



## **Newsletter 49 – Christmas 2015**

### **NADOLIG LLAWEN I BAWB HAPPY CHRISTMAS TO ALL**

Welcome to our Newsletter. We invite you to contribute articles, tips, questions and answers for others to share. Feedback is always welcome. Have you missed an edition? Read the archived Newsletters on our website.

**November Meeting Review:** An enjoyable afternoon was spent in the company of members and supporters, as we shared stories about objects and photos which meant a great deal to the individuals present. As it was the last meeting of the year, we shared some biscuits and juice and sat around a large table as we listened and responded to the stories and information shared. Topics and objects included:

- a photograph of a steam engine at the Watton railway yard, with the member's father on the footplate.
- a gas mask and car headlight blackout shield – and the memories of the Second World War in the Brecon area.
- the last piece of anthracite coal a collier brought out of a Banwen coal mine – and the memories it evoked for his daughter.
- the accounts book belonging to a Gwenddwr cordwainer.
- a newspaper account of the sculptor of the Wellington Statue in The Bulwark, Brecon.
- a Victorian photograph of the tenants of the Honddu Valley farms.

Others present contributed with their own family memories.

#### **This year on our Website**

Over the past twelve months John has added six new parishes to our steadily expanding **Parish Pages** feature in the Members' section of our website. He has also upgraded and updated two of the parishes that were added in previous years. Several more parishes now include transcriptions of Bishops Transcripts provided by the BLFHS Transcription Team headed by Mary Zorkoczy.

The Parish Pages section now includes detailed descriptions, maps and photographs of 27 of the 75 parishes in Breconshire.

Also during 2015, we have added four new online publications and updated an earlier one in the **Aids to Research** feature (also in the Members' section).

The website has been relatively trouble-free during the year. When problems *have* arisen, the technical expertise of Jennie Williams has proved invaluable in helping John find solutions quickly.

If you can contribute any photographs or textual material relating to the Breconshire parishes, or if you wish to report any problems with the website, email our webmaster John Ball at [john@jlb2011.co.uk](mailto:john@jlb2011.co.uk)

## **Emigration Special**

**The theme of this Newsletter is the emigration of the Price families from Llangammarch Wells to America, in 1859.**

My attention was brought to these families by Mr John Davies, of Llanwrtyd Wells and I am grateful to the Pantoily family, his sister, Mrs Annabelle Thomas and John, for permission to use this story in our Newsletter.

America became the destination for many Welsh and indeed Breconshire families who emigrated during the nineteenth century. A sense of adventure, looking for a better life and escaping from religious intolerance of non-conformism were some of the reasons for this exodus. Of course, many emigrants went to Australia, Canada and South Africa as well.

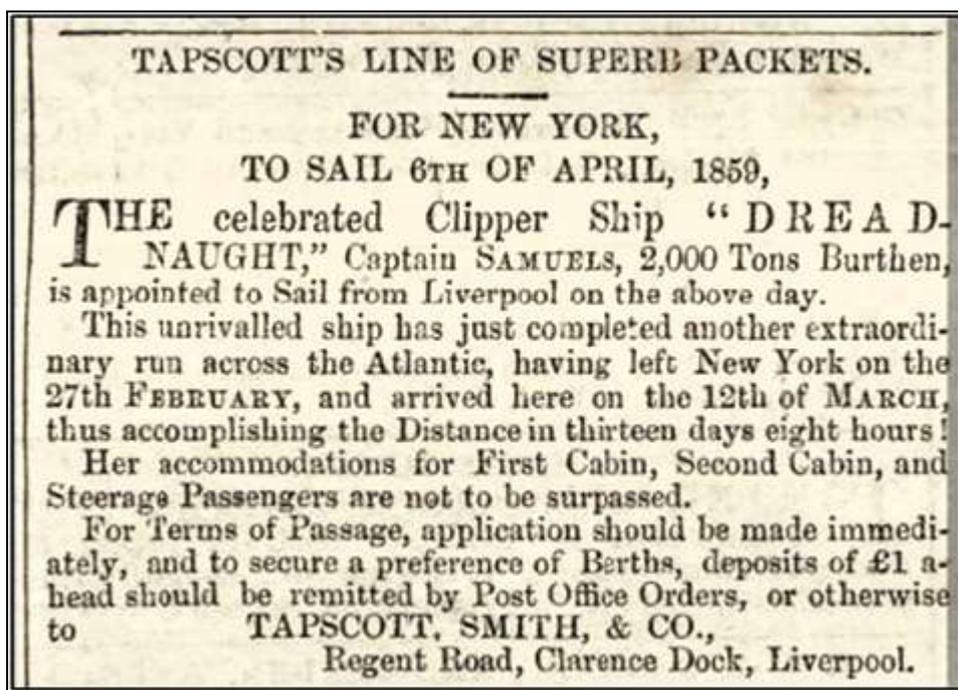
Our story begins with a Welsh letter, written on board ship by John Price, as he and the families sailed to New York. The original letter is no longer readily available, but fortunately, Annabelle Thomas had translated and transcribed its contents, so the story has survived.

Annabelle placed the letter into context, thus:

*This is a copy of a Welsh letter which was at Pantoily and written by John Price, Perthigleision (to his brother Thomas Price, Pantoily) of his voyage to U.S.A., along with Thomas Price, Galltrhain. Thomas was a brother for Joshua Price, Brynbeili and they were brothers-in-law, their wives were two sisters of Cadwgan Powell, Caedu (the daughters of Tynllwyni). John Price, Perthigleision had been married before to his first wife, a sister for Morgans Caedu (Llwyngweision). John Price's first wife, Margaret, died in May 1854."*

**NOTE:** a calendar for that month in 1859, suggests that either the days of the week or the dates are incorrect, so that the first day quoted "Tuesday, April 6" was actually a Wednesday. Reading the letter as we have it, I think that he got the days rather than the dates mixed up and I have recorded the days on this basis.

April 1859							May 1859						
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
					<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>
<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>
<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>
<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>	<u>26</u>	<u>27</u>	<u>28</u>
<u>24</u>	<u>25</u>	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>	<u>29</u>	<u>30</u>	<u>31</u>				



[From: The Carlisle Journal, 25 March 1859 page 2

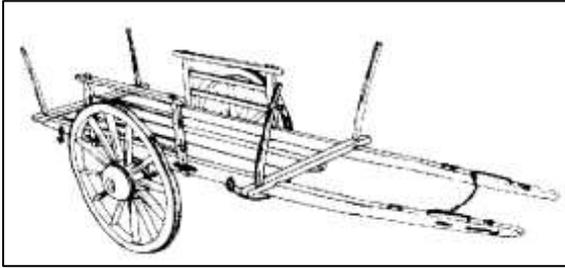
This is the advert for the ship and date when they sailed. John Price's letter was dated 8<sup>th</sup> April 1859]

There follows a copy of Annabelle Thomas' translation, but adapted for ease of reading. I have included explanations and other evidence as appropriate.

Commenced writing at Liverpool on board ship. April 8<sup>th</sup> 1859.

**Date: Tuesday [Wednesday], April 6<sup>th</sup> 1859**

John Price, Perthigleision and family and Thomas Price Galltyrhain and family emigrated to America, commencing from Wales on Tuesday, April 6, taken by their family in a gambo to Kington.



*[The Gambo is the Welsh version of the haywain, built with a long low platform to suit use in hilly country. When loaded the vehicle would be invisible beneath a mountain of hay, with the wheels kept clear by the side ladders. Used extensively in Southern and Eastern Wales and also in the border counties.]*

The wives inclined to want to stay around Kington, having never seen so fertile ground before. They slept the night in Kington, arriving at Kington by nightfall. They said farewell to their relatives there.

**Date: Wednesday [Thursday], April 7<sup>th</sup> 1859**

The two families went on Wednesday [Thursday] morning to the station to make arrangements for the train journey to Liverpool. They had tickets there for Birkenhead. They started from Kington at 9 o'clock in the morning and came to Leominster by 9.30 with the Parliamentary Train, here we saw cattle being trucked on the train by the scores, we waited here for 40 minutes to change trains, we now went by second class, we did not expect such a privilege, having travelled from Kington on the third class.

We reached Shrewsbury by 12.30 o'clock, supposed to call with Jones the Shop but the train wasted no time at Shrewsbury 'til we were away for Birkenhead.

In the same class, the second, we reached Birkenhead by 3 o'clock in the afternoon. We had a few hours rest at Birkenhead, time to wash the children. We had a boat to take us and our luggage over the other side. We had 17 cwts of luggage. Eighteen in number, *[probably refers to all the passengers that boarded that boat, although as we will see from the Ship's Manifest, the two Price Families consisted of 14 people]* we went to the ship with our luggage and then we went to David Davies' home for a few hours. Then back to the ship, about 11 o'clock that night to sleep for the first night on board ship.

*[Parliamentary trains: the earliest passenger railways were unaffordable to the poor. Only the basic open wagons which also carried goods were available to them. Political pressure caused the Board of Trade to investigate, and the Railway Regulation Act, was enacted in November 1844. It compelled "the provision of at least one train a day each way at a speed of not less than 12 miles an hour including stops, which were to be made at all stations, and of carriages protected from the weather and provided with seats; for all which luxuries not more than a penny a mile might be charged".]*

The name of the ship was *The Dreadnought*



*["The Dreadnought" was a clipper, built in 1853 by Currier and Townsend in Newburyport, Massachusetts. Built for the Red Cross line of New York and Liverpool and used as a packet ship, taking cargo and passengers between these ports. She was nicknamed "The Wild Boat of the Atlantic" and was celebrated for making the shortest passage across the Atlantic ever accomplished by a sailing vessel. She was commanded by Captain Samuel Samuels who became quite as famous as his ship.]*

Source: [www.bruzelius.info/Nautica/Ships/Clippers/Dreadnought%281853%29.html](http://www.bruzelius.info/Nautica/Ships/Clippers/Dreadnought%281853%29.html)

We slept well all of us. The Ship was 3 years old and we had a second class cabin. New York harbour is our next stop,

**Date: [Monday], April 11<sup>th</sup> 1859**

We do not leave Liverpool until the 11<sup>th</sup>, because the ship was not full of passengers, which were Irish, English, Dutch and a few Welshmen. Travelling 7 miles an hour first day

**Date: [Tuesday], April 12 1859 Day 1 at sea**

The 12<sup>th</sup>, all went well,

**Date: [Wednesday], April 13 1859 Day 2 at sea**

The second day at sea the 13<sup>th</sup> was a day we will never forget, all of us ill except Rees and Sarah, our two children.

**Date: [Thursday], April 14 1859 Day 3 at sea**

On the third day, the 14<sup>th</sup>, travelling slow at 4 miles an hour. A night to remember, waves came in to the ship, some water came in to our cabin. The Irish had a fright. They were calling for the Virgin Mary. The sailors came to tell us that there was no peril. All feeling better again.

**Date: [Sunday], April 17 1859 Day 7 at sea**

Sunday was spent reading from the Testament. Reading until night. We are a third of the way.

**Date: [Tuesday], April 19 1859 Day 8 at sea**

Thomas Price and family all ill. Thomas very ill.

**Date: [Wednesday], April 20 1859 Day 9 at sea**

A partition put on deck between the Irish and the rest of us.

**Date: [Thursday], April 21 1859 Day 10 at sea**

The Ship travelling slow. The Irish were not allowed by the Captain with the rest of us. They were lousy.

**Date: [Friday], April 22 1859 Day 11 at sea**

Not able to move, no wind.

**Date: [Saturday], April 23 1859 Day 12 at sea**

Travelling at 17 miles an hour.

**Date: [Sunday], April 24 1859 Day 13 at sea**

Half way. Thomas Price, Galltrhain a little better.

**Date: [Monday], April 25 1859 Day 14 at sea**

All fairly well, travelling nicely 6 miles an hour.

**Date: [Tuesday], April 26 1859 Day 15 at sea**

One man died on board from drinking too much, his body buried at sea, in a shroud.

**Date: [Wednesday], April 27 1859 Day 16 at sea**

Travelling 8 miles an hour.

**Date: [Thursday], April 28 1859 Day 17 at sea**

Coming to the Banks and seeing birds.

**Date: [Friday], April 29 1859 Day 18 at sea**

I am ill with cold, the weather so changeable as crossing the Greenland.

**Date: [Saturday], April 30 1859 Day 19 at sea**

Very cold, 810 miles from New York.

**Date: [Sunday], May 1 1859 Day 20 at sea**

The Captain is fond of us the Welsh more than the other passengers and coming to our Cabins and telling us if we wanted anything to come to him. Had a bottle of milk every night with him to help us out. Betsy was ill and she had a fowl with him for nothing. He favoured us more than all else on the Ship, not taking payment for anything. The children having milk with him and we had tea in the afternoon and biscuits with him for

nothing.



*[Captain Samuel Samuels was as famous as his ship, the Dreadnought. He was born in Philadelphia in 1823 and went to sea when he was eleven years old. He learned his craft and rose up the ranks to become a hands-on Captain, using his wit and speed in times of peril. His generosity and amiability were well known and he was well liked by crew and passengers alike. Read his book "From the Forecastle to the Cabin", published in 1887. It is available as a free download at*

*<https://archive.org/details/fromforecastleto00samurich>*

**Date: [Tuesday], May 3 1859 Day 22 at sea**  
 Travelling 12 miles an hour, 630 miles from New York.

**Date: [Wednesday], May 4 1859 Day 23 at sea**  
 Margaret Galtrhain very ill, travelling 4 miles an hour.

**Date: [Thursday], May 5 1859 Day 24 at sea**  
 No wind no travelling Betsy ill with cold.

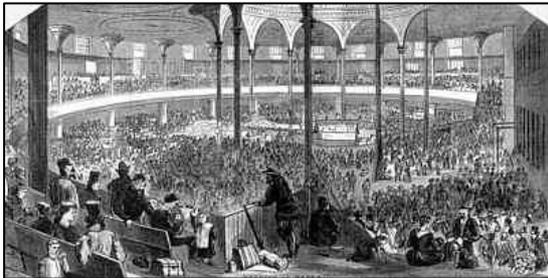
**Date: [Friday], May 6 1859 Day 25 at sea**  
 Not one wave to be seen, the sea calm. Can see many miles away.

**Date: [Saturday], May 7 1859 Day 26 at sea**  
 Travelling very slow

**Date: [Sunday], May 8 1859 Day 27 at sea**  
 Pilot meeting us. All came up on deck including women and children

**Date: [Monday], May 9 1859 Day 28 at sea**  
 Came to Sandy Hook.

**Date: [Tuesday], May 10 1859 Day 29 at sea and landing at Castle Garden, New York**  
 Came to Newfoundland one side and New Jersey the other side in sight of New York.  
 Landed at Castle Garden.



*[Castle Garden was the arrival point of some eight million immigrants who entered New York harbour from 1855 to 1890. It was the Ellis Island of its day]*

We all had to be registered and given railway tickets.

1	Thomas Price	38	Male Farmer
2	Mary	37	Female wife
3	David	13	Male Child
4	Hugh	11	" "
5	Sarah	10	Female "
6	Cathy	7	" "
7	John	6	Male "
8	John	3	" "
9	Bartholomew	10	" "
10	John Price	34	Male Farmer
1	Elizabeth	28	Female wife
2	David	7	Male Child
3	Margaret	5	Female "
4	Sarah	2	" "

*[The Dreadnought's Manifest at their arrival at Castle Garden, shows the names and ages of these two families.]*

600 landing 600 started from Liverpool – one dead one born on board ship.

We went to Cadwaladr Richards home. We had every welcome there.

**Date: [Thursday], 12th May**

We stayed at Cadwaladr Richards welsh home where we had every welcome until the afternoon of the 12<sup>th</sup> May. We went to register at doctor to look at us. We went on Thursday afternoon to get a train

**Date: [Saturday], 14th May**

and arrived at Cleveland, Ohio on Saturday evening, a distance of 100 miles.

**Date: [Sunday], 15th May**

We spent the Sunday at Cleveland

**Date: [Monday], 16th May**

and we parted with the relatives (Thomas Price and Family of Gallrhain) on Monday at 11 o'clock. We reached Delaware at 5 in the afternoon. Thomas Price and family made for Wisconsin where he had relatives.

**Further Reading:**

- Emigration from Liverpool <http://www.genuki.org.uk/big/emdesc>
- New York, Passenger Lists, 1820-1957 can be searched at Ancestry, with a World Subscription
- New York Passenger Lists, 1820-1891 can be browsed for free at <https://familysearch.org/search/collection/1849782>

**PLEASE NOTE: Change of Day for our monthly meetings for 2016.**

As from January 2016, our Meeting day changes to the **first Tuesday in the month**. The time remains as 2.00pm and entry to the Library is through the normal route, although the lift from the garage area is available if you cannot manage the stairs to the upper floor of the library.

**NEXT MEETING**

- Date and time: Tuesday, January 5<sup>th</sup> at 2.00 pm.
- Venue: Brecon Library
- Subject Lord Tredegar in Breconshire – and some family history problem solving
- Speaker Helen Ball

**BLFHS WEBSITE:** Our website address: <http://www.blfhs.co.uk>

**CONTACT DETAILS**

If you wish to respond to or comment on an item in this newsletter, or contribute to the next newsletter or to our website, please contact our Chairperson:

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Tel: 01874 624432 E-mail: [chair@blfhs.co.uk](mailto:chair@blfhs.co.uk)