing solemn....the whole forming a vast number of discordant sounds not unlike the sound arising from a menagerie of quadrupants, birds &c. It was now nine o'clock and the lights were extinguished. At the very same moment an affray took place....Forms were thrown about....many persons were hurt and more accidents would have occurred had not the sober part of the passengers taken the precaution of hiding themselves.

At last on 5 December, after 12 weeks at sea, the Triton anchored in Table Bay at Cape Town and the next day the passengers were allowed ashore and some of them took the opportunity to sleep for a night or two in lodgings. Their arrival was recorded in the local newspaper:

> 5 December, Triton, English Ship, James Crear, Master, from Leith 7th September, and Teneriffe 12th Oct. bound to Van Diemen’s Land, cargo Sundries. Passengers.-Messrs. Barns and Helman, Merchants, Mr. Hill, his Mother, Wife, and two Children, Mr. and Mrs. Bushby, and five Chil-

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Possibly William picked up the December 6 copy of the local paper to see the news, and would have learned one or two things about the Cape Colony. Slavery was still the norm here, and one advertisement noted that the Board of Orphan Masters was intending to auction the assets of the late Daniel de Vaal which included furniture, gold, plate, brass ware, a Male Slave named Abraham, of the Cape, (Tailor) 32 years old; Bastiaan, of Bengal, (Labourer,) 63 years old; and a Female Slave named Kaatje, of the Cape, (Housemaid,) 27 years old. If he had not already heard the news, he would have seen that Pope Pius VII had died at the age of 81, and he would no doubt have been interest in a report on New South Wales showing that the colony now had 7,556 emancipated convicts with 5,859 children.

Unlike some other ships the Triton did not advertise berths available for passage to Australia, so presumably none of its passengers stayed in Cape Town. Its departure for Van Dieman’s Land was noted as having occurred on the 11th although Robinson recorded it as the 10th.

From Cape Town the prevailing south-easterlies sped the ship towards Van Diemen’s Land at up to 200 nautical miles in 24 hours. The consequence was an increased frequency of storms, during which the ship suffered damage such as torn sails and broken fittings. There were compensations – on one day of fair weather two sperm whales came close enough to the Triton to provide a diversion for the passengers, and on December 22 there was fresh meat from the slaughter of a bullock that had been taken on board at Cape Town. William’s mess did well – ‘each mess served out a piece: our piece weighed 13 lbs; some 10, some 9; Captain ordered them to be 6 lbs each.’

CHRISTMAS AT SEA

William’s thoughts undoubtedly turned towards home and family as Christmas Day dawned, probably his one and only Christmas spent at sea. On Christmas Day a strong gale, with ‘sea like rolling mountains’, the sails close reefed. A double allowance of grog was served out, and half a sheep for each mess, with fresh soup – ‘not time to eat bread, each one trying to get as much of the mutton as he could such was our anxiety for fresh meat....drank health to all absent friends....for the last two months very comfortable off for food’. That night there were ‘eleven of the passengers in our berth singing, making merry till eleven o’clock....all very agreeable as were all the passengers making merry in their own berths’; but even so the day ended with brawls. ‘This was a singular event in the book of my life. A Christmas at sea: 43° S in the Indian Ocean, 3,000 miles from the Cape of Good Hope, 12,000 miles from England. Away from friends and family....going at the rate of 9 knots every

12 Ibid.
hour, sleeping or waking, eating or drinking. Always travelling, skipping over the watery plain heedless of danger.'

By now the passengers could look forwards to arrival at Hobart within about three weeks, given their rate of progress and the steady assistance of the "roaring forties." Talk inevitably turned to their plans and prospects, but because the steerage compartment gave access to the ship’s hold, there were considerable inconveniences as stores and luggage were checked or brought up. As the voyage neared its end work began in preparation for discharge of the cargo, and as a result there was much confusion in steerage from the movements of the crew and the manhandling of casks and boxes. Heavy weather being experienced at the time, the confusion was the greater and injuries were sustained. During the whole voyage, in fact, the steerage could never be thought of as the quarters of its passengers, a place where they could live their own lives. Moreover, the carpenter’s berth was within the steerage, at the forward end of the port side, opposite berth No. 1; and a horse was stabled just forward of the steerage and this gave rise to nuisance.

ARRIVAL IN HOBART

On 18 January 1824, the ship changed course for an ENE run to Hobart Town. At 5.45am the next day, the lookout sighted South West Cape and later that day the Triton dropped anchor in the channel, 23 nautical miles from Hobart Town. On Tuesday 20 January, nineteen weeks and two days out of Leith, they took a pilot on board and proceeded up the Derwent River to Hobart and anchored at about 6 pm. On the day following their arrival Robinson and five other men - possibly the five men in Mess No. 2- took temporary accommodation at the top end of Goulburn Street.

William Hutton had arrived in Hobart just 20 years after the settlement was founded by Lieutenant Governor David Collins, who landed at Sullivan's Cove from the HMAS Calcutta on 19 February 1804 with a shipload of 308 convicts, 17 wives and 18 children. It was still very much a penal colony, though some free settlers had started to arrive in 1816. The 1811 Muster records 522 male and 140 female convicts in Tasmania, and just four free male settlers. In 1824 William was at the forefront of 651 free settlers who arrived that year, but the flood did not begin until 1831 when an assisted immigration scheme attracted 1187 settlers. In the following six years, 12,405 free settlers arrived. In May 1824 the authoritarian Colonel George Arthur arrived to take over as Lieutenant-Governor and, after Tasmania (as the island was now increasingly called) was separated from the colony of New South Wales in December 1825, as Governor. Arthur served until October 1836, by which time William Hutton and his family were in the

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13 *General Musters of New South Wales, Norfolk Island and Van Diemen’s Land 1811.* Ed. Carol J. Baxter, 1987. ISBN 0-949032-05-0. The Muster does not include the military or government officers.

14 The name was officially changed from Van Diemen’s Land to Tasmania in 1856.
process of moving to Port Phillip, so the story of William’s Tasmanian life is effectively encompassed by Governor Arthur’s incumbency.

**BUTCHER’S BUSINESS**

Though no record has been found of William’s early activities in Hobart, the 1831 Anniversary Almanac for Hobart Town lists a William Hutton as a butcher at 7 Campbell Street, close by the Hobart markets, and subsequent documents link this property to our William. He must have been a butcher for several years, as a notice appeared in The Hobart Town Courier on 3 November 1827:

> The undersigned begs leave to return his sincere thanks to his friends and the public for the very liberal share of patronage he has been favoured with since his commencement as a BUTCHER. He has to inform them that he has made such arrangements with the principal stock owners, that he can insure to customers a constant supply of the very best meat in the Colony, and as he is solely without any connection, he thus begs that all persons standing indebted to him will henceforth take the precaution not to pay any sum of money which is owing to him, to any one individual, his personal receipt only being a sufficient guarantee.
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A few weeks earlier, on 2 October 1827, William applied for a grant of land several blocks north of his butcher’s shop, writing as follows to the Acting Surveyor General:

> E. Dumaresque Esq  
> Act. Surveyor General  
>  
> I beg leave to make an application for a Town Allotment on a piece of waste ground unfenced in - in the angle of Campbell and Brisbane Streets - opposite an allotment belonging to Mr Lepine - laying between Campbell Street and the government Paddock on the right hand side of the road leading out of town from the Prisoner's Barracks - as I intend fencing and erecting a house forthwith. I came to the Colony a free settler about four years ago and have never received any indulgence from Government. Your replying with my request I shall ever esteem as a favour.  
>  
> I am  
> Your obedient Serv’t.  
> Wm. Hutton

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15 Tasmanian Archives, LJD 1/5/409
William got his allotment and established a slaughter house there to supply his butcher’s business. He seems to have leased out the slaughtering business because we find in 1829 he advertised:

SLAUGHTER HOUSE AND YARDS
TO be let, and possession to be given at the end of the present year, that excellent Slaughter house and yards, at present rented by Mr. Stocker, situate in the angle of Campbell and Brisbane streets, joining the Government paddock. The above slaughter house and yards are in one of the most appropriate situations for that purpose, being in the out-skirts of the town, near the upper end of Campbell street, agreeably to the late Government Order. It has a constant stream of water running through it all the year round. For particulars apply to WILLIAM HUTTON.

HUTTON – PARTRIDGE MARRIAGE

On 8th May, 1829, William Hutton married Ann Partridge in the parish of Hobart Town, County of Buckingham, Tasmania. They were married by license by William Bedford, Chaplain, and the two listed witnesses were A. Fox and M. Fox. At the time of his marriage William Hutton described himself as a bachelor living in the Parish, and Ann Partridge as a spinster also living in the Parish. Both William and Ann signed the register, with their signatures demonstrating a clear literacy. The marriage notice was published in The Hobart Town Courier:

Married. - On the 8th instant by the Rev. W. Bedford, at St David's Church, by special license Miss Ann Partridge, daughter-in-law of Mr John James, of Brighton, to Mr William Hutton of this town.

Ann Partridge was probably born in Worcestershire - the Ann Partridge who was baptised there in St. Peter's church, Droitwich, on 21 June 1812. This date is consistent with William and Ann requiring a special licence to be married (Ann would have probably only just reached her 17th birthday), and with the age stated (34) at the time of her death in 1847. Ann of Droitwich was the daughter of George and Hannah Partridge.

Caution is necessary, because there is no absolute documentary link that demonstrates this Ann migrated to Tasmania and became William's wife. But

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16 Hobart Town Courier, 28 November 1829, also 5 & 12 December.
17 Reg. No. 1248
18 23 May 1829, p3
the evidence is strong. In particular, Cameron\textsuperscript{19} shows that there is a likely link through the John James mentioned in the wedding notice.

Ann’s life has been cloaked in mystery. There is no record of an Ann Partridge of anywhere near the right age and date having arrived in Hobart Town....At first sight the marriage notice in the Gazette seems to indicate that Ann had been married previously, otherwise how could she have a father-in-law, Mr John James, at the time of her marriage to William? An archivist at the Archives of Tasmania advised me that the term daughter-in-law meant step-daughter in the early nineteenth century. This has been confirmed by other authorities. This interpretation of the term ‘daughter-in-law' helps unravel the mystery of Ann Partridge.

Ian Cameron’s research has found that in 1823 three free-settler family groups arrived, each identified as Mr James and family, per the Princess Charlotte, the Thalia and the Mariner.

For Ann Partridge to have been John James’s step-daughter, he must have married a Partridge who was her mother. IGI records show that a marriage between a John James and a Hannah Partridge took place on 23 October, 1815, at Longton by Upton on Severn in Worcestershire. This thread continues through the discovery of an Anne Partridge being christened as the daughter of George and Hannah Partridge in nearby Droitwich (famous for its salt industry and spa based on natural brine springs) on 21 June 1812, followed by the christening in the same church to the same couple of Sarah Partridge on 6 September 1814. While Anne’s christening gives no family details, Sarah’s shows that in 1814 George was a cordwainer.\textsuperscript{20}

There is a neat fit in these records - an Ann of the right age (according to her death record) was born to a Hannah and George Partridge; presumably George died or disappeared, and his widow married John James. Then, at the correct interval, Ann Partridge turns up in Hobart as the step-daughter of John James and marries William Hutton. Further inquiry is needed to strengthen the case, but it appears sufficiently strong to stand as a working hypothesis.

**DROITWICH PARTRIDGES**

The Partridge name had been associated with Droitwich for more than a century before Ann was baptised. Church records\textsuperscript{21} show the marriage between George Apthomas and Anne Partrydge on 2 December 1632, and the first Partdrig christening in 1705. Droitwich is an ancient town, having supplied salt in Roman times and growing to become England’s chief salt source. *Anglo-Saxon wills show that landowners as far away as Oxfordshire*

\textsuperscript{19} *The Came of Bold and Roving Stock* p26

\textsuperscript{20} He is possibly the George Partridge baptised on 23 December 1785 at St Andrew’s, Droitwich, the son of Jno Partridge and Ann.

and Buckinghamshire were making investments in the salt-making plants of Droitwich, while the records of churches in Westminster, Coventry and even Paris show Droitwich salt pans and furnaces included in their investment portfolios.\textsuperscript{22}

If John James did arrive in Hobart in 1823, a year before William Hutton, it appears that on 8 April 1824 he joined the police force, and was made Assistant Chief Constable at a salary of £30 a year.\textsuperscript{23} Subsequently John and Hannah James, and Hannah’s daughter Ann Partridge, settled at Brighton. Here, John James became the district’s constable and pound keeper, with impoundment notices beginning to appear in The Hobart Town Courier from February 1829. The possibility of settling in Brighton pre-dated this appointment by some years, no doubt spurred by an expectation that Brighton would grow rapidly. \textit{As early as 1822, twelve months after Macquarie’s visit, Brighton was being spoken of as the future capital of Tasmania. Although considered again in 1824 and 1825 the proposal was dropped and in 1826 it became a Military Post on the main Launceston to Hobart road.}\textsuperscript{24}

Towards the end of 1827, when Ann Partridge was only about 15 years old, her mother acquired land at Brighton in Ann’s name and proceeded to build an inn there. While this might seem unusual today, at that time it was common practice for women who were about to marry to put all their assets into a trust for their children, because under English law those assets would otherwise transfer automatically to their husband’s estate at the moment of marriage. So Hannah was investing her own money, but of necessity the assets had to be held in Ann’s name. The record of this investment is contained in a letter from William Hutton to the Surveyor General almost five years later:\textsuperscript{25}

\begin{quote}
Sir,

I beg leave most respectfully

to state for your information relative
to the Allotment, and Inn erected
thereon, in the Township of Brighton,
known by the name of the Pavilion
that it was applied for personally by
Ann Partridge (now my Wife) at the
Survey Office on or about the 22\textsuperscript{nd} November
1827, and ordered to be marked off to
her by E. Dumaresq Esqr. (then Surveyor
General) for the erection of an Inn –
which as accordingly done in the
presence of the above Ann Partridge
and her mother; the situation was
marked at the said time by Mr
\end{quote}

\textsuperscript{22} The Year 1000. Robert Lacey and Danny Danziger, p 88. Abacus 1999. ISBN 0 349
\textsuperscript{23} Colonial Secretary’s “Blue Book” for 1825, p65: CSO 50/2, Police Department
\textsuperscript{24} Brighton Council’s website at \texttt{www.brighton.tas.gov.au}
\textsuperscript{25} From William Hutton to George Frankland, dated 23 August 1832, Tasmanian Lands & Surveys Department, Vol 1/106 pp70-71
Wilkinson upon a small Book, and
also upon an old chart – between the
high road to Launceston and the road
leading off to the Tea Tree Brush.
The Inn, and other Building, being now
erected, I beg that I may be favored
with a copy from the Survey Office
of any Papers or Memorandums
relative to the said allotment;
and I have further to request that
you will be pleased to give instructions
to the Surveyor of that district to mark
off such quantity of Ground as will
be included with the above Inn.
I have the honor to be
Sir
Your most obedient and
very humble Servant
Wm Hutton

STARTING A FAMILY

On July 1, 1830, 14 months after their marriage, Ann gave birth to Isabella Ann in Hobart,\textsuperscript{26} according to the certificate for the baptism solemnised at Hobart Town on July 28 that year. The Huttons were living in Hobart, and William's "quality or profession" was shown as a butcher. He had, incidentally, recognised the service provided through his marriage and contributed £1 to the Presbyterian Church in Hobart for a fund to finance building a house for the minister.\textsuperscript{27}

With a wife and new baby it was also time for a new career, and the Colonial Times of 17 September 1831 records William’s decision to move into hotel-keeping, listing him as having been granted the license for the Plough and Furrow in Argyle Street. He might have been influenced in this decision by the experience of Ann’s step-father, John James, who had already moved into hotel-keeping in Brighton. A notice in the same newspaper on 9 January 1830 indicates that he had resigned or was dismissed from his government post – The Lieutenant Governor has been pleased to direct that Mr. John James shall be removed from the situations of Division Constable and Keeper of the Pound at Brighton. James decided to take over the Royal Pavilion.

By March 1830 the inn had been empty for a month, vacated by the licensee Alfred Whiteside. Legally, the Royal Pavilion now belonged to William Hutton, since it would have been one of Ann’s assets when he married her. John James seems to have resigned from government employment to take over

\textsuperscript{26} Reg. No. 3390.
\textsuperscript{27} Hobart Town Courier, 13 June 1829.
as licensee on behalf of William and Ann, who were still living in Hobart. He was listed in the *Colonial Times* of 1 October 1830 as having been granted the licence for the coming year, and he could have held an interim licence after a special meeting of JPs in Hobart in March.

William and Ann’s second child, William George (named after his father and both natural grandfathers?) was born on 3rd February 1832 and baptised on 29th February, at which time his father was a licensed victualler. Before long the family had decided to move closer to Ann’s family - the *Hobart Town Courier* of 26 October 1832 notes that the license for the *Royal Pavilion* is to be transferred to William Hutton. It seems they had already moved to the village, as a notice on 12 October 1832 states that William had been appointed the post master at Brighton – a position he resigned in June the following year.

**BRIGHTON VILLAGE**

The old village of Brighton, now known as Pontville, is 27km north of Hobart. Brighton was named by Governor Macquarie during a visit to VDL in 1821, in honour of George IV’s residence at Brighton in England. The town was surveyed in 1824 and laid out in 1825. Despite a military station and some other government buildings, *in 1830 a traveller described Brighton as ‘composed only of the ale-house and a few sheds.’*

The formed track and bridges between Hobart and Launceston, on which work started in 1820, eventually became the Midlands Highway and passed through Brighton and Bagdad. *This led to the growth of inns, which varied from small ale-houses to large establishments with accommodation, dining facilities and stabling. Most inns in Brighton seem to have been at the lower end of the scale. In 1818 Andrew Whitehead opened the Herdsmans Cove House, which served the cross-Derwent ferry there. A succession of licensees ran it under various names, such as Richard Allwright’s Wheatshaft. The Northampton Arms was set up at the east side of the Roseneath ferry in 1821, and other inns lay beside roads. In 1822 there was the Crown Inn at Bagdad, and in 1825 George Owen’s Swan Inn at the foot of Constitution Hill, and John Ibbott’s Three Archers at Olde Beach. In 1829 the Royal Pavilion opened at Brighton. By 1830 six inns had been established in Brighton, but licensees came and went, none staying for more than a few years.*

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28 Reg. No. 4212.
29 The modern town of Brighton is 3km south of the few historic buildings remaining at Pontville.
30 *Brighton and Surrounds*, Dr Alison Alexander. P12.
Opinions varied on these inns. In 1829 James Ross described the Crown as offering excellent accommodation, but a year later Mrs Prinsep was not so impressed. The Royal Pavilion, so grandly named, was just an ale-house, she wrote, and the Crown was miserable, looking as if the next storm would blow it down.\textsuperscript{32}

It was not an easy life in these little pioneer villages, where there were few facilities and life, even by the standards of the day, was relatively primitive. Mrs Augustus (Elizabeth) Prinsep notes in a letter, probably written in 1830: A little way on, we came to the town of Brighton, as yet composed only of the ale-house, and a few sheds – at least this was all within sight; but with such a want of dwellings, it was curious to see such an extent of cultivated ground. We then passed over a small rise, called Cornelian Hill, alternately hard rock, or deep sand.\textsuperscript{33}

Bagdad, a miserable inn, that looked as if the next storm would with ease upset the frail wooden construction, was our first halting place, after sixteen miles drive. For provisions we found but mouldy bread, and salt pork; and, for amusement, the endeavouring to act as peace-makers between the landlord and a party of drunken reapers. We proceeded eight miles further, passing several neat houses and farms, less thinly scattered, till we came to the Swan Inn, at the foot of Constitution Hill, where we passed the night. We had nothing to complain of in the accommodation of this house, excepting one evil, I fear, incurable. Whether the new wood, of which the houses in the colony are built, is the cause, I know not, but they are infested with bugs; and in the Swan Inn more abundantly than usual, and of an uncommon size.\textsuperscript{33}

Though isolated and rural, there was still the chance of some excitement in these villages. On 23 May 1833 the \textit{Sydney Gazette} reported that a gang of manufacturers of counterfeit Spanish dollars have been apprehended at Brighton, chiefly through the means of Mr. Hutton, of the Pavillion Inn. The dies and other materials used in fabricating this spurious coin were found, and the men committed for trial.

William Hutton was still a licensed victualler\textsuperscript{34} of Brighton on the 7th August 1833 when William Bedford, who had married the Huttons and baptised Isabella Anne and William George, baptised their third child, Thomas David, who had been born on the 1st June.\textsuperscript{35} In February 1833 the third Hutton brother, David, arrived in Hobart. His family later recorded\textsuperscript{36} that he was born in the Cheviot Hills district, Roxburgh-shire, Scotland, in 1805, being the son of George and Isabel Hutton. He studied and qualified as a civil

\textsuperscript{32} Alexander op. cit. p14.
\textsuperscript{33} Prinsep, op. cit.
\textsuperscript{34} “Licensed victualler” usually means the licensee of a hotel or inn, who would not necessarily be the landlord or owner.
\textsuperscript{35} Reg. No. 4782.
engineer, a profession which he followed in Scotland until 1832, when he decided to go to Australia. Accordingly, accompanied by his wife and infant son, he sailed from Greenock for Van Diemen's Land by the ship 'Clyde', the voyage occupying five months. Here he joined his two brothers, William and George, who had preceded him to Van Diemen's Land, William having arrived there in 1824, and George a little later.  

Susanna Sarah followed on 16th October, 1834, and was baptised on the 22nd November, this time by R.C. Drought. The description of William's occupation had changed from licensed victualler to victualler. It is not known whether this was an inconsequential change, or whether he had handed in his license. One thing on his mind was the high cost of postage, and he is named among the leading citizens of Brighton who, on October 30, met at the Crown Inn at Bagdad and formed a committee in order to take into consideration the best means of avoiding so oppressive a Tax. James Brown, possibly his ship-mate from the Triton, was on the same committee. By 1835 these worthy citizens had formed themselves into the Brighton Union and warned in newspaper notices that they would refuse to pay any postage costs for letters and newspapers from Hobart, but would pick up their mail every Tuesday and Friday and take it free of expense back to Brighton. David, probably living with his brother, is also listed as living at Brighton.

But there was about to be a major change in the Hutton family's history.

**FOUNDING MELBOURNE**

Most Australians who remember anything of their school history lessons will know that Melbourne was founded by John Batman, after he negotiated a treaty with the Aboriginal people of Port Philip. Yet the official celebrations of Melbourne Day are held on 30 August, whereas the significant dates for John Batman are 6 June when he signed the “treaty” and 2 September, when Batman’s party of settlers reached the Yarra River.

Batman was pipped at the post by John Pascoe Fawkner. Fawkner had sailed to Australia in 1803 as an 11-year old boy, accompanying his convict father to found the short-lived convict settlement at Sullivan Bay near the present Sorrento, just inside the entrance to Port Phillip Bay. By 1822 he was married and living in Launceston where, in 1829, he founded *The Launceston Advertiser*.

Launceston was abuzz, in 1835, with Batman’s scheme. Batman and a group of investors had founded the Port Phillip Association as a vehicle for settling squatters on the mainland, and in April 1835 he hired the sloop Rebecca and

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37 David, who was described in Tasmanian documents as a carpenter and wheelwright, married Mary Paul. Their first son, George Hutton, was born in Scotland on 15 July 1832. He was just six weeks old when the family sailed from Liverpool on 4 September.

38 Reg. No. 5908.

39 *Colonial Times*, 11 November 1834, p1.
sailed into Port Phillip Bay to reconnoitre. After some exploration he signed his treaty with eight Wurundjeri elders through whom he purported to lease about 2000 square kilometres around the Yarra River and Corio Bay (now Geelong). The lease was declared invalid by Governor Bourke on 6 August since, under the doctrine of *terra nullius*, the Crown declared that it owned all unalienated land in Australia and thus leases could only be obtained from the Crown.

Batman returned to Launceston where Fawkner, who had also been energized by Henty’s establishment of sheep pasturing at Portland in what is now Victoria’s far west, had decided to mount a project similar to Batman’s, though he assured Batman that he was not intending to settle on the same site. Fawkner had bought the schooner *Enterprize* and on 4 August 1835 it sailed from Launceston with settlers and stock. At the last minute, owing to a restraining order arising from his debts, Fawkner did not sail with the *Enterprize*. The commander of the expedition, John Lancey, sailed to the head of Port Phillip Bay and up the Yarra River to the point where a low waterfall barred his way. The barrier also stopped the tides, so above this point the river water was fresh, and on 30 August Lancey landed his party on the north bank of the river between the present Spencer Street Bridge and Kings Bridge.

Batman and his party had sailed on the *Rebecca* from Launceston on 20 July, well before the *Enterprize*, but had initially set up a temporary camp at Indented Head on the western side of the bay. Here they encountered the escaped convict William Buckley, who had been living with local Aborigines for more than 30 years after running away from the original Port Phillip Bay convict settlement. Batman’s party stayed at Indented Head for several weeks before moving to the Yarra site, where they were dismayed and angry to find Faukner’s party already established, and a tense standoff ensued.40

Eventually the two groups decided that there was enough land for everyone, and when the *Enterprize* returned with more settlers and stock on 16 October, this time with Fawkner, an orderly process of parcelling out land began. The beginnings of the settlement were reported by the Launceston newspaper *Cornwall Chronicle*41:

> Port Philip.- The ‘Enterprise’ has returned here from Port Philip, having previously examined the shores of Western Port. The emigrants eventually settled on a fine river that falls into the head of the former port, with a bar, on which there is twelve feet at low water, it is as broad and deep as the Northesk at Launceston, and navigable for a considerable distance up the country;

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40 Wikipedia, *Foundation of Melbourne*.
41 As reprinted in the *Hobart Town Courier* of 2 October 1835.
the port itself could contain the navy of Great Britain, and a first rate man of war could sail in without a pilot, although the entrance is narrow, it is quite safe, and the harbour protected from all winds, and with fine anchorage. They have selected the western side of the river, where they have the plough already in operation, and have put in some acres of wheat and maize, and planted an orchard with upwards of two thousand fruit trees; they have only taken small farms for the present, of about 100 acres each, with a frontage on the river, which they call Arno. It appears that some little jealousy has been excited by the proximity of this party to that of Mr. Batman, who derives his authority or claim over all the hitherto discovered country, in right of Jugga Jugga. – Cornwall Chron.

William Hutton, was by this time probably convinced that holding land was the key to the family’s future and was looking to make his fortune as a grazier, having already tried hotel-keeping and farming. The family was living in Brighton, and though William was not a member of the original settlement on the Yarra River, we can assume he arrived soon after – perhaps on 16 October. An enduring family oral legend has it that William was camping with his team on the site of Melbourne, at which time there were six people there, two of them being Huttons -- thus the family saying that at one time we owned a third of Melbourne. This appears to be somewhat exaggerated, since the police returns as at 31 December 1836 record a population of 186 males and 38 females, 75 horses, 155 horned cattle and 41,332 sheep. This was three months before Governor Sir Richard Bourke arrived from Sydney, approved the site of the township and named it Melbourne.

There is little doubt, however, that Hutton was among the first wave of settlers. On 1 October 1862 The Argus of Melbourne republished an item from the Warrnambool Examiner as follows:

DEATH OF AN OLD COLONIST.-One by one the original settlers of Victoria (those whose enterprise and sinews opened this colony to the world) are gradually departing to "that bourne from whence no traveller returns." We have now to notice the death of Mr. Wm. Hutton, one of the earliest squatters in Victoria, and this district in particular. Mr. Hutton arrived at

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42 As recorded by Graham Wills-Johnson from oral comments by Olive Delany.

43 The Chronicles of Early Melbourne Vol 1, p9 by “Garryowen” (1888, 994.51)
Melbourne in the year 1835, in the schooner Enterprise, celebrated as "Johnny Fawkner’s" vessel, and has almost ever since been engaged in squatting. Some years ago he purchased the Dundonald estate, a short distance from Warrnambool, where he resided up to the time of his death.-Warrnambool Examiner, Sept. 25.

William Hutton must have been impressed by what he saw at Port Phillip, because by 1836 he was planning to move his family from Brighton to Launceston. A newspaper advertisement 44 reads:

**Wanted,**

*A Female Servant, who came free to the Colony, who will be required to accompany a family to Launceston.- Apply (if by letter) post paid, to Mrs. Hutton, Brighton. May 22, 1836.*

Presumably the family was successfully transferred to Launceston and from the *Cornwall Chronicle* 45 it seems that William sailed back to his new home in Launceston, arriving on August 18 on the *Enterprize* along with Fawkner and Hutton’s business partner, Mr Browne. Hutton and Browne had set up as squatters on the Saltwater River (now the Maribyrnong) and were recorded on 9 November 1836 in the census of the Port Phillip district 46 as squatting about 7 miles from William Lonsdale’s Melbourne headquarters. They had a thatched hut, with 2 acres under cultivation comprising wheat, barley and a garden. They had three horses and 1400 sheep, the condition of which was generally clean of disease such as scab. The property was in charge of R. Brodie and it seems that neither Hutton nor Browne were in residence at the time of the census – a pity, since many other residents recorded the date of their arrival. We can assume that the family home was still in Launceston and that William was spending much of his time there.

By now it seems that William had decided the family’s future was on the mainland, and he advertised 47 for sale the *Crown Inn* (probably the re-named *Royal Pavilion*) in Brighton. The *Crown Inn* had been leased to a Mr Weavill for £125 a year with 4½ years left to run on his lease. It comprised eight “commodious rooms” and there was a mill attached that would “afford a comfortable living to any industrious person.” Their fifth child, Mary Paul Hutton, was born on 23rd October 1836, 48 and baptised by P. Palmer on 24th November. These two events occurred at Brighton, indicating that the Huttons were travelling between Port Philip, Launceston and Brighton as

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44 *Colonial Times*, 7 June 1836.
45 As reported in the *Hobart Town Courier* on 26 August 1836.
48 Reg. No. 6993.
circumstances warranted. William's occupation was recorded on his daughter's birth registration as farmer. Mary Paul obtained her second name from one of her aunts -- the maiden name of David Hutton's wife was Mary Paul. We can probably assume that the Crown Inn was sold and that William no longer needed indentured labour, as the transfer is recorded of a convict James Smith (Admiral Gifford) from W. Hutton of Brighton to R.S. Bird of Hobart.

The attraction of squatting on open range land across Bass Strait was considerable. Robson describes the times: *By the mid-1830s the best pastoral land in Van Diemen's Land had either been granted with quit rent by Arthur and his predecessors or been sold under provisions of the land regulations imposed by the British Government in 1831. Having effectively occupied all available good sheep land in the island colony, then, old and new settlers looked out for further tracts.*

We can only hope that Hutton, perhaps with his farm stock, had an easier passage than some. Robson continues: *From this time forward emigration set in from Van Diemen's land to the new district over the water. The importance of Launceston as a fuelling and supply base became great, and ships crowded with livestock and passengers set out for Port Phillip. The Reverend Joseph Orton was one of them. Involved with the establishment of a mission to the Aborigines of New South Wales, the Wesleyan was compelled to select a berth on deck in the company of cattle when he made the trip, so anxious were people to cross Bass Strait. A full ten days it took to cross that stormy sea before Mr Orton thankfully struggled ashore after a terrible passage during which he suffered the noisome effluvia that arose from the living, dying and dead cattle.*

One of the problems of making a permanent move across Bass Strait is that the squatters had no title to their land. On 25 November 1836, William Hutton and James Brown were among 35 “memorialists” who signed, in Hobart, a petition to NSW Governor Sir Richard Bourke. It said, in part:

> We, the undersigned, either proprietors of stock at Port Phillip, or now intending to go there as settlers, beg to state the following circumstances for the consideration of Your Excellency.

> .......at Port Phillip, there is no house or place of any kind, in which the settler an lodge himself, or his family, nor can he get grain, or provisions of any kind, except by importing them from Van Diemen’s Land.

> Hence it would be a great favour to the settlers at Port Phillip, if small allotments of land could be sold to them soon after their arrival. If the allotment required by the settler be in a township, or in any place the Acting

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49 *The Hobart Town Courier*, 19 May 1837.

50 *A History of Tasmania* Vol 1 Van Diemen's Land from the Earliest Times to 1855. Lloyd Robson. Oxford University Press.

Authority there may consider likely to become one; the quantity of land might be restricted, say to one or two acres, or even to half an acre, and the purchaser be bound to build a house on it, of a certain value, and within a certain period. Or if the colonist require land for a small farm, where he could grow grain, and fatten pigs, and other stock, for the use of his sheep establishment, perhaps he might be allowed.....one, two or three hundred acres, according as his flock of sheep in the colonies may be large or small, and which allotment might be sold, either at a fixed price or be put up for sale at auction.....

It is obvious that it must be very inconvenient to families to remain during the winter, at Port Phillip, in temporary buildings; the thermometer of farenheit being often there as low as 26°. This circumstance, we doubt not, will have due influence with Your Excellency.

FIRST MELBOURNE LAND SALE

Governor Bourke at first rejected this argument, but by March 1837 had agreed to start selling land at Melbourne. As yet we have no clear record of when the family made a permanent move to the mainland, but it seems William was making preparations for their arrival or settlement as he bought a block of land on 1 June 1837 in the first Melbourne land sale52 for £36. It was well upslope from the Yarra River on the south side of Bourke Street between William and Queen, next to a block bought in the same sale by Johnny Fawkner. On the same day William bought another block, for £45, on the waterfront at Williamstown. Only eight blocks were sold at Williamstown that day, so Hutton was well ahead of the boom.

In June 1838 a government agent collected the first 12 successful applications for Pasturage Licences. On 20 July the same year he sent in a further 24 applications, one of which was from William Hutton and his partner, Brown, who were squatting with 4,000 sheep, 2 horses and 13 free men. The range of holdings of the 24 applicants, by way of comparison, was up to 8,000 sheep, 1,800 cattle, 13 horses, and 32 free and assigned men.

James Charles Hutton, William and Ann's sixth child, is recorded as having been born at Bagdad on 5th February, 1839. Perhaps because of the travels back and forth and the lack of an established home base, unlike his five siblings who were each baptised within nine weeks of birth, James was not baptised until 16th June, 1846, at the age of seven. The family was certainly resident on the mainland by 1841, which we know from a death notice53:

Died on Thursday 1st July 1841, Mary Paul, daughter of William Hutton, Esq. Salt Water River.

Meanwhile William’s younger brother George, who had followed him from Scotland to Tasmania, decided that Port Phillip was also where his fortune

52 Ibid., pp 82 & 88.
53 Port Phillip Herald, 6 July 1841.
lay. Perhaps convinced by William, he sold up his cabinet making and upholstery business in Hobart and in 1840 advertised:

\[
\text{WANTED FOR PORT PHILLIP. -} \\
\text{Thirteen men, chiefly FARM SER-} \\
\text{VANTS, to whom liberal wages will be given,} \\
\text{and their passage paid. Apply to George} \\
\text{Hutton, Collins and Elizabeth-street.} \\
\text{Hobart Town, Oct. 14 1840.}
\]

It also seems that William’s mother-in-law, Hannah James, wanted to stay close to grandchildren. By 1847 a John James had been appointed Pound Keeper at Bulleen, and since we know that Anne’s step father, John James, was the Pound Keeper at Brighton, there is every reason to believe this is the same John James. Bulleen is only 12km north-east of Melbourne’s CBD, close enough for the families to keep in touch.

**THE WESTERN DISTRICTS**

By 1840 the Hutton family had established themselves in the Western Districts of “Australia Felix” at Mount Rouse, where their four youngest children were born. However, William continued to run stock at Saltwater River, where he is recorded as a settler in 1842. A notice in the 12 December, 1843, edition of *The Port Phillip Gazette* offered:

\[
\text{One Pound Reward.} \\
\text{STRAYED on the 1st instant, one bay horse, branded xx off shoulder, rising four years old, about 16½ hands high, long tail. The above reward will be given to any person delivering him at the station of the undersigned, or at the Caledonian Hotel.} \\
\text{WILLIAM HUTTON,} \\
\text{Salt Water River.} \\
\text{Dec. 11.}
\]

Lucy Eleanor was born at Mt Rouse on 8 December 1840, Alexander on 2 October 1842, Jane Charlotte on 8 May 1844 (by which time William had been issued with Squatting License No. 140 Portland Bay for *Gazette*), the failure to have James Charles baptised was rectified at Mt Rouse on 16 June 1846, and Henry Partridge arrived as the tenth and final child on 19 July 1847. Squatting was by now being stripped of its frontier characteristics and the colonial government was demanding that land be properly applied for and granted.

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54 *Colonial Times*, 20 October 1840, p7.
55 Kerr’s 1842 *Melbourne Almanac and Port Phillip Directory.*
A newspaper notice\textsuperscript{56} shows that on March 27, 1848, William Hutton applied for lease for property occupied by him & known as Gazette. Est. area 21,760 acres. Est. capacity 200 cattle 14,000 sheep application states that he'd been there approx 5 yrs (1843). In the following year William was in dispute with the owners of adjoining properties over where their boundaries lay, having to respond to caveats by William Buckley of 'Old Stockyard' (north-east of Gazette) and William Carmichael of 'Hacton Hills' (south-east of Gazette).

Like many such disputes, this one dragged on for many years, and a memorial lodged by William on 28 May 1855, concerning the argument, stated that he was one of the earliest settlers of Port Phillip. Meanwhile in 1853, William had moved to secure his homestead by applying for pre-emptive rights of purchase of 640 acres of the Gazette run.

\section*{JOINED BY BROTHERS}

Just as William had established the Hutton name in Tasmania and was followed by his brothers, so he led the Huttons to Victoria. \emph{Hearing good reports of Port Phillip from his brother William, David sailed in the small schooner 'Mary,' and arrived in Portland from Hobart Town, Van Diemen's Land, in 1846, the voyage occupying one month. He proceeded to Penshurst, of which he was the first white resident, and in the same year leased the western half of the aboriginal station at Mount Rouse known as Purdeet, and in 1851 purchased it, renaming it Cheviot Hills after his birthplace in Scotland. This property is still in the possession of a member of the Hutton family.\textsuperscript{57}} Today (2010) this remains the case, with Cheviot Hills being farmed by Tim Hutton, the great-great-grandson of David Hutton.

Life was tough by today's standards for these early pioneers, and the comments in \textit{Early Pioneer Families} about David and Mary no doubt apply equally to William and Ann, living 9 miles away:

\begin{quote}
\textit{During the early days of settlement David Hutton experienced all the hardships which fell to the lot of the early pioneer in districts which at that period were the wilds of Australia. The younger members of David Hutton's family never saw a white child for five years outside of their own family (which presumably includes the William Huttons), and records having walked several times from his station to Ballarat, as he did not possess a horse.}
\end{quote}

\begin{quote}
\textit{He also records selling his wool for 4d. per lb., and experienced the troublesome times when sheep and cattle were practically worthless; however, on the discovery of gold, prices became better, although during the rush farm labour was unobtainable and station owners had to cart their wool and produce to Port Fairy and also do their own farm work. As no domestic help could be obtained, the station owners' wives (and Mrs Hutton was no}
\end{quote}

\textsuperscript{56} \textit{Port Phillip Herald}, 25 April 1848. Also \textit{New South Wales Government Gazette} 27 March 1849 p521.

\textsuperscript{57} \textit{Early Pioneer Families}, op. cit.
exception) had to assist their husbands in the station work as well as looking after domestic affairs.

The magnificent work done by the wives of the pioneers is one of the outstanding features of the old pioneering days of Victoria.

ANN'S DEATH

William's wife Ann died at or soon after the birth of her tenth child, Henry Partridge Hutton, in 1847. Her death does not appear in the NSW index (Victoria kept a separate register from 1869), but the following appears in *The Port Phillip Herald* on 14 September, 1847:

**DIED**

*On the 25th ultimo, Mrs. Hutton, the beloved wife of William Hutton, Esq., of Mount Rouse.*

John James was still the pound-keeper at Bulleen when his step-daughter died, but he resigned in March 1848.

William survived his wife by 15 years. He died at Wangoom in Victoria on 19th September, 1862, and his oldest son, William George, gave his age as 63. His occupation was described as squatter and it seems he did not die of any particular illness, the cause of death being shown as "old age" with a duration of three months!

William Hutton's death certificate says that he was born about 1799 at Wilton in Scotland, which appears to be accurate. His father was correctly identified as George, but his mother's name was incorrectly shown as Elizabeth. William's death certificate states that he had lived in Van Diemen's land for 11 years and Victoria for 27 years. He was buried on 23rd September in the Warrnambool Cemetery by a Presbyterian Minister, Rev. John Anderson.

Less than a month before he died, William rewrote his Will. In it, he left the homestead block at *Gazette* to his oldest son, William George Hutton. William Jnr. had probably been managing *Gazette* in his father's later years, and this block of 640 acres (or one square mile) contained the house and farm buildings. He also left William Jnr. £3000 *in consideration of his having assisted me for many years faithfully in the management of my station*. William Jnr. also got all the household furniture, silver plate, books etc that were at *Gazette*. William Snr’s. favourite grand-daughter, the daughter of Susannah Sarah Smith got £1000 invested in trust. His brother David’s wife, Mary Hutton (nee Paul), was given £200 *as a small acknowledgement of her kindness and attention to my youngest son*. This no doubt refers to Henry Partridge Hutton being left motherless at just one month old, and we can assume that his aunt, on the nearby property, looked after him in his infancy.

The rest of his estate was left in trust to his brother David, his son William George, and three merchants - James William Manifold Aitken, Ernest
Bostock and Samuel McGregor of Warrnambool. These five trustees were to divide the residue of his estate equally between all his children, with the shares of his daughters being placed into subsidiary investment trusts such that they would not be available to any of their husbands.

Alas for William George Hutton, Gazette was about to be whittled down by land speculation. In 1862, after calls to break the power of the squatters and settle yeoman farmers on the land, the Nicholson and Duffy Acts were enacted to open up the public lands to selectors. The greatest number of selections of any district was at Hamilton, where 700 applicants took over a quarter of a million acres. As no one person was allowed to select more than 640 acres, most squatters and speculators used dummies to select blocks on their behalf.

John Meagher, a successful Port Fairy merchant turned his hand to land speculation, concentrating his efforts on William Hutton’s Gazette Station. By 1865 he had gained effective control (through a strategic concentration of freeholds) over the southern 6000 acres of Gazette. In the July 8th 1865 Hamilton Spectator he was able to advertise:

'The undersigned will let by tender about 5000 acres of land adjoining Messrs Twomey’s and William Hutton’s pre-emptive section near Mount Rouse for 5 or 7 years from the first day of August next. The undersigned will agree to fence as speedily as possible, as may be agreed upon. The lowest or any tender, not necessarily accepted. Tender will be received by the undersigned up to the 28th July 1865.
Signed John Meagher, Belfast June 29th 1865.'

PRESERVING GAZETTE STATION

William Jnr. seems to have successfully used dummies himself to retain much of Gazette, because when it came time for the executors of his father’s estate to auction that part of the property not left to him, a considerable proportion of the lease had been converted to freehold. The executors advertised an auction of land and stock at Gazette in 1864. By this time it comprised 8,954 acres of purchased land, 5,264 acres of leased land, 6,000 sheep and 1,200 cattle. Not surprisingly the top bidder was William George Hutton himself, who bought the entire property for 26 shillings average per owned and leased land, £3,750 for the sheep and £9,600 for the cattle, a total outlay of almost £32,000. He farmed the property for just five more years before he died, and the consequent auction notice shows the extent to which he and his father had developed this virgin acreage in Victoria’s west.

GAZETTE STATION,
Near Mount Rouse,
And in the immediate vicinity of Penshurst,
Comprising about

58 Research by Phillip Doherty, History of Stonefield Station (internet posting).
59 The Argus, 12 March 1864, p3.
60 Ibid. 31 January 1870 p3.
13 500 acres of purchased land completely fenced in with stone walls, post and wire, and heavy log fencing, subdivided into 11 paddocks, all permanently watered.

The stock consists of about 30,000 sheep, vary carefully bred, and culled, the wool of which has invariably secured high prices; also a few cattle, horses, and working-bullocks.

The improvements, which are very complete, include new bluestone woolshed, spout sheepwash with abundance of water, house, huts, stables, stock-yard, drafting yards, &c., and English grasses have been sown freely on the run.

This property, which is unquestionably one of the finest in the Western District, is for absolute sale, and all further information regarding the terms and conditions upon which it will be offered can be obtained on application to

POWERS, RUTHERFORD, and Co., Melbourne, Ballarat, and Sandhurst, or their agents.

JAMES' SIBLINGS

Apart from James Charles Hutton, whose biographical notes appear separately, the following is known about William and Ann's children:

Isabella Ann, born 1 July 1830, was married in Victoria in 1852 to Matthew Gibb of St. Patrick’s Day Station. They had five sons, and a daughter who died in her first year.

William George, born 3 February 1832, was married in Melbourne in 1864 to Elizabeth Ann Whitehead. They had three sons. He died on 19th January 1869 at Port Fairy, aged 36. Elizabeth Ann subsequently married Ambrose Francis Cook Cox before she died in 1936, aged 92. There was a further Hutton-Whitehead marriage in a subsequent generation.

Thomas David, born 1 June 1833, was married in Victoria in 1856 to Elizabeth Margaret Gardener, and had one son.

Susanna Sarah, born 4 October 1834, was married to Frederick Smith and had one daughter. Susanna died in 1859.

Mary Paul, born 23 October 1836, died in Victoria, aged 5, on 4th July 1841. Her death is not indexed, but is referenced on p293 of Hall's Birth, Deaths, Marriages, Land Sales.

Lucy Eleanor, born 8 December 1840, was married in Victoria in 1862 to William Burgess. They had no children.
Alexander, born 2 October 1842, was married in Victoria in 1862 to Margaret Baillie. They had three children.

Jane Charlotte, born 8 May 1844, was married in Victoria in 1862 to Margaret Baillie's brother, William Carmichael Baillie. It was possibly a double ceremony, since the register entries are consecutive. In fact it could have been a triple ceremony, since the marriage of Lucy, Alexander's and Jane's sister, is also a consecutive entry in the register. Jane and William had eight children.

Henry Partridge, born 19 July 1847, was married in April 1871 at Fitzroy, Melbourne, to another of the Whitehead sisters, Alice Mary. They had four children: Florence (born 1871 in Sydney), May (born in Queensland), Ethel Elizabeth (born 1873 near Warrnambool) and Amelia Johnson (born 1879 in Collingwood, died aged 1 month). His wife died in 1883 and in 1888 at Winton in Queensland, at the age of 41, he married 18-year old Isabella Elizabeth Welch by whom he had a daughter, Ruby Ord, 10 months later. Henry died at the Pieter Both hotel near Warrnambool on 29 December 1899 and, though he was probably bankrupt at the time, his will left all his possessions to the housekeeper.61

61 Research by Karen Wilson of Melbourne, who is married to a descendant of Ruby Ord Hutton.