

JOHN CAPON MALLET

Born: 28 December 1816 in Harwich, Essex

Died: 3 February 1878 in Dover, Kent

and his family

by

Robert Gilchrist

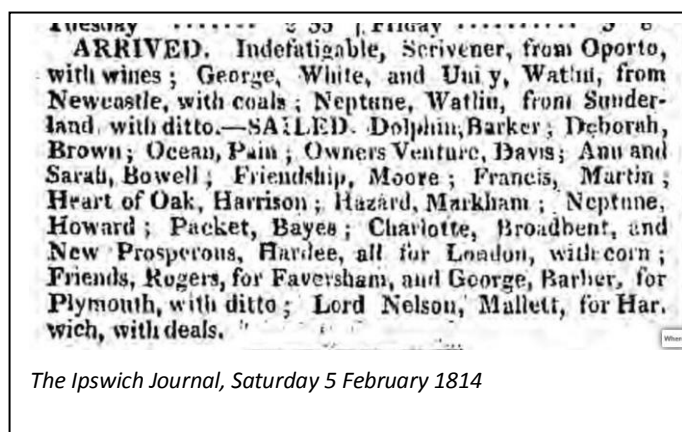
Dedicated to **Arlo Cormac Sloan Gilchrist**, who is one of John Capon Mallett's 3 x great grandsons
..... and also my grandson.

Chapter 1: Introduction

It is the fate of every family historian to come across a large number of ancestors who led entirely respectable, but uninteresting lives. Every so often, however, an individual emerges from the mists whose existence has in some way been remarkable and who stands head and shoulders above the crowd. One such person is John Capon Mallett, a man I stumbled across when researching the ancestors of my daughter-in-law. We are fortunate also that he is a man who left an above average number of historical records.

But the story begins with his parents. They were Thomas Mallett and Sarah, nee Capon, who were married on 3 January 1816 in Ipswich. Sarah had been baptised in the same parish in Ipswich on 2 March 1796, but it is not known when or where Thomas was born.¹

Thomas was a master mariner and there are newspaper records for over 20 years up to 1836 showing that he was the master of a vessel called the *Lord Nelson* which was engaged in the coastal trade between London, Colchester, Wivenhoe, Harwich, Ipswich, Aldeburgh and Yarmouth carrying timber, rope, iron, general goods and even (on occasions) brandy and rum! The first such notice (see opposite) dates back to February 1814², which was well over a year before the end of the Napoleonic wars. (In those days no central records were kept of individual seamen, so it is not possible to discover Thomas Mallett's proficiency. It was only from 1835 when the government wanted to monitor a potential reserve of sailors for the Royal Navy that such records were kept.) But he must have learned his trade somewhere and it is tempting to imagine that this might have been in the navy during the wars with France.



John Capon was their first-born child; he was born in Harwich on 28 December 1816 and baptised in the parish church of St Nicholas two days later.³ A younger sister, Martha Halstead Mallett, followed on 6 March 1820, also in Harwich, and baptised the following day.³ [Halstead was a family, rather than a geographic name: a John Halstead was one of the witnesses at Thomas and Sarah's marriage, as well as at the wedding of Sarah's brother, John, in Harwich in 1819.] It is possible that John may also have had a second sister and a brother, but this is by no means certain.⁴ In view of the standard of his later literacy, John must have received a good education even though he followed in his father's footsteps by, as he later recalled, going to sea in 1829.⁵ By September 1836, at the age of 19, he was a qualified merchant seaman and was listed as a 3rd Mate (the first officer rank in the merchant navy) on a vessel called the *Ida*, which was registered in London.⁶

By 1838 he had moved north, to Hartlepool, where on 12 November he married Sarah Coward at the parish church. Baptised in Scarborough on 24 October 1813, she was just

over three years older than Mallett, and was the daughter of William Coward (a shoemaker) and his wife Elizabeth.⁷

Chapter 2: Career to 1849 as a merchant navy captain

Mallett must have been an ambitious man: only a few months later in 1839, he was hired by the Hudson's Bay Company as second mate on the *Prince of Wales*. By the following year, he was appointed master of the *Marten*, a brigantine of about 120 tons, which travelled the coast of Labrador.⁸

In August 1843 Mallett decided to write a personal diary recording some of the day to day trials and tribulations of his life. A summary of the diaries can be found in Appendix 5 at the end of this narrative.⁸

The diary begins on 28 August 1843 when Mallett was with the *Marten* at Fort Chimo (now called Kuujuaq) in the very north of Quebec, deep in an inlet off the Labrador coast. The Company had opened a trading post there in 1830, but it was closed in 1842. Mallett had the task of taking the merchandise and furs collected there down the coast to Rigolet, in Esquimaux Bay, now a remote Inuit community in Newfoundland Province.

The weather was particularly bad and the *Marten* lost an anchor and cable; for safety reasons, it was decided that Mallett would sail back to England from Rigolet rather than return up the St. Lawrence to Quebec. He eventually reached London docks on 24 November 1843, where he was able to meet up with his mother, sisters and friends.

A brigantine is a two-masted vessel with foremast fully square rigged and her mainmast rigged with both a fore-and-aft mainsail and a square topsail, and possibly a topgallant sail.¹⁰



A brigantine, or "brig"

The Hudson's Bay Company

The Company was established by a Royal Charter granted by King Charles II in 1670, which gave it a monopoly to exploit trade and commerce at the mouth of the Hudson Strait. It had the power to establish and enforce laws, erect forts, maintain ships of war, and to make peace or war with native peoples. Consequently, it became hugely profitable.

The British conquest of Canada in 1763 resolved conflicts with the French over the fur trade and made the Company's territories much more geographically accessible. After merging with a rival in 1821, its territory extended to the Arctic Ocean in the north and to the Pacific Ocean in the west.

In 1870 its lands were acquired by the Dominion of Canada. Today, the Company owns retail businesses across the globe.⁹

The Company was unhappy with this decision, since passengers were left stranded at Rigolet who had to be put up for the winter at the Company's expense. As a result, Mallett was subject to a disciplinary hearing, but there is a record of a letter (undated) he sent to the Governors and Directors of the Company with a justification of his conduct. Principal amongst these were that he had not been allowed sufficient and proper stores, and the inability to sail safely with only one anchor and cable. This, he believed, obliged him to return to England, rather than making a 1,300-mile coastal voyage in North America.

Two particular accusations appear to have been made against him. One was that he had brought his wife with him on the voyage, contrary to the Company's regulations. He admitted this, but claimed that it had in no way adversely affected the voyage. The other was that the return to England had been premeditated on his part. He strongly denied this and offered to produce a copy of a

letter he had sent to his mother from Esquimaux Bay telling her that she should write to him in Canada as he expected to be there by the middle of November 1843. He was clearly not believed and was dismissed from his position in 1844.

After his arrival in London before Christmas 1843, he returned to Hartlepool and by the middle of 1844 he had found new employment as Master of the *Sharp*, named probably after one of its owners. This ship's role was to carry coal to Ceylon and return with a cargo of coffee, spices and coir fibre. The first record of Mallett's involvement with the *Sharp* is on 28 August 1844 when she set sail from Sunderland with coal from Carr's Hartley colliery bound for Point de Galles in Ceylon.¹¹ Mallett made several round trips to and from India. For example, the *Sharp* arrived in Deal, Kent on 18 July 1845 from Colombo, Ceylon and two days later reached Sunderland. A month later, on 21 August, she set sail again, loaded this time not only with coal, but also beer (from Swinburne's Brewery in Gateshead), biscuits (from W D Hay, a baker in Newcastle) and six boxes of Mallett's own luggage. On one occasion in 1846 Mallett was asked to bring back some exotic plants from Kandy in Ceylon for the Belfast Botanical Garden. They were stored in a hermetically-sealed glass container. Amongst the specimens were examples of the cinnamon tree, nutmeg and several varieties of orchid. Mallett was given a note to be posted to Belfast as soon as he reached London, so that arrangements could be made for the onward despatch of the plants.¹³

*A barque is a vessel with at least three masts, all of them fully square rigged except for the sternmost one, which is fore-and-aft rigged. The wooden three-masted barque was the most common type of deep-water cargo-carrier in the middle of the 19th century.*¹⁰

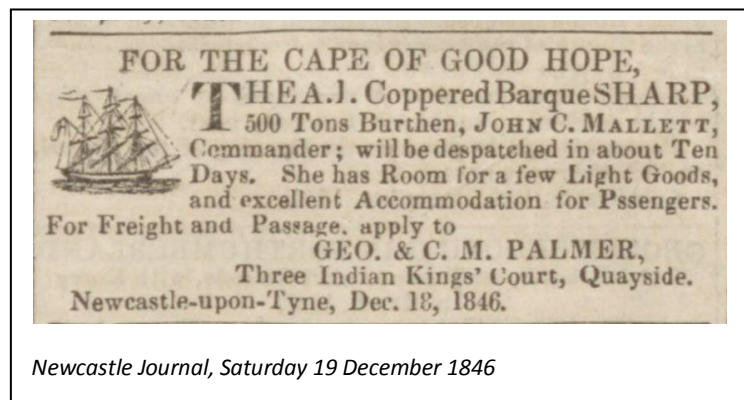


*The Sharp was built in Sunderland in 1844 with a weight of 328 tons.*¹²

The voyage that began early in January 1847 was somewhat more adventurous. It had been advertised by the local shipping brokers as also providing passenger accommodation for the Cape of Good Hope. However, according to press reports, the *Sharp* and other vessels which were moored to a buoy on the north side of North Shields harbour, ran aground.

Efforts were made to re-float them, but it was only at the next high tide that this was successful.¹⁴ The voyage then continued well and two months later the *Sharp* was sighted off the coast of Africa, south west of Liberia.¹⁵

The journeys between England, Southern Africa, Mauritius and Ceylon continued until the *Sharp's* arrival back in England from Mauritius at the end of February 1848.¹⁶ As there are no further records of his captaining the ship after this date, it seems likely that Mallett resigned his position.



FOR THE CAPE OF GOOD HOPE,
THE A. J. Coppered Barque SHARP,
500 Tons Burthen, JOHN C. MALLET,
Commander; will be despatched in about Ten
Days. She has Room for a few Light Goods,
and excellent Accommodation for Passengers.
For Freight and Passage, apply to
GEO. & C. M. PALMER,
Three Indian Kings' Court, Quayside.
Newcastle-upon-Tyne, Dec. 18, 1846.

Newcastle Journal, Saturday 19 December 1846

Chapter 3: Career from 1849 as a Cinque Ports pilot¹⁷

The following year he became a pilot for the Cinque Ports, based in Dover. This role required not only considerable previous experience, but also involved undertaking examinations over a five-year period.

At the time Mallett was licensed to be a pilot on 13 July 1849,¹⁸ the Lord Warden of the Cinque Ports was the Duke of Wellington who took a particular interest in the Pilots and resisted any change to their organisation. His death in 1852 allowed the government to rationalise pilotage.

Consequently, in 1853 the Cinque Port Pilots came under the control of the Trinity House at Deptford Strond, albeit retaining a certain amount of independence. At this time the Government and Parliament were under pressure from the ship owners to “deregulate” (ie make not compulsory) the requirement that pilots had to be employed around the coast of England at various areas of tricky navigation. It was a classic case of safety versus cost!

Cinque Ports Pilots

Pilots in the Cinque Ports were high-status seamen who were vital to the Channel passage trade. They were hired to conduct ships through the dangerous Dover Straits en route to the ports of Holland, Flanders and France, as well as to the entrances to the Rivers Thames and Medway.

Theirs was a very ancient Fellowship, dating back to 1526, which was established in order to fend off foreign competition. It was regulated and protected by what was known as the Court of Lodemanage, which was chaired by the Lord Warden of the Cinque Ports.

The members of the Fellowship took turns in piloting the ships. They were required to be constantly at sea, ready for all incoming and outgoing ships in need of their services.

To achieve a licence, pilots had to be knowledgeable seamen able to guide any ship through the Downs and the notorious Goodwin Sands and able to navigate to the Thames, Medway and any channel port. It was usually required that a candidate had had at least seven years at sea as a Master Mariner; thus most pilots were at least 28 years old when licensed. After 1852 the rule became that all pilots had to have had at least five years' service as a Master Mariner, but be under the age of thirty-five.

Originally the pilots had lookouts on the shore to watch for signals for a pilot from passing ships. They would then go off in their own boats or galleys to the ships wanting pilots or they paid local boatmen to taxi them out. Each had his own personal flag for identification, flown from the mast to indicate “pilot aboard”.¹⁹ (Mallett's flag is illustrated in Appendix 7.)

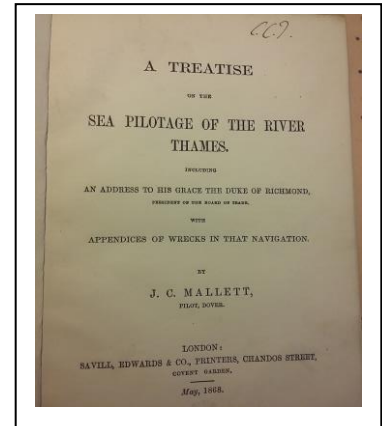
From 1852 the cruising system was introduced: pilots would take their turns stationed at sea on a pilot cutter, cruising the shipping lanes for customers.

The Court of Lodemanage met in St James's Church, Dover and its jurisdiction extended to the whole of the East Kent coast. All pilots had to be Freemen and churchgoers. Church services were compulsory but as pilotage could be required at any time, the pilots paid for their own galleries with a separate entrance so that they could leave without disturbing the congregation.

Piloting was therefore a highly political profession and within five years of becoming a pilot, Mallett was involved in the politics of his trade. On several occasions over the years, Mallett was part of delegations who went to lobby the President of the Board of Trade against the abolition of compulsory pilotage. Newspaper reports record these as taking place in June 1854, in March 1862 when Mallett led the delegation and then again in April 1868.²⁰

The Duke of Richmond was the President of the Board of Trade at that time and as part of his efforts to persuade him of the pilots' case, Mallett addressed a treatise to him. This treatise was later published in book form in May 1868: “A treatise on the sea pilotage of the River Thames: including an address to His Grace the Duke of Richmond, President of the

Board of Trade, with appendices of wrecks in that navigation".²¹ The majority of this work is inevitably fairly technical and closely focussed on the issues at hand. However the introduction is of greater interest and is reproduced in Appendix 8.



When, two years later, the House of Commons established a Select Committee to examine all aspects of the issues of compulsory pilotage, it was no surprise that one of the witnesses called to give oral evidence was John Mallett. He had already set out the thrust of his views in an article in the *Shipping Gazette*; this was quoted by the *Dover Express* on 1 April 1870 (in the context of proposals to make pilotage a voluntary arrangement) as follows:

The pilots who belong to the Cinque Ports District (except, perhaps, a very few, who are getting towards the age of superannuation), as a body, object to the proposed alteration, and are prepared, if opportunity is afforded to them, both by illustration and personal evidence, to prove to the Select Committee that their district, from Dungeness to Gravesend, is second to none in the world in point of dangerous shoals, cross setting of tides, shifting of sands, and smallness of depth of water. The distance, again, is out of all comparison greater than that of any other pilotage district. From Dungeness to Gravesend is 85 miles, and in the whole of that distance ships are surrounded by sand and shoals. Again, the westerly winds, which are favourable for bringing vessels up the English Channel, are directly opposed to their course up the river. No such peculiarity as this exists in the entrance to any other port in the world, and I can safely say, without fear of contradictions, that the piloting of vessels up the south channel of the Thames is the most difficult and dangerous in the world, and if there are to be exceptions in the operation of the new Pilotage Bill – which, I contend there ought to be – this district has undoubtedly, in a great degree, the priority of claim. I quite agree with the remarks of one of the members of the Mersey Board, that the clauses as regards compensation are extremely vague and uncertain. The Board of Trade may, if they think fit, make a report to the Commissioners of her Majesty's Treasury, who may, if they think fit, grant a sum of money, to be applied, as others think fit, towards the superannuation of pilots who are to be withdrawn from earning a living, in order to compensate others whose living has fallen off in consequence of passing of this Bill. And this is to take place at the end of two years, no provision being made for the losses they may have had during those years of probation, not compensation arranged to be given to those who have to be withdrawn. Of all the modes of compensation a class of people, this is the most unjust I ever heard of. One portion of the present body are, in fact, to compensate the other, without a fraction being given by the Government, who commit the injustice.

The Parliamentary Select Committee of 1870

The Merchant Shipping Act of 1854 collected all the pilotage laws then in force and re-enacted them into a single law. In 1860 ship owners, still affected by the freedom from liability of compulsory piloted vessels, again attacked the principle of compulsory pilotage at the meeting of the Parliamentary Select Committee into Shipping. The Committee recommended its abolition but Parliament took no action. In 1870 the Parliamentary Select Committee again examined pilotage with terms of reference that were much the same as the previous committees. But this was the most comprehensive Inquiry ever, with witnesses from all sections of the shipping industry, port authorities and Government Departments. The Deputy Master of Trinity House and the Principal of the Marine Department of the Board of Trade, each spent days explaining the vagaries of the several pilotage systems. Even though this study took three months to complete, its findings were ignored by Parliament.

His opinions did not go entirely unchallenged; the following week the *Dover Express* reported that a shipmaster from Goole had written to the *Shipping Gazette* questioning Mallett on a number of his assertions. The following sentence is a typical example:

I think Mr Mallett's argument that owners will force their captains to pilot their own ships without knowing them to be qualified to do so, is rather too absurd to be believed, for let me tell him that nine-tenths of the small first-class vessels are insured in Mutual Insurance Societies, and the rule of nearly all of these societies is for only two-thirds of each ship to be insured, as a guarantee of the owner's good faith and honesty.

His appearance before the Committee took place on 17 May 1870. As remains the custom today, transcripts were made of all the evidence given which were published in the Committee's final report. These run to more than seven twin-column pages. The Committee's summary of the evidence is reproduced in Appendix 6 below. Much of it is of course fairly technical about the procedures of piloting, but the occasional element of human interest appears too; for instance:

- He confirmed he was a Trinity Cinque Ports Pilot, licensed for the River Thames in both the north and south channels, as well as the coast of Flanders and Holland, and as far to the westward as the Isle of Wight.
- He had entered the pilot service in 1849 and passed his final examination under the Trinity House arrangement in 1854.
- Before he could be appointed a pilot, he had to prove that he was duly qualified in every respect to work a square-rigged vessel; to show that he was a perfect navigator, and also to prove his efficiency in the knowledge of the channels of the river.
- He had commanded a square-rigged vessel in the Hudson's Bay Company's service and also in the trading to the East Indies for 10 years before he entered the pilotage service.
- In answer to one question he was vague on his facts because he did not have his papers with him as he was called up to give his evidence before he expected to be.
- The pilots were self-employed men. Each pilot, on average, contributed between 16£ - 17£ a year to the superannuation fund, in return for which, when superannuated, they got 50£ a year, less a payment of 6£, making 44£ net. (As we shall see later, Mallett estimated a few months afterwards that he made around 300£ per annum.)
- Unless the superannuation contributions were paid, pilots were not allowed to go to sea.
- He believed that, should piloting be deregulated, possibly one-third of the pilots would lose their jobs – hopefully to be superannuated [*ie receive a pension*] - and the income of the remaining two-thirds would almost certainly suffer in financial terms, and possibly also in terms of their prestige and standing in society.

Mallett comes over in the transcripts as being something of a nit-picker and not always willing or able to give the MPs a straight answer to their questions.

There are two other incidents during his career which appear in the newspapers and which are perhaps worth mentioning here:

- On 2 September 1862, Queen Victoria sailed on one the Royal Yachts, *HMY Fairy*, between Woolwich and Greenhithe in the Thames. Mallett was the pilot on that occasion.
- In September 1867, a ship race took place from China to England. Reports of the race appeared in *The Times*, but Mallett – who was the pilot of one of the competing vessels - took issue with some of these and wrote making a correction.²²

Chapter 4: Family Life²³

For 13 years after their marriage in 1838, no clear records have been found to indicate that John and Sarah had any children. The first years of their married life certainly cannot have been particularly conducive to a stable family environment:

As we have seen, Mallett went to work in Canada very soon after their wedding. We know that the couple was together on board a vessel in 1843: as there is no trace of Sarah in the UK census in early 1841, we can only assume she was with him at that time.

Then, during the period from 1844 to 1849 when he was captaining a vessel across the world, he would have been away for long periods at a stretch. He would presumably have had a home in the North East of England and that Sarah would have lived for at least some of the time. If they had had children, these would probably have been registered in Northumberland or Durham. However, none of the few Mallet(t) births in those during those years seem to be attributable to John and Sarah.

In 1849 the Malletts moved to Dover when he became a Cinque Ports pilot. At this point, we must make a small diversion into another family's life, in fact that of one of his fellow pilots, who lived in Deal, a few miles to the northeast of Dover along the coast.

William Redsull Collard had lived in Deal all his life. He was a few years older than Mallett, having been born in 1809. In 1836 he married Harriet Ann Buttress, who was also from Deal. Over the years they had had a number of children, all of whom sadly had died. The result was that by 1850, they were a childless, middle-aged couple.

The Malletts and the Collards must have been good and close friends; in September 1851 a baby girl was born to the Malletts – the first for whom clear evidence has been found – and amazingly was christened Harriet Ann Collard Mallett. We can only speculate on the reasons for this choice of name: was the birth some form of surrogacy, had the Collards perhaps been generous financially towards the Malletts – or perhaps indicated that they might to be so in the future - and did the Malletts wish to demonstrate their gratitude through the choice of name? We shall probably never know the true reason, but in any event within three months little Harriet had died.

Two sons followed: John Thomas Capon Mallett in December 1852 and Conrad Mallett in August 1854. Conrad died after only seven years, whilst John survived into adulthood. However, by this stage, John and Sarah's marriage had started to fall apart. In 1852, Mallett began an extra-marital relationship with a woman by the name of Elizabeth Griffiths. In about July 1855, a daughter called Medora Griffiths was born. A little over a year after, when she must have been gravely ill, Medora was baptised on 9 September 1856 at Holy Trinity Church in Dover; only a week later there is a record of her burial at St Mary the Virgin, Dover – aged only 14 months.

But one relationship did not seem to suffice John Mallett. After October 1855, he was also having a relationship with Rebecca Abrahams. Rebecca was some 18 years younger than Mallett, having been born in Canterbury in June 1834 into a large Jewish family there: Joel

Abrahams and his wife Frances, nee Nathan. Joel was a china and glass dealer. In 1851, Rebecca was living in Dover with an aunt and her husband, and working in the latter's shop in Snargate Street, close to the beach. So by 1855 she was only 21 years old, whilst Mallett was 38.

At least three children were born to this second partnership and they were registered with both the Mallett and Abrahams surname. The first daughter in 1856 got the exotic name of Minnehaha, after the heroine of the Longfellow poem "Hiawatha" which had been published the previous year. Jessica was born in 1858 and Sophia in 1862. There are records of Minnehaha and Jessica being baptised in later life in Folkestone in May 1877, but none has been found for Sophie.

A mystery exists over a possible earlier born son: Percival Keene Mallett must have been born about 1855, but there is no trace of his birth having been registered, nor any christening, nor (and this is more surprising) that he was recorded in the 1861 or 1871 census. However, a 14-year-old of this name was indentured into the Merchant Navy in London in September 1869. This appears to be the sole official record of him in England. In later life in Australia, he recorded that he was the son of John Capon Mallett and Rebecca. More about his life can be found later on.

According to Sarah, Mallett officially deserted her in July 1860 and moved in with Rebecca. This was clearly illustrated in the April 1861 census where Rebecca's occupation is shown as Housekeeper, but her relationship with Mallett is that of "mistress". Such a description was not unheard of in the 1861 census, but was very rare. The three girls were living with them in Military Road, Dover.

Much more interesting, however, is that Sarah Mallett, along with her sons John and Conrad, had moved to Deal. Not just to Deal, but to a house in Farrier Street which was next door but one to William and Harriet Collard! Moreover, Sarah and the family were officially the tenants of an unmarried, 20-year-old carpenter. Also living in the house was a 14-year-old girl called Sarah Buttress. It will be recalled that this was the maiden name of Mrs Collard. What was going on? Farrier Street was, and still is, an extremely narrow road of Georgian terrace housing, so Mrs Mallett and the Collards must have been in close and regular contact. [Farrier Street is about 200 yards on foot away from Oak Street in Deal. Probably quite by coincidence, this was where John Capon Mallett's uncle on his mother's side, Jonathan Capon, was living throughout the 1860s.]

Perhaps we can glean something from what happened in 1862. In May of that year, Harriet Collard died and July was the second anniversary of the date that Mallett had deserted Sarah. In November, Sarah Mallett presented a petition to the court for a divorce from her husband, John Capon Mallett; a transcript is at Appendix 4.

Sarah's petition is interesting. She alleges that during the 24 years since they were married a total of 18 children had been born and that only one, John Thomas Capon Mallett, still survived. We know of course of the three that were born between 1851 and 1854, but it seems likely that there was an element of exaggeration in the claim. If Sarah had indeed had

a further 15 children over the years, they would all have had to have been born and died without any form of registration.

She rehearses the date and place of their marriage in 1838, the dates and places of Mallett's adultery with Elizabeth Griffiths and Rebecca Abrahams, his final desertion in 1860 and, above all, she alleges cruelty on Mallett's part.

The Court records suggest that further affidavits were presented from men called William Dance and George Fielding. However, what these were and these people's connection with the case are not known.

The hearing took place over various days in January, May and June 1863. Perhaps not unsurprisingly Mallett did not respond to the Petition. On 11 June the Judge pronounced that the Petitioner's case had been sufficiently proved and issued the decree nisi with costs.

Reports of the decision were published in *The Times*, the *London Standard* and local newspapers in Kent. These included some wonderful descriptions, such as: "the respondent ... exhibited great laxity of morals" and "resulted in his forming an adulterous intercourse with a female named Abrahams, by whom he had a child, the paternity of which was not disputed". *The Times* stated unequivocally that the petition was "on the grounds of adultery, cruelty, and desertion.... The charge of cruelty was not established." The *Dover Express* was less careful in its reporting and stated the grounds were "adultery and cruelty". This prompted Mallett immediately to write to the paper demanding a correction: "The action was entirely undefended by myself and consequently the evidence all one way. The Judge had stated – You may take a decree on the grounds of adultery and desertion. Cruelty is not established."

The legal processes continued to grind on. On 6 November 1863, five months after the decree nisi, a Judge ordered that the application for the decree to be made absolute "to stand over until the time for showing cause why the said Decree should not be made absolute shall have expired." On 17 November 1863, twelve months after the process started, the marriage was formally dissolved.

For unknown reasons, a further affidavit was presented from one George Mercer in January 1864. Towards the end of March, Mallett was ordered to pay costs of £84.10 shillings within 7 days.

But on 18 August 1863 - even before her marriage was legally dissolved - Sarah Mallett and William Redsull Collard got married! The ceremony was conducted after the publication of banns (but as the couple chose to get married at St James's Church in Westminster, London) nobody would have known the details of the case. Sarah described herself as a "Widow".

Divorce in the mid-Victorian era

Divorce was a great rarity in 1862. It had been introduced as a legal procedure under the Matrimonial Causes Act 1857. Before then, it was only available through a church annulment of a marriage or a specific Act of Parliament – both very expensive procedures. The new Act made marriage more of a legal contract and divorce was thus available to many more people than before. Nevertheless, in 1862 there were only 123 divorces granted; nowadays there are more than 100,000 each year in the United Kingdom.²⁴

So Mallett vs Mallett was an unusual occurrence and was therefore reported in both national and local newspapers.

Interestingly there is a note in the margins of the Register directing to the Affidavits Book. The marriage was of course legally invalid as it was bigamous. They therefore married again a year later on 6 August 1864 in St George's Church, Deal. This time the ceremony was conducted in accordance with a Licence and Sarah described herself as a "Spinster Unmarried".

For their part, Mallett and Rebecca Abrahams waited until 3 March 1864 to get married but they too chose to do so in London, at St Thomas' Church in Stepney. The Register shows both of them to be living in Stepney at the time and in the Licence application he affirmed that this was "his usual place of abode for the space of fifteen days last past". As we shall see later on, Stepney was where his mother was living, with old friends, the Royal family.

Mallett described himself as "Single & unmarried". In the licence application on the same day, he had rehearsed the timings and process of the divorce hearing and that as he was a "single and unmarried" man there was no reason in law nor in "kindred or affinity" to hinder the marriage. If the couple believed they could tie the knot away from 'knowing eyes', for some reason they publicised the event in the marriage columns not only of the *Dover Express* and *Canterbury Journal*, but also journals much further away, including the *Cork Courier*. Peculiarly, even though Rebecca was Jewish and registry office weddings had been available for nearly 30 years, they went through a Church of England service. Moreover, a Church of England Minister agreed to marry a divorced man and a Jewish-born woman, although it is not known how much of the background he actually knew about. An interesting aspect of the marriage ceremony is that the witnesses were two members of the Royal family - including Robert Royal, his future step-father!

The second Mr & Mrs Mallett encountered tragedy almost immediately. On 6 December 1864, a baby girl was stillborn. Rebecca herself died only four days later which was the consequence of "Paralysis 4 months, Apoplexy 2 days".²⁵ Apoplexy was the term used to describe the effects of a stroke and it is therefore possible that the stillbirth was the consequence of her condition. Rebecca's death came only a few months after her 30th birthday and despite her Jewish origins, she was buried at St James's Church in Dover. Mallett was thus left with three step-daughters all under eight years old.

It did not take him long to find new domestic comfort and support. His new partner was Susan Greenstreet, who was 29 years younger than him – having been born near Chilham in Kent in 1845. A son (Conrad Greenstreet, but later Mallett) was born in 1866 – the first Conrad Mallett having died in December 1861 - and a daughter (Medora Greenstreet/Mallett) in 1867. Mallett and Susan Greenstreet finally got married in St Mary's Church in Ashford on 4 September 1867. They had four more children: Leila/Lelia in 1869, Childe Harold in 1871, Martha in 1874 (who died in the same year) and Haidee on 12 July 1875 when Mallett was nearly 59 years old. It is through Haidee that my interest in Mallett derives and this is explained further below.

None of these children were baptised in infancy, which is rather surprising as all Mallett's children by his first wife, Sarah, had been christened very soon after birth. Only many years later did the christenings take place in Dover: Lelia/Leila and Haidee on 12 March 1884, followed by Conrad and Childe Harold on 30 April 1884.

Either Mallett, or Susan, must have been avid readers of Byron's poetry as the choice of children's names appears heavily influenced by the poet's works! Haidee was one of Don Juan's lovers.

They continued to live together in Dover until Mallett died on 3 February 1878 at the age of 62. Tragedy pursued him to right up to the very end of his life. His death certificate records that he died at Clarendon Cottage, Hougham, Dover "from taking an overdose of Hunter's solution of chloral for the purpose of procuring sleep". A coroner's inquest was held in Dover the next day. He was buried on 9 February 1878 at St James's Church, Dover, the home of the Cinque Ports. [The church building was later destroyed by aerial bombardment in both World Wars and is now a ruin.²⁶]

Chloral Hydrate

Chloral Hydrate was originally discovered in 1832, but its sedative properties were first published only in 1869. Because of its easy synthesis, its use became widespread. In the late 19th Century it was widely used recreationally and also mis-prescribed. It is used nowadays for the short-term treatment of severe insomnia which is interfering with normal daily life and where other therapies have failed.²⁶

Chapter 5: John Capon Mallett's financial position²⁷

Despite his apparently secure and well paid employment as a pilot, Mallett appears to have been particularly unfortunate on the financial front. In June 1864 he submitted his own petition for bankruptcy and was summoned to appear at the Bankruptcy Court on 18 June. A further hearing was held the following month at which (as the newspapers called it) “a curious point” was involved. The petition and hearing came only a few months after Mallett’s divorce and the order to pay Sarah Mallett’s costs. It seems clear that he did not do so, since Sarah (by this time purporting to be Mrs Collard) sought to prove a debt in bankruptcy for £89, being the costs in the Divorce Court. The proof, which had been made on behalf of both Mr and Mrs Collard could not be accepted. The marriage was, as we have seen, an “illegal and void” event and consequently in the eyes of the law there were “no such persons” as Mr and Mrs Collard.

Even though Mallett’s ex-wife was unsuccessful, the *Dover Express* reported on 23 July that the Court heard that there were “no less than 54 creditors, butchers, bakers etc” and, in addition to being declared bankrupt, he was ordered to pay off his debts of £500 at the rate of £30 a year. Mallett reacted with anger to this “garbled” report that had appeared in the *Express* and wrote a letter to the newspaper the following week. In it he professed to be concerned only because of its appearance in the locality where he lived – he did not want to bother to contradict reports appearing elsewhere! He denied that he had any debts at all to any bakers, and to butchers he owed merely 30 shillings to one individual.

As regards the claim for the divorce costs, he wrote:

Secondly, the account of the dispute with reference to the costs of the divorce suit is not fairly stated. The truth is that, having furnished my former wife with ample means of support from the time of our mutual agreement of separation being signed till the allowance was refused by her when she commenced her suit, I was naturally indignant at the attempt to saddle me with the costs of the action, and I determined to resist the payment to the utmost. The decision of the Commissioners in the Bankruptcy Court after hearing the evidence was, “That the costs could be admitted as a claim only, but to be expunged from the list of creditors unless her right to the name of Collard could be legally established.”

He concluded:

Lastly, it would appear from the published statement that the setting aside a portion of my income to pay my debts was inflicted as a sort of punishment. The fact is the proposal to do so emanated from myself, and the only debt I wished to get clear of was one that in strict justice I had no right to pay. Circumstances which would occupy too much of your space to explain just now compelled me, in justice to myself, as well as to my creditors, to declare myself bankrupt, and I only hope every one who for the future claims the protection of the Bankruptcy Court will do so with as clear a conscience as Your obedient Servant J.C.MALLETT 4 Park Villas, Dover, 25th July, 1864

Mallett did not get on very well with repaying his debts, as it was only five years later that he was once again summoned to appear at the Bankruptcy Court in December 1869. The *Dover Express* reported the outcome including a statement he had made in explanation of his bankruptcy:

Heavy costs incurred in defending an action brought against me, as a Pilot, by Richard Brandt, to recover £500 for a collision at sea, which action was tried in the Court of Common Pleas, on the

14th February 1865, when the jury could not agree to a verdict, and serious illness which frequently prevented me from taking my turn for duty as a Pilot, and consequent reduction of income." The unsecured debts are £698 11s, of which £200 are stated to have been inserted under a former bankruptcy, and £85 5s is secured by a bill of sale on the bankrupt's furniture. Assignees were appointed.

In April 1870 he was due to appear again before the Court for "last examination and discharge". However, this was by no means the end of the story as financial problems continued to dog him throughout the 1870s. The first was on 20 December 1872, when it appears from the *Dover Express* that a financial claim had been made against him by a man called Ashcroft.

(The case) was a claim for £7 3s 10d. The defendant is a Trinity pilot; and according to the statement of the plaintiff is making about £300 a year. He was not present to dispute this estimate of his earnings and the Judge therefore made an order for his imprisonment for fourteen days, suspending it for a week.

It is not known whether Mallett ever did have to suffer the ignominy of debtor's prison.

Only two years later, his financial situation remained equally dire, as the following reports from the *Dover Express* from December 1874 and May 1875 make horribly clear: an immense amount of dirty linen was washed in public and the reports are therefore worth repeating in full.

18 December 1874
Royce v Mallett

This was a judgement summons. The action was to recover £14, being the balance of a meat account. Plaintiff is a butcher in High-street, and the defendant a Cinque Ports pilot. Mr Worsfold Mowll appeared for the plaintiff, and Mr E Carder for the defendant.

Mr Carder said he would be able, he thought, to satisfy his Honour that defendant had been unable to comply with the Judge's order. Defendant was concerned in a law suit brought to recover £25 as commission, and after two years' proceedings a verdict was given. Defendant went bankrupt, and all the costs in the action, amounting to some hundreds of pounds, fell upon the estate. That was the commencement of his difficulties. He allowed himself to get into the hands of those notorious money-lenders, the Diproses, and they came down to Dover and sold every stick of furniture he had got in his house.

Mr Mowll objected to his friend going into these explanations, as it was irregular.

Mr Carder: I shall put defendant in the box and my friend can then ask him any question he likes. His Honour said he could only deal with the question of the ability of defendant to pay. What did he propose to pay?

Mr Carder: £2 or £3 a month. He is already paying off other debts by instalments.

Mr Mowll: I should ask your Honour to make an order for payment of the whole debt within a month.

Defendant was sworn and examined by Mr Carder. He said his average gross receipts per year were about £300. Through a collision he had to pay £5 per quarter to the Mutual Loan Society: he was paying this now. About 25 per cent had to be deducted from the £300 for Trinity House

light dues. He frequently lost his turns as pilot through ill-health. During the latter part of July and the whole of August he was totally unable to go to sea, and during that time was earning nothing at all. After judgement was recovered for the amount in question he went to the plaintiff to make an arrangement for paying off his debts.

He went several times and saw plaintiff, who told him he had put the matter in the hands of a solicitor, and did not intend to withdraw therefrom. He (defendant) offered to pay a certain sum per month, which plaintiff refused to accept, and said he would rather send him to gaol. He also sent a Mr Davis to see plaintiff and endeavour to make terms, but all offers were refused. He could not pay more than £2 or at the utmost £3 per month. He had a wife and eight children to maintain: none of the children were able to work.

Cross-examined by Mr Mowll, defendant said after making all deductions his net salary during the year had been about £260: it had not been £300. Out of the £260 he had been paying £5 a quarter to the Mutual Loan Society, and had also been paying off old debts. He had to take up money to defend the action, and he had been repaying that money. He had paid about £40 in that way. He borrowed the money from his mother in London and his uncle at Deal.

His Honour said he would not make an order for the payment of the whole sum within a month as asked, although he had no doubt that if defendant liked to put himself together he could pay it in that time.

Still having regard to the fact of his having a large family, he would make a fresh order that the balance should be paid in monthly instalments of £5 each; and if defendant did not pay that amount, and the plaintiff chose to take out a fresh judgement summons, he (the Judge) would commit forthwith.

Friday, 14 May 1875

Royce v Mallet – Legal Consolation

This was a judgement summons, in a case concerning which the defendant wrote a letter to the papers some time ago. The daughter of the defendant attended, and promised that her father would pay the money in a month. Mr Worsfold Mowll who appeared for the plaintiff said he could bring a witness to prove that the defendant had £70 in his possession after paying away £30. The Judge said he would adjourn the case for a month to give the defendant an opportunity of paying. Mr Mowll called attention to the fact that the defendant had impugned (sic) his (Mr Mowll's) conduct in a letter to the papers, and he would like to explain. The Judge consoled Mr Mowll by saying that gentlemen engaged in professional avocations should not be unduly sensitive and in that matter they had examples in gentlemen holding the highest legal offices. He did not think that Mr Mowll's conduct required explanation. Mr Mowll expressed himself satisfied.

Friday, 21 May 1875

County Court – Royce v Mallett

To the Editor of the "Dover Express"

Sir – In your impression of the 14th instant this case is reported, and you state that the Judge refused to hear Mr Mowll's conduct when I was not present. Had Mr Mowll been equally honourable he would not have attempted to explain in my unavoidable absence through illness. He will, however, have an opportunity of doing so, for at the first court I am able to attend I shall

bring the matter forward. The Judge does not know what I have to complain of, therefore could not have intended anything but that he did not wish to hear any explanation till he had heard the complaint.

*I am, Sir, your obedient servant
J C Mallett
Richmond Cottages, Clarendon-road
Dover, 20th May 1875*

It comes as little surprise therefore that after John Mallett died in February 1878 no will was ever published. He had in fact made one a quarter of century earlier on 20 May 1851, in which he left all his belongings to his then wife, Sarah, who was also to be his sole executrix.²⁸ At the time the will was made, Sarah Mallett would have been pregnant with Harriet Ann Collard Mallett, their first recorded child. Was this perhaps what inspired him to make his will?

Of course, by the time he died his financial position had changed both considerably and adversely. He clearly had little if any assets left in 1878 and indeed the legal ramifications of his bankruptcy sadly continued even after his death: creditors' meetings were held in 1878.

***London Gazette
26 November 1878***

The Bankruptcy Act, 1861. Notice of Dividend Meeting. A Meeting of the Creditors of the Bankrupt hereinafter named will be held, pursuant to the 174th section of the said Act, at the time and place hereinafter mentioned; that is to say:-

At the Court of Bankruptcy, Lincoln's-inn-fields, in the county of Middlesex, before William Hazlitt, Esq., Registrar: John Capon Mallett, formerly of Military-road, next of Park-street, then of Park-villas, all in Dover, in the county of Kent, Trinity Cinque Ports Pilot, adjudicated bankrupt on the 3rd day of June, 1864. A Final Dividend Meeting will be held on the 11th day of December next, at eleven o'clock in the forenoon precisely.

At the said Meeting the Assignee will, in pursuance of the 174th section of the said Act, submit statements of the Bankrupt's estate recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said meeting will, in pursuance of the said section, declare whether any and what allowance shall be paid to the said bankrupt. Proofs of Debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

Chapter 6: What happened to other members of his family?

The lives of some of the members of Mallett's family were as colourful as his:

(a) John Capon Mallett's parents and sister

His father, Thomas Mallett, is believed to have died around 1838, but I have not been able to ascertain anything more precise. He was definitely dead by 1842 at the time of Martha Mallett's marriage that year, as their register entry describes him as "deceased".

In order to understand the later life of his mother, Sarah, we need another diversion – this time into a family called Royal and to show their links to the Malletts.

The Royals and the Malletts seem to have been family friends over very many years. The head of the family was Robert Royal who, according to censuses and to some baptismal/marriage/death registers was a Master Mariner too. He had been born in about 1803 in Norfolk and in 1821 married Sarah Garling in Bethnal Green. Two daughters (Cassandra Phoebe and Sophonisba (sic)) were born in the early 1830s in the Whitechapel/Stepney area of the east end of London. By the time of the 1841 census the Royal's home was at 6 Jubilee Street, Stepney and Sarah Royal was there at that time with her two daughters, along with the 22 year old Martha (Halstead) Mallett and a 13 year old Thomas Mallett.

Martha Mallett (later Dole)'s eldest daughter, Mary, was baptised at St Thomas, Stepney, the parish church for their then quoted address: 6 Jubilee Street – see paragraph (b) below.

I have not found Sarah Mallett in either the 1841 and 1851 censuses, but by 1861 she was living at 6 Jubilee Street with Robert Royal and his daughter, Sophonisba; Sarah Mallett was described as a "Housekeeper (Domestic Servt)". Robert Royal described himself as "married", but his wife Sarah Royal was not present.

The Royal and Mallett connection continued: when John Capon Mallett married Rebecca Abrahams in 1864, his "home" at that time was in Stepney and the ceremony was also at St Thomas' church – the witnesses being Robert Royal and Sophia Royal. St Thomas' church was the venue of another family wedding in 1865 – that of Sophonisba Royal to John McPherson, for which Jonathan Capon was a witness.

In August 1867, a Sarah Royal died at the workhouse of St George's in the East – which would have been local to Jubilee Street. We can only assume this was Robert Royal's wife (but why she would have been living there at the time of her death is a mystery), since only one month later, on 24 September, Robert Royal and Sarah Mallett were married by licence at St Thomas' church. He was 64 years old and she was 71.

Robert only lived another few years, dying in 1870. By that time he was living at 128 Jubilee Street. Whether this was a different house in the street, or merely a renumbering following further building in the neighbourhood, is not known. Sarah lived on alone in the house: in the 1871 census her occupation was described as "independent" – presumably referring to

her financial means. She died in December 1874; the probate record states that her effects were worth under £1,000. Her executor was her elder brother, Jonathan Capon.

Sophonisba and her husband moved into 128 Jubilee Street after Sarah's death and members of the McPherson family continued to live there until early into the 20th Century.

This chapter of the narrative can only be finished by revealing an amazing twist and launching another real mystery. The two Royal girls - Cassandra Phoebe and Sophonisba – had been baptised at different times (in 1831 and 1833) and in different churches: St Mary's Whitechapel and St George in the East respectively.

But -

- Cassandra Phoebe's Christian names were recorded as Cassandra Phoebe Royal, and with the surname of her parents, Robert and Sarah, shown as MALLETT.
- Sophonisba had only the one name, but her parents, Robert and Sarah, were also called MALLETT.

It seems possible that Cassandra and Sophonisba were the people whom Mallett described as "his sisters".

(b) John Capon Mallett's sister, Martha Halstead Mallett: the Dole family

On 5 February 1842, Martha Halstead Mallett married Joseph Dole at the Church of St Dunstan in the West, London. Both the bride and the groom were living together at 6 Water Lane. He was described as a "smith".

Page 123.

1842. Marriage solemnized in the Parish Church in the Parish of St Dunstan West in the County of London

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
245	Feb. 5	Joseph Dole	27	Bachelor	Smith	6. Water Lane	Thomas Dole	Smith
		Martha Mallett	27	Spouse		6. Water Lane	Thomas Mallett	Deceased

Married in the Parish Church according to the Rites and Ceremonies of the Holy Catholic Church by License by me, Robert Capon

This Marriage was solemnized between us, Joseph Dole and Martha Mallett in the Presence of us, Robert Capon and Jane Russell

Joseph Dole and Martha Mallett's marriage in February 1842. Robert Royal was one of the witnesses.

Very shortly thereafter they migrated to Australia aboard the *Earl of Durham*, arriving in Sydney on 11 July 1842.²⁹ The records indicate that Joseph was going to be employed in Australia by his uncle, Isaac Dole, an ironmonger. At some stage, fairly shortly thereafter – and for unknown reasons – the Dole's returned to England. As noted above, their first daughter, Mary, was born in 1846.

But three years later, they decided to go back to Australia in 1849, arriving just a few days before the birth of their second child, Thomas George. The records of both journeys to Australia suggest they each fell under the supported migrant programme, although why this was agreed by the authorities and who paid for the return voyage to England, is not known. After Mary and Thomas George, a further five children were born, of whom three lived to adulthood.

Joseph Dole was an ironmonger and became something of a pillar of the local community in Sydney. At his funeral in May 1882, members of both the Masonic Cambrian Lodge of Australia and the No Surrender Orange Order Lodge placed funeral announcements in the Sydney Morning Herald. Martha lived until 25 June 1884 when she died in Waverley, New South Wales.³⁰

The Dole descendants appear mainly to have followed equally good and respectable lives. Thomas George Dole, for example, was appointed a magistrate for the State of New South Wales in 1901. The one exception to this was one of the Dole's grandsons, Joseph Henry James Dole – a son of Joseph and Martha's fifth child, Joseph Henry John Dole. He fell foul of the police first in 1904 when he was sentenced to a fine of £11/6/6 and two months imprisonment for "fraudulent conversion". This was followed six years later by a sentence of 10 months hard labour having been found guilty on three counts of embezzlement.

11281 Name *Joseph Henry James Dole*
 Date when Portrait was taken *ARLINGTON 1890* 203

Native place *Sydney*
 Year of birth *18-10-42*
 Height, without shoes, *5' 8"* Feet *8 1/2* Inches
 Weight *125*
 Colour of hair *Brown*
 Colour of eyes *Brown*
 Marks or special features *Scar on forehead*
 Remarks *marks on forehead left of nose
 upon left nostril have been
 broken and removed
 of neck scar on both
 hands and on front
 left arm*

(No of previous Portrait:)

Where and When.		Offence.	Penalty.
<i>Newtown N.S.W.</i>	<i>2-9-04</i>	<i>fraudulent conversion</i>	<i>11.6.6 or 2 mths. imprison 9.0</i>
<i>Sydney N.S.W.</i>	<i>4-4-10</i>	<i>embezzlement</i>	<i>10 months</i>
<i>Chesham N.S.W.</i>	<i>6-7-27</i>	<i>not pay cost</i>	<i>11 mths. imprison</i>
<i>Chesham N.S.W.</i>	<i>7-10-27</i>	<i>not pay cost</i>	<i>4 mths. imprison</i>

Joseph Henry James Dole – police record

(c) John Capon Mallett's first wife

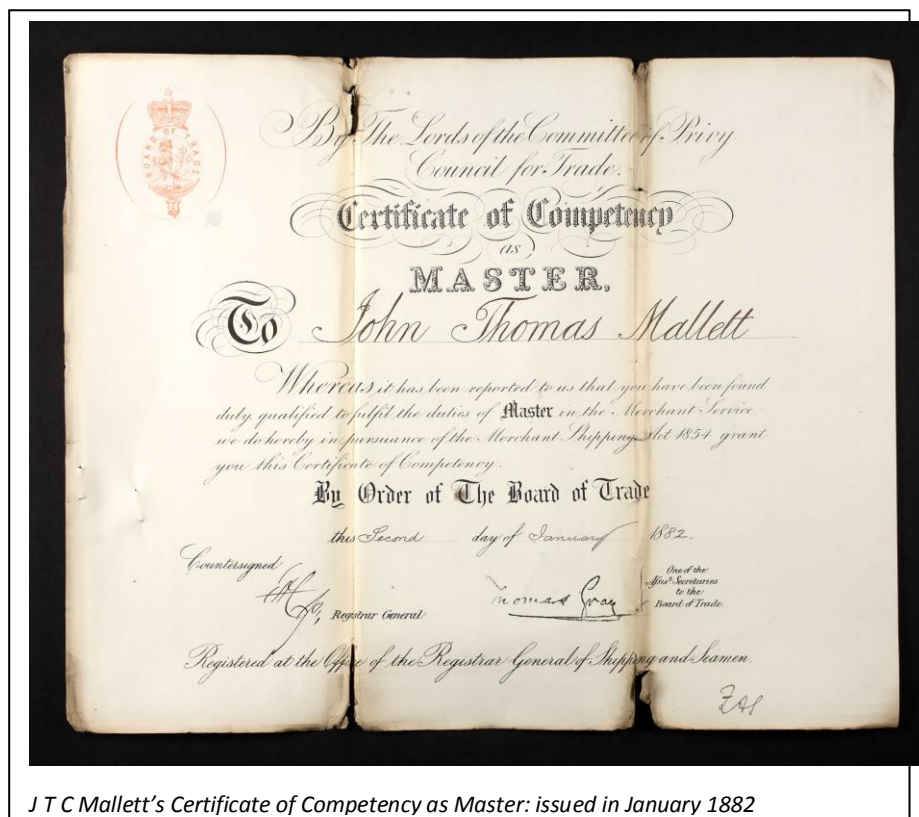
Mallett's first wife, Sarah, later Mrs Collard, continued to live in Deal with William Redsell Collard until his death in April 1869 at the age of 60. At some stage thereafter, she moved back up North to live in Stockton-on-Tees with her only surviving child - her son, John Thomas Capon Mallett. She must have found love again as in 1872 she got married for the third time, on this occasion to John Payne Wilkinson, who at 68 years old was nine years her senior. He died at the end of 1879 and she returned to living with her son.

She continued to live with her family for a further 28 years, dying only on 30 July 1908 in Middlesbrough at what was for then the very old age of 96.

(d) John Capon Mallett's eldest son and his children

John Thomas Capon Mallett

Mallett's eldest son, John Thomas Capon Mallett, followed in his father's and grandfather's footsteps and became a mariner. The records indicate that he served for four months in 1867 as a "boy" on board the *Lady Hilda* based in London.³¹ Later that year, in August, he was apprenticed to Capt W Coward - probably a member of his mother's family - who was the Master of a Brig called the *IMOD* out of West Hartlepool.³¹ The



J T C Mallett's Certificate of Competency as Master: issued in January 1882

apprenticeship lasted its full four years, after which he served as an able-bodied (AB) sailor on a series of vessels operating out of North East ports. Between 1876 and 1881 he was a 3rd, 2nd or 1st Mate on a succession of vessels, including from 1877-1880 on the *ss Wyberton* out of London. In early 1882, he passed the examinations and qualified as a Master – see the certificate above.

On 27 August 1870, when Mallett junior was still only 17 years old, a very curious announcement appeared in the marriage columns of the *Middlesbrough Daily Gazette*:

MALLETT – NICHOLSON. – At St. James's Church, Stockton, on the 25th inst., by the Rev. – Laws, Mr J.C.T. Mallett, only son of J.C. Mallett, Esq., Cinque Fort (sic), Dover, pilot, to the eldest daughter of Mr R. Nicholson, farmer, Norton Junction. No cards.

There is no further reference to this marriage or confirmation that it actually took place, either in the national or local marriage registration indexes or in the records of Stockton Church. So quite what the announcement was all about, or the implications, is unclear. What is clear, however, is that Mallett did get married on 17 May 1875 in Thornaby, near Stockton to Anne Cummings Brough. They had a total of seven children, who are described in Appendix 1, section (d).

In November 1893, J T C Mallett was the Master of the *ss Gwendoline* (a 165 ft long, 328 ton iron vessel) which had a crew of thirteen.³³ She had left Middlesbrough the previous week

bound for Grangemouth (on the Firth of Forth) with a cargo of pig iron; she then sailed south again with a cargo of coal, bound for Hull. On the night of 18 November she was sailing by the Farne Islands off the Northumberland coast in particularly adverse weather conditions.³⁴ The *Gwendoline* and all her hands were lost.³⁵ Captain Mallett's body, along with some wreckage from the ship, was found washed ashore between Seahouses and Bambrough four days later. He was identified by an inscribed ring on his right hand and the shirt he was wearing. His face was apparently bruised and disfigured, but the *Middlesbrough Daily Gazette* referred rather oddly to "the smile that still remained on the features".³⁶

He was just 40 years old and left a widow and five children. His funeral, which was held in Middlesbrough on 25 November 1893 was a very large one, attended by a number of local ships' masters and fellow Freemasons.³⁷ (Mallett had joined the Masons' North Yorkshire Lodge in October 1889.³⁸) He was buried at Middlesbrough Cemetery.

Conrad Mallett

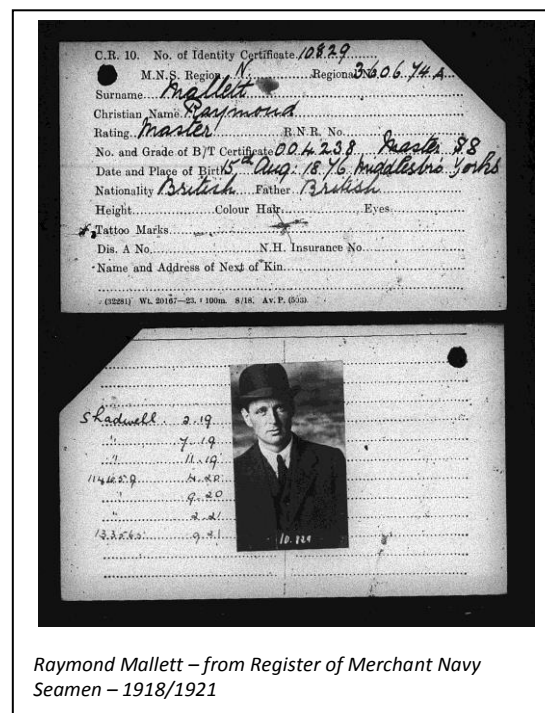
JTC Mallett's eldest son, Conrad, distinguished himself at school. At the age of 14, when attending the Middlesbrough Wesleyan School, was 3rd of 15 boys recommended by school inspectors for science and arts scholarships at Middlesbrough High School after taking a public exam.³⁹ He later followed the family tradition into the merchant navy. He signed on for a four-year apprenticeship in Glasgow in July 1895 at the age of 18, but it was cancelled only two years later when the ship was sold.⁴⁰ Conrad served on other ships out of Liverpool and in November 1899 passed his examinations for 2nd Mate in West Hartlepool. But another tragedy was imminent: in May 1900 he was serving as the second officer on the *Petunia* when on the 18th he accidentally fell overboard and was drowned.⁴¹

Raymond Mallett

The second (surviving) son, Raymond, was able to benefit from his father's membership of the Masons and was educated at the Freemasons School in Rickmansworth⁴² before also joining the merchant navy. He qualified as a 2nd Mate in 1907, as a 1st Mate in 1909 and as a Master in September 1910. Raymond continued to serve during the First World War after which he was awarded the Lloyd's Medal for Meritorious Service.⁴³ He died in 1964.

Olive Mallett

JTC Mallett's second daughter, Olive, was born in Thornaby in late 1880. Around 1907 she began a relationship with a man called Alfred Gorham, who was 24 years her senior, having been born in 1856 in Walkeringham,



Raymond Mallett – from Register of Merchant Navy Seamen – 1918/1921

Nottinghamshire, where his father was the local vicar.⁴⁴ He was a highly intelligent and educated individual, having been elected an Exhibitioner at Trinity College, Cambridge in 1875 and transferred in 1879 as a scholar to Trinity College, Dublin, graduating from there in 1881. He then became a barrister, practising in Dublin in 1887. In 1902 he gained admittance to the bar in London at Lincoln's Inn.

Something seriously wrong must have happened with his life or his career at some stage soon thereafter. At the time of the 1901 census, for instance, (ie before he joined Lincoln's Inn) he was living in Willesden with a wife born in Ireland (but no children) and working as a private school tutor.

Ten years later in the 1911 census and Gorham is found living with Olive Mallett in Barwick in Elmet, just outside Leeds, but using the alias of Alfred Cummin Mallett. Far from having a high-powered career, he was a secretary of a motor car company. And whereas Gorham had been born in Nottinghamshire, he now claimed to have been born in Masham (where his father had come from!). He also claimed that he and Olive Mallett had been married for 4 years. What is undisputed is that there were two small children, Conrad and Alfred Garth aged 2 years and 2 months respectively.

Things became interesting in 1917 when a series of newspaper reports recorded the outcome of a fraud case. Typical is the following from the *Yorkshire Post and Leeds Intelligencer* of 28 June:

THE BOGUS CLAIM AGAINST THE MUNITIONS MINISTRY PRISONERS FOUND GUILTY

The charges of conspiracy to defraud the Ministry of Munitions by means of a bogus compensation claim, brought against Olive Mallett and Alfred Gorham, were gone into at the Old Bailey, London, yesterday. According to the prosecution, Mallett gave up her employment in a Leeds munitions factory, and both prisoners wrote complaining that T.N.T. poisoning had totally incapacitated her, that her hair was falling out, and that her teeth and eyes were affected. She was granted £2 a week compensation, but demanded a lump sum of £150. It was alleged that Mallett was never ill, but all the time was earning £5 a week at Woolwich Arsenal.

Evidence was given that both prisoners sought an interview with Dr Addison [Minister of Munitions]. Subsequently letters were received from them asking the Ministry to hurry the Government, as Mallett was still very ill. She also complained of jaundice, and that she was without food.

Giving evidence, Mallett maintained that she contracted T.N.T poisoning, and that she had since had her hair cut close to her head in order that she might get work. She admitted that she had earned more money at Woolwich than before, and that she wrote to the Ministry saying that she wondered what on earth she was to do to support her children.

The male prisoner said he had got into the hands of money lenders.

Both prisoners were found guilty, and the jury recommended the female prisoner to mercy. A police inspector said the male prisoner's wife was an inmate of Leeds Workhouse. She obtained a separation order, and he had not kept up a payment of 1s a week. The male prisoner had

spent £4,000 left by him by his father. He was sentenced to four months in the second division, and Mallett was bound over.

The *Newcastle Journal* added:

It was stated that Gorham had got rid of a legacy of £4,000, had been helped by the Barristers' Benevolent Society, and was married with a wife in Leeds Workhouse. Mallett belonged to Middlesbrough. Her people were surprised she was not married to Gorham.

The *Yorkshire Evening Post* wrote:

In September he said that his wife had left a Leeds munition factory and wanted to work at the Arsenal. The woman was offered and accepted the post of supervisor of a fuse factory and worked at the Arsenal for five weeks. She commenced at £2, but soon was drawing as much as £5. Subsequently, both prisoners were instantly discharged. The man's wages averaged about £4.

At the time of the trial, Gorham and Olive Mallett had four children, all under 9 years old. Before the end of the war, a further daughter was born in East Kent. After the first Mrs Gorham died in Leeds in early 1919, the couple got married in Kent later in the year. After that they continued to move around the country: a further daughter was born in Yorkshire in 1921 and a son in Birkenhead in 1923. Gorham died only three months later on 8 December at the age of 67. He left a widow with seven children under 15. His will was worth £804⁴⁵, which is a surprisingly large amount given his earlier circumstances. Olive lived on until 1946 when she died in Bournemouth.

(e) John Capon Mallett's younger children

Percival Keene Mallett

John Capon Mallett's next son's origins are a real mystery; Percival Keene Mallett was born about 1855 at a time when Mallett was having a relationship with Rebecca Abrahams. However, there is no trace of his birth in the UK, nor of any Baptism in this country. (This is perhaps not particularly surprising as Rebecca was Jewish and none of her children appear to have been christened as babies, although two of her children were baptised as adults some years later.) Furthermore, Percival cannot be found in the 1861 census, which is definitely odd. Indeed, the only known record of him in the UK dates to September 1869 when he was indentured into the merchant navy in London for 4 years. His age is quoted then as being 14.

We may however get an idea of his origins, since he stated at the time of his marriage in Australia only seven years later that his father's name was John Capon Mallett

REGISTER OF APPRENTICES' INDENTURES.										
NAME OF APPRENTICE	Age when Bound	Date of Indenture	Date of Enrolment of Indenture	Term for which Bound	Indenture Expires	Names and Residences of Persons to whom Bound	Ship		Port at which Indenture was Enrolled	Remarks
							Name	Official No.		
September 1869.										
Moyell, William W.	15	3.9.69	3.9.69	5	1877	Rebecca, N. W. W. Colverson	192 tons			M.S.
Muddiman, Saml. Wm.	16	15.9.69	17.9.69	14	1877	J. Bouley, Grand				
Mason, Joseph L.	16	17.9.69	22.9.69	14	1777	J. Ballinath, Glasgow	143 tons			
Mallett, Percival K.	14	21.9.69	27.9.69	5	1877	R. Walker, London	Bereard	326 tons		
Martin, Frank	15	27.9.69	27.9.69	5	1877	Lachous & Sons, London	Wards	326 tons		

Percival Keene Mallett: apprenticeship indenture – aged 14 in September 1869

and on his death certificate many years later, his mother's name is shown as Rebecca.⁴⁶ However, no other independent documentary evidence to sustain this relationship has been found. (As an aside, it is interesting to note that after Sophy Hunt (nee Abrahams/Mallett) died in Australia in 1944, in her will she had left some money to "my nephew John Percy Mallett". John Percival Mallett was the elder son of Percival Keene Mallett by his second wife.)

Quite what Percival's apprenticeship involved or on what ships he served is not known. But in July 1875 he was a member of the crew of the ss *Trevelyan*, which sailed from London on 1 July and arrived in Adelaide, Australia on 11 October. The *Trevelyan* was principally an immigrant ship, carrying 262 migrants "in the steerage".⁴⁷ Mallett had only just arrived in Australia when he was involved in a violent affray. As the *South Australian Advertiser* of 15 October reported:

Percival Mallett, seaman of the ship Trevelyan, was charged with assaulting Thomas Brown, the chief officer, who said that on the previous day, at about 4 p.m., when the vessel was being moored in the river, he had occasion to go on to the poop, and out of 33 men of the crew he could only find 11 on the deck. That was not strength enough to get the chains on board. Saw Mallett in the forecastle, and asked him what he was doing there. He replied with abusive language, and witness pulled him out of his berth, where he was lying. Soon afterwards witness heard some one warn him to look out. Turned round sharply, and saw defendant coming towards him with a belaying-pin in his hand. Put himself in a position of defence, and when defendant came close to him tried to wrest the pin from him. In the struggle the pin struck witness on the face above and below the eye, making a wound. Then went into the boatswain's berth to wash the blood off his face, and while there heard defendant running about the deck, crying out, 'Where is he!' The captain came forward, and seeing the raving state in which the man was tried to pacify him. The men took him into the forecastle, and quieted him. Went aft and saw the ship made fast about 6 o'clock was standing on the gangway when defendant came to him in company with William Bromell, and threatened to 'do' for him. The captain had by this time brought some police officers on board, and witness gave defendant in charge. When told to come out of his berth, defendant said he would do no more work, and told witness to leave the place, and threatened to 'do' for him. That was before witness pulled him out of the berth. Defendant was drunk. By defendant - Did not pull you out by the hair of your head. Had asked the captain of the steamer not to sell any more liquor to the men. The captain said he had no complaint against the man excepting his conduct on the occasion referred to, when he seemed to be under the influence of drink. He saw the defendant strike the chief officer. Committed to gaol for two months with hard labour.

William Longley Bromell was charged with disturbing the peace of the same ship on the same occasion. Thomas Brown, chief officer of the Trevelyan, gave similar evidence to that detailed in the previous case, adding that the man refused to work, using bad language, and threatening the mate. Defendant said in Court that he was on the poop, and went forward to get a drink of water, when the mate came forward in a state of intoxication, and struck him three times. That caused defendant to say he would do no more work till he had seen Captain Edwards. Defendant also saw the mate raise a chainhook to Mallett, and tried to take it from him. Captain Edwards said that when he came forward the previous day he saw the defendant drunk with Mallett. Told them to go to their beds, and not make a disturbance. Defendant replied, "'I'll pitch into Mr. Brown, as he has used me badly.'" Mallett then got hold of a chain hook, and defendant helped to take it from him. The chief officer was not drunk. William Medland, police-constable, said that the defendant was very quiet and was not drunk, but a little excited. Dismissed.

It is presumed that Mallett did serve his two month sentence, as in January 1876 he was an AB seaman on the Coorong which sailed from Adelaide to Sydney. He had returned to Adelaide by March where on the 25th at the Presbyterian Chapel he married Margaret Hayhurst. She had also just arrived in Australia, having been one of the passengers on the *Trevelyan*.⁴⁸ They had four children between 1877 and 1883: two sons (William Conrad and William John) and two daughters (Medora Elizabeth and Florence Jane).

In Adelaide in December 1896, Margaret Mallett – describing herself as a widow – married a John Daley, but Percival Keene Mallett was far from dead. In April 1906 in New South Wales, he married Mary Taylor. No evidence of divorce has been found, so here is a case of two bigamous marriages!

Percival and Mary Mallett had three further children: two sons (John Percival and Harold Benjamin) born in 1906 and 1909 and a daughter (Elizabeth) in 1908.

In early 1913 Mallett embarked on a journey from Sydney to England, taking with him his youngest son, three-year old Harold. Why he should do so is not clear. Various ships' manifests reveal his outward journey, via Vancouver and apparently across Canada, entering the USA probably in New York State and finally arriving in Liverpool from New York on the *Mauretania* on 17 February 1913.⁴⁹ Throughout his journey, he was described as a surveyor.

Before leaving Australia, he had made a will in January 1913.⁵⁰ He appointed guardians for his infant children and made financial provision for his wife and children. He was described not as a surveyor, but as a nightwatchman. Perhaps "surveyor" was intended to give a more prestigious ring to his occupation on a cruise ship and meant to be taken literally, not as a suggestion of being professionally qualified!

Mallett and his son left England again for Australia on 16 October 1913, sailing on the White Star Line's *ss Afric* from Liverpool.⁵¹ A month earlier on Saturday 6 September 1913, a strange announcement had appeared in the *Sydney Morning Herald*:

I, Percival Mallett will not be responsible for any DEBTS contracted in my name without my authority. PERCIVAL MALLETT, 6 Richardson-road, Hove Brighton England

(Richardson Road, Hove was the home at the time of the 1911 census of Percival Mallett's sister, Minnehaha, and his niece Dora Mallett/Freeland.)

Percival Keene Mallett died only a few years later in New South Wales, on 8 September 1919. His proved will showed that he left assets amounting to £2,115.

(f) Further children of John Capon Mallett

Conrad Greenstreet/Mallett

Conrad Greenstreet was born in 1866, the year before his mother, Susan, married John Capon Mallett. In the 1881 census, he was described as a draper's assistant, but only 18 months later he too followed in the family tradition of joining the merchant navy. His apprenticeship indenture at the recorded age of 17 (although he was actually only 16) on 11

September 1882 was supposed to last five years, although it was in fact cancelled (for unknown reasons) in February 1886. Perhaps it just did not work out for him, as in 1891 he was back living at home again in Dover with his widowed mother and two of his siblings. He was then an upholsterer. His life does not appear to have been particularly happy. In the summer of 1899 he spent six weeks in Chartham Asylum, although he was released having recovered. In 1901 he was living on his own in Snargate Street in Dover employed as a caretaker and furniture packer, presumably “above the shop”.

On Monday, 19 August 1907 – it was later reported in the *Whitstable Times* of 24 August – he was found dead, lying on the floor in his locked room above the furniture shop. At the inquest, the Coroner determined that he had died from natural causes, due to an internal haemorrhage.

Childe Harold Mallett

Not surprisingly he did not use the first name! Harold was born in Dover on 27 December 1871. In 1895 he married Eleanor (Ellen) Phipps and they had five daughters who were born between 1897 and 1903, two of whom died in infancy.

But in September 1907 Ellen died suddenly at the age of 30. Harold, with the three surviving girls of whom the eldest was only 10, moved in with his brother-in-law and wife and five children near Dover.

By trade Harold was a porter in 1891 and a general labourer in 1901, but by 1911 he had become a pit sinker with the Kent Coal Company. It was as a result of this employment that tragedy struck the family.

On Tuesday, 7 December 1915, Harold Mallett was working down the pit at Snowdown Colliery. According to newspaper reports,⁵² a hoppit loaded with rock was over-wound and fell 2,000 ft down the shaft, killing two men outright and injuring two more, one of whom was Harold Mallett. The injured were taken to Dover hospital. Mallett had his right arm crushed and several ribs fractured. His hand had to be amputated. He also suffered from injuries to his lungs and a scalp wound. He died of his injuries on the following Monday, 13 December 1915.

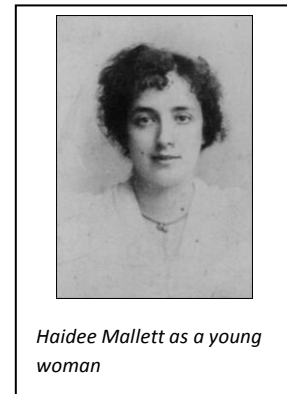
According to the hospital doctor who gave evidence to the coroner’s inquiry, Mallett actually died of double pneumonia from the lung injury and immersion in water in the pit. Mallett’s eldest daughter, Lily, who was by then 18 years old, had to identify her father’s body at the mortuary and give evidence to this effect to the inquiry.

The same verdict, one of accidental death, was recorded in the case of all the four men who lost their lives at Snowdown in the same accident.

Haidee Mallett

Haidee was John's youngest child. She was born on 12 July 1875 and thus was less than three years old when her father died. She and her siblings were brought up by their mother, Susan, in Dover.

At the time of the 1881 census, Susan was described as a needlewoman, whilst the eldest son, Conrad, was a draper's assistant and the eldest daughter, Medora, who was 14, was a dressmaker. Haidee was a scholar – the standard description applied to all young people.



Ten years later and much of the family was still all together. Medora, who by this time had had an illegitimate daughter of her own, was living with her half-sister, Minnehaha, and working as a waitress in Kensington. Haidee, who was 16, was described as a "pianist music".

Just over five years later, on Boxing Day 1896, Haidee married William Henry Blofield in Hammersmith. They did not have any children and within 18 months, he had died. Precisely what Haidee did after that is unclear, as no record can be found of her in the 1901 census. Was she living temporarily under a different name or had she gone abroad perhaps? However, in 1902 she married her late husband's cousin, John Blofield, in Putney. They had four children: John William Harry, born in 1908; Dora Haidee, born in 1910; Alice Vera Louise, born in 1913 and Eileen, born in 1915.

John Blofield was a butcher, trading from his home at 187 Putney Bridge Road in South West London. At the time of the 1911 census, the family was clearly quite prosperous, as they were employing a 15-year-old girl as a children's nurse to look after the two children who were under 3 years old.



The Blofields later moved to Thornton Heath where John ran an off-licence at 162 Thornton Road. Telephone directories show him at that address from 1936. In the 1939 Register, taken very shortly after the outbreak of war, John Blofield was recorded as being a wine & spirit merchant, with Haidee helping in the business. Their youngest daughter, Eileen, was still living at home and also working as a shop assistant in the off licence.

Whilst John died in 1955, Haidee lived until 20 October 1968 when she died in Netherne Hospital in Coulsdon at the age of 93.

Eileen Blofield married Philip Condon in Croydon in 1942 and was the great-grandmother of Arlo Gilchrist, to whom this work is dedicated!

Reviewing this collection of stories makes me realise that it is only the sad, the unusual and the scandalous that tend to make it into the annals of family history and a false perspective can therefore arise. There are plenty of other people in this narrative, and their descendants, who will have led virtuous and sober (but otherwise boring) lives, which therefore never made it to the written records of history – and who sadly do not feature in any detail in this narrative.

Appendix 1: Timeline summary

DATE	PERSONAL	RELATIONSHIPS	CAREER	OUTSIDE WORLD
June 1815				Battle of Waterloo, end of Napoleonic Wars
3 Jan 1816	Parents married in Ipswich			
28 Dec 1816	Born in Harwich			
Jan 1820				Death of George III, George IV becomes King
June 1830				Death of George IV, William IV becomes King
30 Sept 1836			3rd mate, Ida of London	
June 1837				Death of William IV, Victoria becomes Queen
12 Nov 1838		Married Sarah Coward in Hartlepool		
1839			Hudson's Bay Co: 2nd mate of the <i>Prince of Wales</i>	
1840			Hudson's Bay Co: Master of the <i>Marten</i>	
1841			Sailing in Canada	
1842			Sailing in Canada	
1843			Sailing in Canada	
Aug 1843			Began his diary	
Dec 1843			Returned to Hartlepool with the <i>Marten</i>	Charles Dickens publishes "A Christmas Carol"
Early 1844			Dismissed from Hudson's Bay Company	
28 Aug 1844			Master of the <i>Sharp</i> - a vessel that sailed between NE England and Ceylon/India carrying coal, returning with oriental cargo	
1845			To and fro between England and India	Potato famine in Ireland starts
1846			To and fro between England and India	
1847			To and fro between England and India	
Feb 1848			Last return of <i>Sharp</i> to England. Resigned from company	Year of revolutions in Europe
1849			Moved to Dover: became Trinity Cinque Ports Pilot	

1850				
3 Sept 1851	Harriett Ann Collard Mallett baptised (died same year)			The Great Exhibition opens in the Crystal Palace in Hyde Park (May 1851)
1852		Began relationship with Elizabeth Griffiths – lasts to 1856		
30 Dec 1852	John Thomas Capon Mallett born			
Oct 1853				Crimean War begins
1854			Passed Piloting exam	
June 1854			First instance of joining delegation to Board of Trade	
27 Aug 1854	Conrad Mallett born (died 1861)			
1855	Percival Keene Mallett born Medora Griffiths born (July)			
Oct 1855		Began relationship with Rebecca Abrahams		Longfellow's poem "Hiawatha" published (November 1855)
Sept 1856	Medora Griffiths baptised on the 9 th and buried on the 16 th			Crimean War ends (Feb 1856)
ca Dec 1856	Minnehaha Abrahams/Mallett born			
1857				
ca Sept 1858	Jessica Abrahams/Mallett born			
1859				
July 1860		Officially deserted Sarah Mallett		Start of threat of French invasion – lasts throughout the 1860s
1861				American Civil War begins (April 1861) Prince Albert, Prince Consort dies (Dec 1861)
March 1862			Led delegation to Board of Trade	
ca June 1862	Sophia (Sophy) Abrahams/Mallett born			
Nov 1862		Divorce petition filed		
11 June 1863		Divorce from Sarah Mallett - decree nisi		
17 Nov 1863		Divorce from Sarah Mallett - decree absolute		
3 March 1864		Married Rebecca Abrahams in Stepney		

3 June 1864			Adjudicated bankrupt	
6 Dec 1864	Stillborn daughter			
10 Dec 1864		Death of wife, Rebecca Mallett		
14 Feb 1865			Action against him in Court of Common Pleas following collision at sea	
April 1865				Abraham Lincoln assassinated
ca March 1866	Conrad Greenstreet born			
ca June 1867	Medora Greenstreet born			
4 Sept 1867		Married Susan Greenstreet in Ashford		
Feb 1868				Benjamin Disraeli becomes Prime Minister for the first time
May 1868			Published treatise on piloting	
Dec 1868				W E Gladstone becomes Prime Minister for the first time
6 July 1869	Lelia/Leila Mallett born			
16 Nov 1869			Bankruptcy petition filed	
17 May 1870			Gave evidence to House of Commons Committee	
Jan 1871				End of Franco-Prussian war and threat of French invasion
27 Dec 1871	Childe Harold Mallett born			
20 Dec 1872			Further hearings re debts	
23 June 1874	Martha Mallett born (died same year)			
18 Dec 1874			Court hearing re debts	Winston Churchill born (Nov 1874)
May 1875			Further hearings re debts	First Gilbert & Sullivan opera: Trial By Jury
12 July 1875	Haidee Mallett born			
March 1877				First Test Match: England vs Australia
3 Feb 1878	Died in Dover			
9 Feb 1878	Buried at St James's, Dover			

Appendix 2: Genealogical Summary

(a) Parents

Thomas MALLETT and **Sarah CAPON** were married on 3 January 1816 at St Clement's Church, Ipswich. Thomas's place and date of birth are not known, but he had died before his daughter's marriage in 1842. Sarah was baptised on 2 March 1796, also at St Clement's, Ipswich. In later life, at the age of 71 on 24 September 1867, she married a widowed old family friend, Robert Royal. She died in Stepney in December 1874.

(b) John Capon MALLETT

John was born in the Essex port town of Harwich on 28 December 1816 and was baptised in the parish church of St Nicholas two days later.

FIRST MARRIAGE

He married **Sarah COWARD** on 12 November 1838 in Hartlepool. She was born ca 1814 in Whitby, Yorks.

Only known children of first marriage:

Harriett Ann Collard MALLETT	Baptised 3/9/1851 (St Mary, Dover)		Died 1851 (Dover)
John Thomas Capon MALLETT	Born 30/12/1852 (Dover) baptised 2/2/1853 (St Mary, Dover)	Married on 17 May 1875 in Thornaby, near Stockton-on-Tees to Annie Cummings BROUGH	Drowned at sea on 18/11/1893 near Whitby and buried on 25/11/1893 in Middlesbrough
Conrad MALLETT	Born 27/8/1854 (Dover)		Died 4/12/1861 (Kent)

Between 1852 and 1856 Mallett had a relationship with **Elizabeth GRIFFITHS**

Medora GRIFFITHS	Born about July 1855 and baptised 9/9/1856 (Holy Trinity, Dover)	Buried 16/9/1856, aged 14 months (St Mary the Virgin, Dover)
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Between 1855 and 1864 Mallett had a relationship with **Rebecca ABRAHAMS**.

Possible offspring of **John Capon Mallett** and **Rebecca ABRAHAMS**

Percival Keene MALLETT	Born ca 1855 (no details known)	Married (1) on 2/3/1876 in Port Adelaide, S Australia to Margaret HAYHURST Married (2) in 1906 in Paddington, NSW to Mary TAYLOR	Died 8/9/1919 (Sydney NSW)	
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Definite offspring of **John Capon Mallett** and **Rebecca ABRAHAMS**

Minnehaha ABRAHAMS/MALLETT	Born 1856 (Dover) and baptised 6/5/1877 (Folkestone)		d 15/11/1931 (Sydney)	Emigrated to Australia (1914)
Jessica ABRAHAMS/MALLETT	Born 30/7/1858 (Dover) and baptised 6/5/1877 (Folkestone)	Married in 1900 in central London to Charles E LOUIS	Died 1943 (Shoreditch)	
Sophia/Sophy ABRAHAMS/MALLETT	Born 1862 (Dover)	Married on 24/10/1881 at St James's, Dover to William HUNT	Died 19/6/1944 (Sydney)	

His marriage to **Sarah MALLETT, nee COWARD**, was dissolved by divorce on 11 June 1863.

She had two subsequent husbands: on 18 August 1863 at St James's, Westminster she married **William Redsull COLLARD**. (A further marriage ceremony between the two of them – in order to legitimise the relationship - took place a year later on 6 August 1864, this time in Deal, Kent.) He was born in 1809 and died on 23 April 1869 in Deal.

in 1872 in Stockton-on-Tees she married **John Payne WILKINSON** who was born about 1804 and who died in 1879 in Middlesbrough.

SECOND MARRIAGE

John Capon MALLETT married **Rebecca ABRAHAMS** on 3 March 1864 at St Thomas, Stepney. She was born in Canterbury on 9 June 1834.

Known children of second marriage:

(Stillborn daughter)	6/12/1864 in Dover
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Rebecca MALLETT, nee ABRAHAMS died on 10 December 1864 and was buried on 14 December 1864 at St James's, Dover.

Between 1866 and 1867 Mallett had a relationship with Susan GREENSTREET

Known children of this relationship:

Conrad GREENSTREET/ MALLETT	Born 1866 (Dover) and baptised 30/4/1884 (St James's, Dover)		Died 1907 (Dover)
Medora GREENSTREET/ MALLETT	Born 1867 (Dover)	Married in 1895 in Fulham to Walter Charles FREELAND	Died about 1958 (Ontario, Canada)

THIRD MARRIAGE

He married **Susan GREENSTREET** on 4 September 1867 at St Mary's, Ashford. She had been baptised at Molash, near Chilham in Kent on 21 December 1845. She died on 1 April 1905 in Dover.

Known children of third marriage:

Lelia/Leila MALLETT	Born 6/7/1869 (Dover) and baptised 12/3/1884 (St James's, Dover)	Married on 27/7/1899 in Hammersmith to Herbert Ansted HUTTON [Born 1870 (Wandsworth) Died 1909 (Sussex)]	Died 22/11/1916 (Hove, Sussex)
Childe Harold MALLETT	Born 27/12/1871 (Dover) and baptised 30/4/1884 (St James's, Dover)	Married in 1895 in Dover to Ellen PHIPPS [Born 1877 Died 1907 (Dover)]	Died 13/12/1915 (in a mining accident at Snowdown Colliery, Dover)
Martha MALLETT	Born 23/6/1874 (Dover)		Died 1874 (Dover)

Haidee MALLETT	Born 12/7/1875 (Dover) and baptised 12/3/1884 (St James's, Dover)	Married on 26/12/1896 at St Johns, Hammersmith to William Henry BLOFIELD [Born 1868 (Cosford, Suffolk) Died 1898 (Kensington)] Married in 1902 in Wandsworth to John BLOFIELD [Born 1869 (Plumstead) Died 23/1/1955 (Reigate)]	Died 20/10/1968 (Coulsdon, Surrey)
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John Capon MALLETT died on 3 February 1878 at his home, Clarendon Cottage, Hougham, Dover. The death certificate records that he died “from taking an overdose of Hunters solution of chloral for the purpose of procuring sleep”. A coroner’s inquest took place the next day. He was buried on 9 February 1878 at St James’s, Dover. He was 62 years old, although the death certificate states 64 years.

(c) **John Capon Mallett’s grandchildren**

Children of John Thomas Capon MALLETT and Annie Cummings, nee BROUGH			
Annie Cummings MALLETT	Baptised 29/1/1876 (Thornaby)]	Married in 1902 in Kensington, London to Herbert Alderson SMITH	
Conrad MALLETT	Born 27/1/1877 (Thornaby)		Died 1900 (At sea, aboard <i>Petunia</i>)
Olive MALLETT	Baptised 10/3/1881 (Thornaby)	Married in 1919 in Blean, Kent to Alfred GORHAM	Died 1946 (Bournemouth)
John Brough MALLETT	Born 1882 (Middlesbrough)		Died 1884 (Middlesbrough)
Raymond MALLETT	Born 15/8/1886 (Middlesbrough)	Married in 1916 in Sunderland to Joyce HUMBLE	Died 3/2/1964 (Sidbury, Devon)
Florence MALLETT	Born 15/5/1889 (Middlesbrough)		Died 1968 (Wandsworth)

Plus one further child who died before 1911

Children of Percival Keene MALLETT and Margaret, nee HAYHURST			
Medora Elizabeth MALLETT	Born 6/3/1877 (Port Adelaide)	Married on 24/11/1893 in Adelaide to James William HARPER	Died 7/11/1950 (S Australia)
William Conrad MALLETT	Born 12/5/1879 (Port Adelaide)		Died 21/5/1880 (Port Adelaide)
William John MALLETT	Born 22/4/1881 (Port Adelaide)	Married on 12/8/1902 at the Methodist Parsonage, Adelaide to Clara Mabel JOHNSON	Died 9/8/1964 (Adelaide)
Florence Jane MALLETT	Born 22/3/1883 (Adelaide)		Died 17/11/1883 (Adelaide)
Children of Percival Keene MALLETT and Mary, nee TAYLOR			
John Percival MALLETT	Born 1906 (Waverley, NSW)	Married in 1932 in Quirindi, NSW to Margaret Irene MINNESS	Died 1965 (Ryde, NSW)
Elizabeth J MALLETT	Born 1908 (Petersham, NSW)	Married in 1935 in Hillston, NSW to Stanley WARREN	
Harold Benjamin MALLETT	Born 1909 (Petersham, NSW)		Died 1985 (Kenmore, NSW)

Daughter of Medora GREENSTREET/MALLETT			
Dora Ethel MALLETT (later FREELAND)	Baptised 13/3/1889 (St John, Dover)	Married in 1914 at Steyning, Sussex to Henry C GILLAM	The Gillam family emigrated to Australia in 1926

Children of Medora GREENSTREET/MALLETT and Walter FREELAND		<i>Family (without Walter) emigrated to Canada in 1908</i>	
Leila Haidee FREELAND	Born 6/4/1895 (Hammersmith)	Married on 8/6/1921 in Ontario, Canada to William MEAD	
Raymond FREELAND	Born 29/7/1896 (Hammersmith)		Died 1900 (Fulham)
William FREELAND	Born 1897 (Hammersmith)		
Sophie Colenso FREELAND	Born 1900 (Hammersmith)		
Harold FREELAND	Born 26/1/1903 (Chiswick)		

Daughter of Lelia/Leila MALLETT and Herbert Ansted HUTTON			
Clara Winifred HUTTON	Born 15/5/1902 (Hammersmith)	Married in 1928 at Andover, Hants to John G CARTER	Died 1991 (Southampton)

Children of Childe Harold MALLETT and Ellen PHIPPS			
Lilian MALLETT	Baptised 14/7/1897 (St Mary, Dover)	Married in 1920 in Hackney to William RAWLINGS	Died 1/12/1945 (Ilford, Essex)
Ellen Elizabeth MALLETT	Born 18/1/1899 (Dover)	Married (1) in 1917 in Dover to Edward SEDGWICK Married (2) in 1921 in Dover to James TERRY	
Dora MALLETT	Born 6/11/1900 (Dover)	Married in 1920 in Dover to Charles William WOODBRIDGE	Died 1958 (Dover)
Sophia Elizabeth MALLETT	Born 18/11/1901(Dover)		Buried 19/8/1903 (Dover)
Alice Louise MALLETT	Born 15/8/1903 (Dover)		Died 1904 (Dover)

Children of Haidee MALLETT and John BLOFIELD			
John William Harry BLOFIELD	Born 10/2/1908 (Putney)	Married (1) in 1937 in Surrey to Doris F BOWMAN Married (2) in 1960 in Surrey to Evelyn KEAR	Died 17/11/1992 (Seaford)
Dora Haidee BLOFIELD	Born 1910 (Putney)	Married in 1930 in Croydon to Sidney WHEATLEY	Died 1974 (Tonbridge)
Alice Vera Louise BLOFIELD	Born 1913 (Wandsworth)	Married in 1932 in Croydon to Charles S WARD	
Eileen BLOFIELD	Born 23/2/1915 (Wandsworth)	Married in 1942 in Croydon to Philip Denis CONDON	Died 1998 (Crawley)

(d) John Capon Mallett's siblings

A younger sister, **Martha Halstead MALLETT**, was born on 6 March 1820 in Harwich and baptised at St Nicholas church there on the following day. She married **Joseph DOLE** on 5 February 1842 at St Dunstan in the West in the City of London. **Martha DOLE** died in Waverley, near Sydney, on 25 June 1884.

The 1841 census for Jubilee Street, Stepney reveals that a 13 year old, Thomas MALLETT, was also living there with Martha Mallett. It is not known if this was a brother, or other relation.

Children of Martha Halstead MALLETT and Joseph DOLE			
Mary DOLE	Born 27/10/1846 and baptised 15/11/1846 (St Thomas, Stepney, London)	Married in 1869 in St Leonards, NSW to Rowland T SUTTON	Died 1921 (Ryde, NSW)
Thomas George DOLE	Born 20/4/1849 (Sydney)	Married (1) 1872 in Sydney to Jane Matilda KING (died 1887) Married (2) 1889 in Hilston, NSW to Annie GROGAN	Died 11/1/1909 in Waverley, NSW
Sarah DOLE	Born 1852 (Sydney)	Married in 1871 in Sydney to John William HENWOOD	Died 2/10/1900 in Waverley, NSW
Elizabeth Ann DOLE	Baptised 12/11/1854 (St Philips, Sydney)	Married in 1876 in Sydney to John BARNES	
Joseph Henry John DOLE	Born 1857 (Sydney)	Married in 1878 in Sydney to Mary A COULLING	Died 24/12/1928 in Sydney
James DOLE	Born 1859 (Sydney)		Died 1860 (Sydney)
Martha DOLE	Born 1862 (Sydney)		Died 1864 (Sydney)

Appendix 3: "The rites of passage"

Baptism 1816, Harwich, Essex


Page 47.

BAPTISMS solemnized in the Parish of St Nicholas Harwich
in the County of Essex in the Year 1816
& 1817

BORN	When Baptized.	Child's Christian Name.	Parents Name.		Abode.	Quality, Trade, or Profession.	By whom the Ceremony was performed.
			Christian.	Surname.			
Dec 28 1816	1816 Dec 30	John Capon Son of	Thos Sarah	Mallett	Harwich	Mariner	Thos Scott Curate
April 9 th 1816	1817 th Jan 1	Stephen Cope Son of	John Elizabeth	Horn	Harwich	Mariner	Thos Scott Curate

Indy Year 1816

Marriage, 1838 Hartlepool, Durham

Certificate of  Registry of Marriage.

Pursuant to the Act 6th and 7th William IV. Caps. 85 & 86.

1838. MARRIAGE solemnized at the Parish Church of Hartlepool, in the County of Durham.

No.	When Married.	Name or Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
29	November 12 1838	John Mallett	full	Bachelor	Mariner	Hartlepool	Thomas Mallett	Mariner
		Sarah Coward	full	Spinster		Hartlepool	William Coward	Shoemaker

Married in the Parish Church, according to the Rites and Ceremonies of the Church of England, by Doams by me,

This Marriage was solemnized between us { John Mallett } In the Presence of us { William Coward } Rob Taylor
 { Sarah x Coward's Maids } { Elizabeth Coward } Incumbent

I Rob Taylor Incumbent of Hartlepool, in the County of Durham, do hereby Certify, That this is a True Copy of the Registry of Marriage, No. 29 made in the Marriage Register Book of the said Parish.

Witness my Hand this 7th Day of August 1862 1838.

Rob Taylor Rectorial Curate of Hartlepool

Divorce 1863 – see Appendix 4

Marriage Licence, 1864 St Thomas, Stepney

Transcription of Marriage Licence

[NB: due to the binding of the book, some of the words on the second page are obscured in the image]

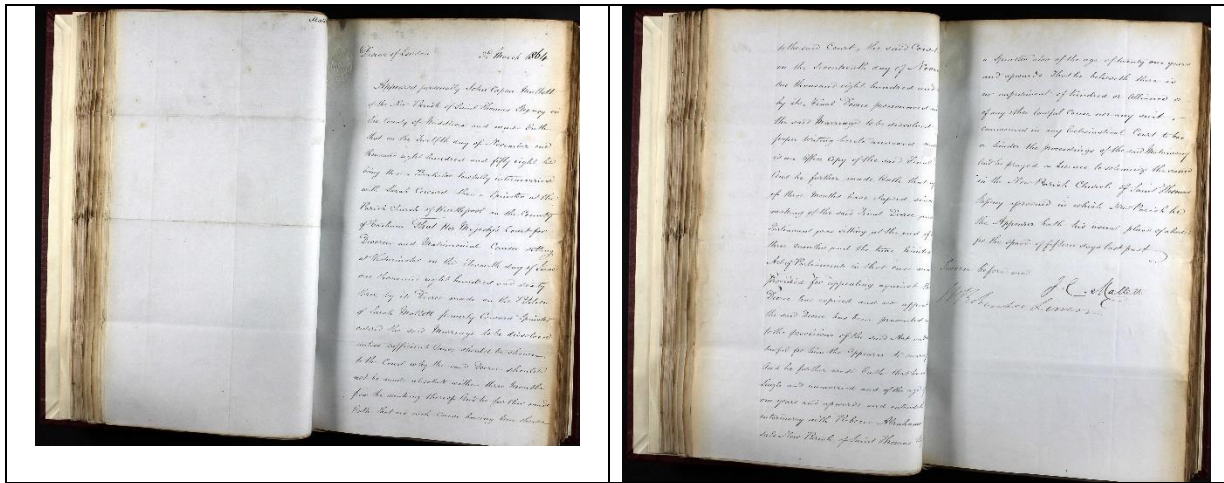
Diocese of London 3rd March 1864

Appeared personally John Capon Mallett of the New Parish of Saint Thomas Stepney in the County of Middlesex and made Oath that on the twelfth day of November one thousand eight hundred and fifty (sic) eight he being then a Bachelor lawfully intermarried with Sarah Coward then a Spinster at the Parish Church of Hartlepool in the County of Durham That Her Majesty's Court for Divorce and Matrimonial Causes sitting at Westminster on the Eleventh day of June one thousand eight hundred and sixty three by its Decree made on the Petition of Sarah Mallett formerly Coward Spinster ordered the said Marriage to be dissolved unless sufficient Cause should be shown to the Court why the said Decree should not be made absolute within three months from the making thereof And he further made Oath that no such that no such cause having been shewn to the said Court, the said Court on the Seventeenth day of Novem[ber] one thousand eight hundred and [?sixty three] by its final Decree pronounced and [] the said Marriage to be dissolved [] paper writing hereto annexed [] is an Office Copy of the said Final [] and he further made Oath that up[?wards] of three months have elapsed since [?the] making of the said Final Decree and [?that] Parliament was sitting at the end of [?the] three months and the time limited [] Act of Parliament in that case [] provided for appealing against the [] Decree has expired and no appeal [] the said Decree has been presented [] to the provision of the said Act and [] lawful for him the Appearer to marry [] and he further made Oath that he is Single and unmarried and of the age of [?twenty] one years and upward and intends to intermarry with Rebecca Abrahams [?of the] said New Parish of Saint Thomas Stepney a Spinster also of the age of twenty one years and upwards That he believeth there is no impediment of kindred or Alliance or of any other lawful cause nor any suit commenced in any Ecclesiastical Court to bar or hinder the proceedings of the said Matrimony And he prayed a Licence to solemnize the same in the New Parish Church of Saint Thomas Stepney aforesaid in which New Parish he the Appearer hath his usual place of abode for the space of fifteen days last past.

Sworn before me

J C Mallett

[illegible signature of registrar]



Marriage, 1864 St Thomas, Stepney

Page 150

1864. Marriage solemnized at <i>St Thomas</i> in the <i>Parish</i> of <i>Stepney</i> in the County of <i>Middlesex</i>								
No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
299	<i>March 3rd</i>	<i>John Capon Mallett</i> <i>Rebecca Abrahams</i>	<i>47</i> <i>22</i>	<i>single & unmarried</i> <i>spinster</i>	<i>pilot</i> <i>—</i>	<i>Stepney</i> <i>Stepney</i>	<i>Thomas Mallett</i> <i>Joel Abrahams</i>	<i>Master Mariner</i> <i>Teacher in China & Glass</i>
Married in the <i>Church of St Thomas</i> according to the Rites and Ceremonies of the Established Church, by <i>Licence</i> or after <i>—</i> by me, <i>John Roe</i>								
This Marriage was solemnized between us,		<i>John Capon Mallett</i> <i>Rebecca Abrahams</i>	in the Presence of us,		<i>Robert Royal</i> <i>Stephen Royal</i>			

Marriage, 1867 St Mary's, Ashford, Kent

Extract from registers

Date	Name and Surname	Age	Condition	Rank or Profession	Residence at time of marriage	Father's Name and Surname	Rank or Profession of Father	
04 Sep 1867	John Capon Mallett		Widower	Pilot	Of this parish	Thomas Mallett	Master mariner	Married after Banns
	Susan Greenstreet	22	Spinster	-	Of this parish	Henry Greenstreet	Farmer	

Death and Burial at St James's, Dover - 1878

CERTIFIED COPY OF AN ENTRY OF DEATH

GIVEN AT THE GENERAL REGISTER OFFICE

Application Number: 7073865-1

REGISTRATION DISTRICT DOVER

1878 DEATH in the Sub-district of Hougham in the County of Kent

Columns:-	1	2	3	4	5	6	7	8	9
No.	When and where died	Name and surname	Sex	Age	Occupation	Cause of death	Signature, description and residence of informant	When registered	Signature of registrar
107	Third February 1878 Stamdm Cottage Hougham	John Baker Mallett	Male	64 Years	Trinity Pilot	from taking an overdose of chloral solution of chloral for the purpose of procuring sleep	Certificate received from William J. Ryan Coroner for Dover Inquest held Fourth February 1878	Fourth February 1878	<i>[Signature]</i> Registrar


CERTIFIED to be a true copy of an entry in the certified copy of a Register of Deaths in the District above mentioned.

Given at the GENERAL REGISTER OFFICE, under the Seal of the said Office, the 22nd day of January 2016

DYD 967909 See note overleaf

CAUTION: THERE ARE OFFENCES RELATING TO FALSIFYING OR ALTERING A CERTIFICATE AND USING OR POSSESSING A FALSE CERTIFICATE ©CROWN COPYRIGHT
WARNING: A CERTIFICATE IS NOT EVIDENCE OF IDENTITY.

ACR



Page 275.

BURIALS in the Parish of Saint James Dover
in the County of Kent in the Year 1878.

Name.	Abode.	When buried.	Age.	By whom the Ceremony was performed.
Edward Weeks No. 2193.	Dover Castle	Feb 8 th	24 /78	John Oswald.
John Capon Mallett. No. 2194.	Chreudon Road Hougham	Feb 9 th	64 /78	John Oswald.
<i>[Faint handwriting]</i>	<i>[Faint handwriting]</i>	<i>[Faint handwriting]</i>	<i>[Faint handwriting]</i>	<i>[Faint handwriting]</i>

Census records

John Capon Mallett only appeared in three censuses: 1851, 1861 and 1871

1

Parish or Township of <i>S^t Mary</i>		Ecclesiastical District of <i>Trinity</i>		City or Borough of <i>Dover</i>		Town of <i>Dover</i>		Village of	
No. of House, Apartment, or Tenement	Name of Street, Place, or Road, and Name or No. of House	Name and Surname of each Person who abode in the house, on the Night of the 30th March, 1851	Relation to Head of Family	Condition	Age of		Rank, Profession, or Occupation	Where Born	Whether Blind, or Deaf and Dumb
					Males	Females			
1	1 Clarence place	John Fordred	Head	Mar	34		Rib Merchant	West Greenwich	
		Sarah Do	Wife	Mar	28			Wals. Northey, Lydwell	
		Susan Gregory	Sister in Law	Un	32			Do; Fr. Do	
		Hannah Hasley	Serv	Un	23		General Serv	Ireland	
		Elizabeth Dorrill	Nurse	Widow	58		Nurse (no letters)	Wiltshire, Westbury	
2	2 Clarence place	Thomas Marks	Head	Mar	36		Ticket (Porter Road)	Kent, Sheerness	
		Frances Do	Wife	Mar	39			Do, London	
		Frances Woodland	Serv	Un	18		General Serv	Do, Woolton	
		Miller Hallows	Lodger	Un	20		Merchant Clerk	Do, New Romney	
3	3 Clarence place	John Mallett	Head	Mar	34		Cinque Ports Pilot	Essex, Harwich	
		Sarah Do	Wife	Mar	37			Yorkshire, Whittby	
		Sarah Grange	Niece		8		Scholar	Durham, Hartlepool	
4	4 Clarence place	Jacob Robinson	Head	Mar	52		Mariner	Kent, Dover	
		Pamela Do	Wife	Mar	47			Do; Do	
		William Do	Son		12		Scholar	Do; Do	
		Elizabeth Tull	Daughter in Law	Un	19			Do; Do	
		Elizabeth Rickett	Lodger	Un	40		Independent	Do, Sanderson	
		Maria Rickett	Lodger	Un	42		Do	Do, Hulstead	
Total of Houses		I 4 U B		Total of Persons...		6	12		

The undermentioned Houses are situate within the Boundaries of the

Parish [Township] of		Municipal Borough of		Municipal Ward of	Parliamentary Borough of		Town of	Hamlet or Tything, &c., of		Ecclesiastical District of			
Hougham		Dover		St. John	Dover		Dover			Christchurch			
No. of Schedule	Road, Street, &c., and No. or Name of House	HOUSES		Name and Surname of each Person	Relation to Head of Family	Condition	Age of		Rank, Profession, or Occupation	Where Born		Whether Blind, or Deaf and-Dumb	
		In-habited	Uninhabited (U.), or Building (B.)				Males	Females					
82	21 Military St.	1		Thomas Barton	Head	Mar	32		Whitwright	Dover	Dover		
				Caroline do	Wife	Mar		32		do	do	do	
				Caroline do	Daughter			10		Scholar	do	do	
				Walker do	Son			8		do	do	do	
				Herbert do	do			7		do	do	do	
				Frederick do	do			5		do	do	do	
				Alice do	Daughter			3		do	do	do	
83	22 Military St.	1		Caroline Cameron	Subsister	Wid	52		Landdress	do	Wormley		
				John C. Mallett	Head	Mar	44		Cinque Ports Pilot	Dover	Canterbury		
				Roberta Abraham	Wife	Mar	26		Housekeeper	do	do		
				Minchaba do	Daughter			4		do	do	do	
				Jessie do	do			2		do	do	do	
84	Military St.	1		Caroline Williams	Serv.		11		Domestic Servant	do	do		
				Thomas Lewis	Head	Wid	85		Formerly Col. Keble's wife	Dover	Canterbury		
85		1		Roberta M. Brown	Head	Mar	40		Wool Weaver	Dover	Dover		
86		1		Mary Fisher	Head	Wid	60		Landdress	do	Dover		
				John do	Son	un	38		Wooler	do	Waltham		
				Mary A do	Daughter	un	36		Domestic Serv.	do	do		
				Eliza do	Daughter	un	34		Landdress	do	do		
8x 87		1		John Middleton	Lodger		48		Formerly Shipbuilder	do	Dover		
				Thomas do	Head	Mar	39		Wooler. Former employ'd boy	do	Folkestone		
				Elizabeth do	Wife	Mar	40		do	Dover	do		
				Usha do	Serv		14		Scholar	do	Dover		
				James do	do		11		do	do			
Total of Houses...		6		Total of Males and Females...		9		16					

The undermentioned Houses are situate within the Boundaries of the

*Civil Parish (or Township) of		City or Municipal Borough of	Municipal Ward of	Parliamentary Borough of	Town of	Village or Hamlet, &c., of	Local Board, or (Improvement Commissioners District) of	Eccelesiastical District of	Whether			
No. of Schedule	ROAD, STREET, &c., and No. or NAME of HOUSE	HOUSES Inhabited (U.) or Building (B.)	NAME and Surname of each Person	RELATION to Head of Family	CON-DITION	AGE of		Rank, Profession, or OCCUPATION	WHERE BORN		1. Deaf and Dumb 2. Blind 3. Imbecile or Idiot 4. Lunatic	
						Males	Females					
65	36 Clarendon Place	1	Hugh Mc Mannus	Head	Mar	40		Landowner & Green Grocer	Manchester			
			Maria Mc Mannus	Wife	"		32		Rothenham			
			Maria Mc Mannus	Daughter	"		1		Kent Dover			
			Sarah Kourner	Visitor	unm		24		Servant Domestic	"	Southern	
66	37 "	1	George Lilley	Head	Mar	44		Laborer	Kent	Quinton		
			Mary Lilley	Wife	"		43		"	"	Dover	
			Hannah Aisley	Wife	Mar		24		Soldiers Wife & Wgt. & Saunders	Ind. & Kent	Cook	
67	"	"	John Aisley	Son	"		1		"	Portsmouth		
			Joseph Wildman	Head	Mar		36		Carpenter	Kent	Dover	
68	38 "	1	Sarah Wildman	Wife	"		30		"	"	"	
			Alice Wildman	Daughter	"		10		"	"	"	
			Charles Wildman	Son	"		6		"	"	"	
			Henry Wildman	Son	"		3		"	"	"	
			George Laslett	Head	Mar		36		Tailor	Kent	S. Margards	
69	39 "	1	Isabella Laslett	Wife	"		30		"	"	Wingston	
			Alice Laslett	Daughter	"		10		Scholar	"	"	
			Isabella Laslett	"	"		8		"	"	Charlton	
			John C. Mallett	Head	Mar		50		Trinity Cruisers Pilot	Essex	Harwich	
70	40 "	1	Susan Mallett	Wife	"		25		"	Kent	Chilham	
			Minnie Mallett	Daughter	"		14		Scholar	Kent	Dover	
			Jessie Mallett	"	"		11		"	"	"	
			Sophia Mallett	"	"		8		"	"	"	
			Conrad Mallett	Son	"		6		"	"	"	
Total of Houses..		5	98	Total of Males and Females..		9	14					

* Draw the pen through such of the words as are inappropriate.

Appendix 4: The Divorce Petition

To Her Majesty's Court for Divorce and Matrimonial Causes

The twenty seventh day of November one thousand eight hundred and sixty two

The Petition of Sarah Mallett of Deal in the County of Kent

Sheweth

1. That on the twelfth day of November one thousand eight hundred and thirty eight your Petitioner then Sarah Coward Spinster was lawfully married to John Capon Mallett at Hartlepool in the County of Durham
2. That after her said marriage your Petitioner lived and cohabited with her said husband at divers places and lastly at Dover in the County of Kent and that your Petitioner and her said husband had issue of their said marriage eighteen children of whom one only John Thomas Capon Mallett survives being now nearly ten years of age
3. That on divers occasions during their said cohabitation the said John Capon Mallett treated your Petitioner with cruelty by striking her with his fist, throwing things at her, throwing her down and otherwise assaulting and ill-using her
4. That in the month of July one thousand eight hundred and sixty the said John Capon Mallett without any reasonable cause deserted your Petitioner and has ever since lived separate and apart from her
5. That on divers occasions during the years one thousand eight hundred and fifty two, one thousand eight hundred and fifty three, one thousand eight hundred and fifty four and one thousand eight hundred and fifty five the said John Capon Mallett committed adultery with a female named Elizabeth Griffiths at Dover in the County of Kent
6. That from the month of October one thousand eight hundred and fifty five to the time of filing this Petition the said John Capon Mallett has constantly and habitually committed adultery with a female named Rebecca Abrahams at divers places and particularly at a house situate at Charlton Dover at a house situate in the Military Road, Dover and at a house situate in Park Street, Dover in the County of Kent

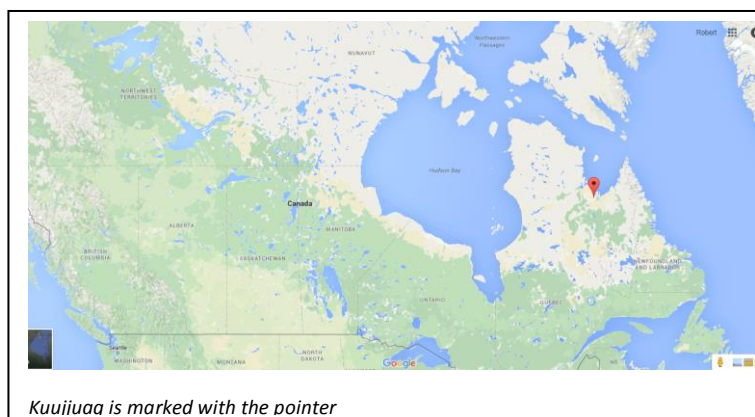
Your Petitioner therefore humbly prays that ~~your Lordships~~ this Honourable Court will be pleased to decree that her said marriage with the said John Capon Mallett be dissolved and that your Petitioner may have such other and further relief in the premises as to ~~your Lordships~~ this Honourable Court may seem meet

And your Petitioner will ever pray etc

[signed] Sarah Mallett

Appendix 5: Mallett's Private Journal

The journal begins on 28 August 1843 when Mallett was the master of a brig called the *Marten*. He had been at Fort Chimo for a week. (Fort Chimo - now called Kuujjuaq - lies in the very north of Quebec, deep in an inlet off the Labrador coast. The Company had opened a trading post there in 1830, but it was closed in 1842.)



Mallett had the task of taking the merchandise and furs collected there down the coast to Rigolet, in Esquimeaux Bay, now a remote Inuit community in Newfoundland Province. He was hopeful of having the goods fully loaded on board and being ready to set sail in a few days. The local “esquimeaux” people were helping him with his task, even though once the Company had fully evacuated the fort, they would no longer have any market for their “hunts”. Mallett describes the esquimeaux as a “very harmless race”, although “very indolent in their habits”.

In addition to the cargo, he also had passengers on board: the diaries tell us that both his wife and his brother-in-law were with him, as well as a man from Orkney with his wife and six children.⁵³

Bad weather delayed their departure a few days, but eventually they were away, only to run into further bad weather at the mouth of the river where progress was delayed. Even this early in the season, many icebergs were spotted. On Monday, 4 September, the boat was totally enveloped in a very thick sea fog. Once the visibility cleared, Mallett saw an iceberg only a few minutes' sailing away and it was only with the greatest fortune that he was able to avoid it. Weather conditions during these days veered between extremes and as a result progress was slow. The next day, he records that his wife spent all day in bed with headache and sea-sickness. He himself had to spend 12 hours on deck in a single watch. The weather remained bad for a long time – indeed it was the worst he had ever experienced - and it was a week before his wife was able to make it up on to the deck.

Later that week, the weather had improved substantially and the Northern Lights made an impressive appearance. Mallett was also able to make some very necessary repairs to the rigging that had been damaged in the storms. Eventually he made it to the entrance to Esquimeaux Bay on Friday, 15 September and, along with a member of the crew, a Mr Anderson, went ashore to meet Capt Norman “to whom this place belongs”. The next day Mallett, his wife and Mr Anderson were able to erect a flagstaff as a landmark on the hill above the mooring. We discover then that Mrs Mallett spent the rest of the day sewing “which occupies the principal part of her time each day”. That weekend was marked by “indolent” inactivity, but sadly Mrs Mallett was taken ill with one of the fits “which she was formerly subject to”.

Adverse winds prevented the *Marten* from setting sail again and Mallett was able therefore to spend an evening ashore talking, smoking tobacco and drinking some brandy, “the least quantity of which makes me giddy”, as he had not been used to it for some time and he hoped that he would not be again! It was only on Thursday, 21 September that he was able to continue up stream to Rigolet. That evening he records having a quarrel with his brother-in-law, Thomas,⁵⁴ whom he struck after being given a good deal of insolence and bad language which had irritated him.

At the start of the following week, the weather was good enough to unload the cargo and all the ballast. Mallett records his slight disgruntlement that because the quantity of goods unloaded exceeded what was on the Bill of Lading, the Company's policy gave no benefit for that, although he would have been held responsible for any shortages.

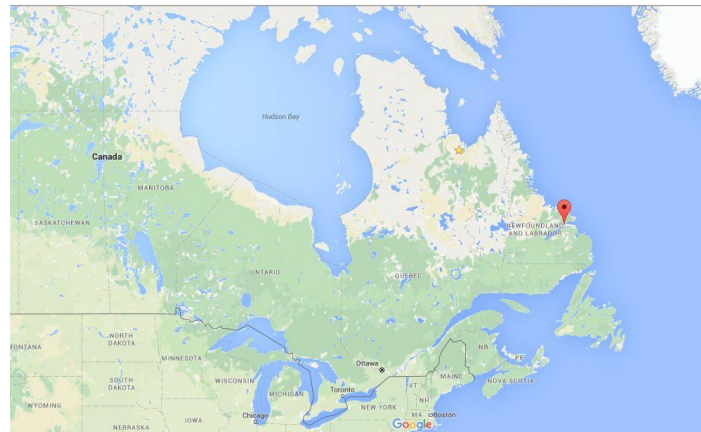
Unloading was followed by loading: this time with salmon, trout and oil in casks to take to Quebec. It had been a good year for fish which was plentiful. However, the *Marten* was also to take on the cargo which would be brought in by a schooner called the *Willie*. Awaiting the schooner's arrival gave Mallett a chance of some relaxation which included singing, drinking and playing cards until 3am on the Sunday morning. He was annoyed that this had made him unfit for the religious duties of the Sabbath!

The *Willie* arrived the following day and the transfer of the cargo took place. In addition, four more passengers came on board: the wife of Capt Nolin and her three children. They weren't cabin passengers, but as there were none of these on board, Mallett found room for them in the Cabin.

On Wednesday 4th October an accident occurred to one of the passengers, Andre Vielle. He was firing the cannons to salute the departure of Mr William Nourse, the Company's chief trader at Esquimaux Bay, and due to a mistake, lost his thumb and part of two of his fingers on his left hand. Mallett nursed and bandaged Andre's hand with fryar's balsam, but on the Thursday it was still very bloodstained and extremely painful. Mallett had to apply a poultice to it.

At this time, Mallett recorded the weather as being windy with snow and sleet. It was the latest that a vessel had ever left there for Canada. He spent the day ashore with two colleagues but regrets the

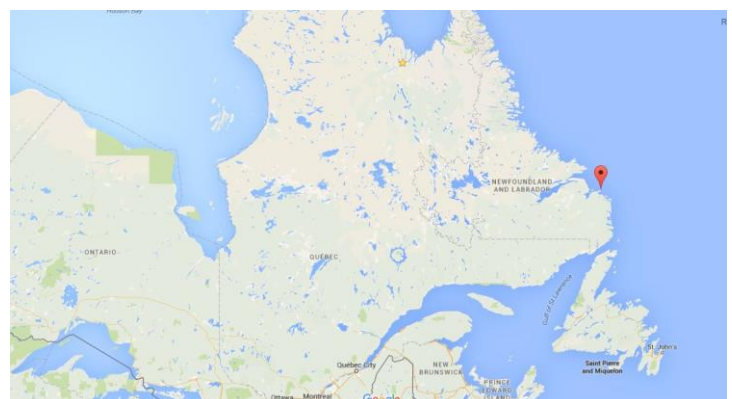
Maps showing the location of some of the places in Labrador described in the diaries



Rigolet (above and below) is marked with the pointer.



Black Island (below) is marked with a pointer.



time wasted in their company! Nevertheless, he spent the whole of Friday ashore as well, but the weather was too bad for his wife to go with him. Andre's hand appeared a lot better.

It was only on Sunday, 8th October that the wind was favourable enough to allow the *Marten* to set sail from Rigolet, which she did in the middle of the morning. They were towing a boat owned by a Mr Perval, who himself was on board the *Marten*. By the middle of the afternoon, the wind had died down again and they had to anchor near some islands in the mouth of the estuary. Mallett regretted that this was a Sunday, as he would have liked to have attended to his religious duties that day.

By the following afternoon, they had found safe and sheltered anchorage at Black Island (see map above). On Tuesday morning, Mr Perval left them here in his boat, having to row to the island. Mallett spent most of the day, and the next, reading Scott's Tales from Scottish History and the Bible. Mrs Mallett was occupied with sewing with Mrs Nolin and the children. However, she was suffering quite badly from a sore throat and stiffness to the neck which was attributed to a cold caught whilst washing at Rigolet. Despite Mallett's ministrations of hartshorn and applied vinegar, her suffering continued.

The lateness of the season remained a worry for Mallett. For days on end the wind blew from the east, which prevented any further sailing. He spent long hours perusing his charts and comparing them with "the book of directions by Capt Bayfield".

For a whole week from 13th to 20th October, Mallett was too preoccupied with keeping the vessel secure and prevent its loss to find time to write in his diary. The gales were extreme and he "slipped from the small bower" (presumably meaning he lost one of the anchors). It appears however that he succeeded in returning to Rigolet, where he sent the mate and four hands to acquaint Mr Nourse of his return and of his loss of an anchor and cable. Mallett awaited his response before deciding what to do next; he felt that the season was too late to attempt to reach Quebec with only one anchor and cable. Consequently, he started to explore places to winter the vessel, which he increasingly felt would be the only option.

Several days went by before Mr Nourse arrived by boat. It transpired that the team Mallett had sent to find him had abandoned their boat only 30 miles away and then walked for some 130 miles, crossing several rivers in the process – the whole trip lasting five days. Mallett doubted whether leaving the boat had been the best way to reach their destination, but felt the mate "had no doubt acted for the best".

He then writes: "After a long consultation with Mr Nourse, it was at last determined on to send us to England where the Great God of Heaven may grant we may arrive in safety and that I may once more have the pleasure of seeing my dear Mother and sisters and friends in good health."

The *Marten* finally sailed on Wednesday, 1st November. The weather was not at all good and progress was slow. At one point, it was so cold that the salt water froze as it came over the ship, leaving the decks covered with snow and ice. Mrs Mallett suffered greatly from seasickness because of the vessel rolling in the heavy seas. The atrocious weather continued, with the wind blowing harder than he had ever experienced before. He was sure that the boat would "go down head foremost" at any moment. He called all the crew into the cabin to pray together for divine help in their adversity and he was pleased that God appeared to answer their prayers as the winds seemed to subside a few hours later, even though the seas remained "very cross and heavy". Eventually conditions did improve, but he continued to read prayers in the cabin every evening, and he was

determined to continue this practice whilst he had command of a vessel. Poor Mrs Mallett had been “much frightened and scarcely yet recovered.”

The period of relative calm did not last as in the second half of the following week the gales began again and once more the going became very difficult.

By Wednesday, 15th November, however, Mallett calculated that he was only 820 miles from the Lizard. They encountered another ship, which was a brig on her way from Cuba to Swansea, but which had lost its sails six weeks previously. The captain did not require assistance as these had been supplied by another vessel. Mallett thanked God that they were not in want of the same assistance.

This was the last of the daily or weekly entries in the diary. The final entry, written on 5th January 1844, records that many things had happened in the interim, both “fortunate and the contrary”:

“We arrived safe in the London Docks on November 24th after a rough passage up the Channel, Beachy Head being the only land we saw till we made the South Foreland.

I had the happiness to find my Mother and sisters and all my friends in London in good health, but unfortunately we had a disagreement on my arrival in consequence of which I sent my wife down to Hartlepool to her friends there and where I joined her on the 23rd December last. Since which time until the 3rd of this month we have had delightful weather for the season. On the 3rd it was very cold and in the night it snowed a good deal and the frost was severe. Yesterday and today owing to a change of wind we had mild weather and accompanied with rain which has made the streets dirty and prevented me from going out.”

The impression given by the journal is of a somewhat headstrong young man (he was still only 26 years old) trying to do his best, often in difficult circumstances not of his making. On at least a couple of occasions he admits to losing his temper and/or resorting to physical violence, and to submitting to the temptations of alcohol. But on the other hand, he wanted to try and live a Christian life as far as possible, reading the Bible regularly and much regretting when the demands of a sailing ship prevented him from observing the Sabbath as he would have wanted.

Appendix 6: Evidence to the Parliamentary Select Committee 1870

Mallett, John Capon. (Analysis of his Evidence.) —

Is a Trinity Cinque Ports pilot, 7505. 7507

Qualifications and nautical position required in Cinque Ports pilots; prospects given up in order to enter the service, 7508-7511. 7520, 7521. 7692-7695

Views of masters of ships as to the importance of compulsory pilotage in the south channel of the Thames; very intricate and dangerous character of the navigation adverted to hereon, 7512-7518

Contribution of 6£ a year by the Cinque Ports pilots towards the superannuation fund, though not certain of being eventually superannuated, 7522-7527.

Calculation that the Cinque Ports pilots would lose one-third of their income, if their compulsory employment were abolished, 7529-7531. 7603-7638

Conclusion that many vessels by the south channel would run great risk in order to save the pilotage rates, and that much loss of life and property would be the result; examination as to the grounds for this conclusion, 7532, 7533. 7585 et seq.

Inaccuracy of a statement as to the pilotage having been compulsory in the case of the "Spindrift," 7534-7539

Increased responsibility of the pilot when a steam-tug is used; instances of danger through the employment of tugs, 7540-7543. 7676-7681

Evidence in support of the conclusion that the compensation clauses of the Bill are altogether inadequate; contributions and earnings of the Cinque Ports pilots adverted to hereon, 7544-7570

Disapproval of the removal of all restrictions upon licensing and pilotage in the Thames, 7570, 7587-7697

Total contribution of between 16£ and 17£ a year by witness, 7556. 7562-7564

Argument that there is not really any compulsory pilotage at all, 7511

Opinion that the shipowner should be liable in cases of accident, with or without a pilot, 7572 7580

Approval of the system of separate pilots at Gravesend, 7581, 7582

Different class of men outwards from Gravesend and inwards from Dungeness, 7583, 7584.

Much greater difficulty of the South than of the North Channel; explanation hereon as to a large proportion of vessels by the North Channel taking pilots, 7585 et seq.

Probability of the pilots displaying more energy if the ownership and control of the boats rested with them, 7654-7663

Disadvantage in the boats cruising further out, instead of being stationed at Dungeness, 7664-7667

Inefficient class of pilots off Scilly, 7668, 7669

Statement to the effect that witness does not consider the pilot should supersede the captain in the command, 7670-7686.

[Reproduced with only minor editing from pages 652-653 of the Parliamentary Report: the numbers refer to the relevant paragraph in the Report]

Appendix 7: Colours of the Dover Pilots

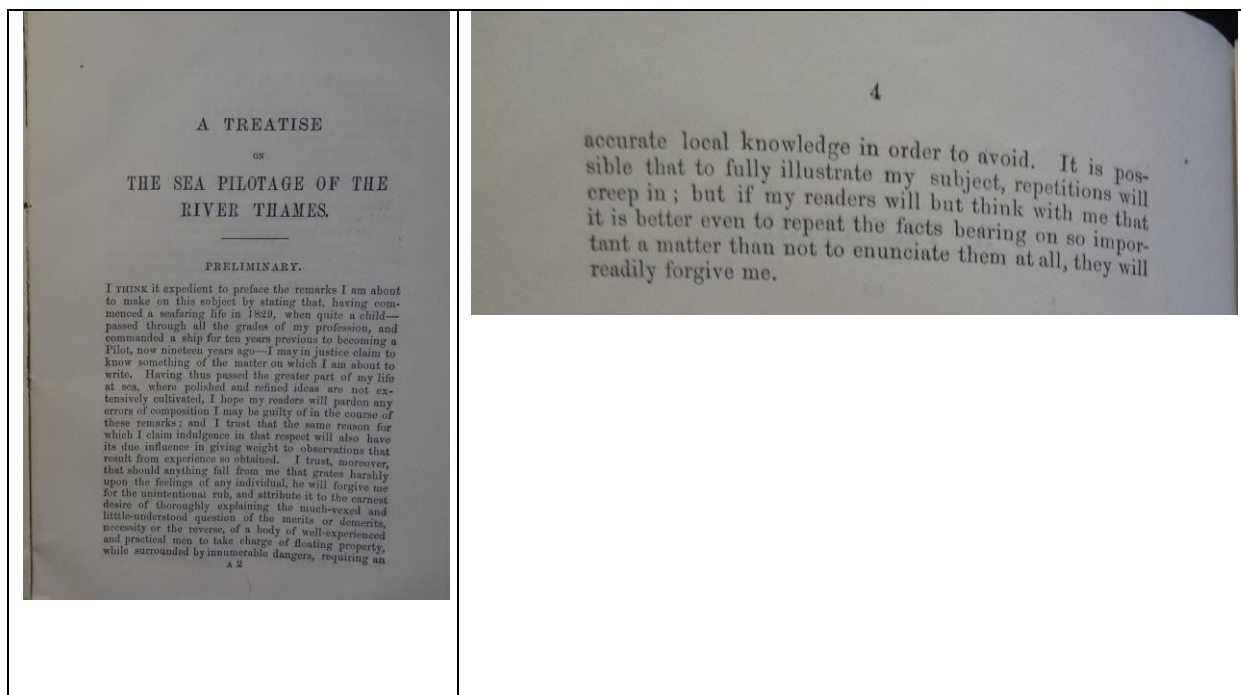
PROGRESSIVE LIST OF DOVER PILOTS			Progressive List of Pilots Dover		
 Robt. Hammond	 Dan. Keys	 Rich. Sackett	 Dan. Drake	 Robt. Baker	 Henr. Bileker
 Ben. Sackett	 Bra. Austen	 John. Bingham	 Tho. Jones	 Fran. Weston	 Henr. Larkins
 Jam. Wood	 Will. Prescott	 Wm. Larkins	 Will. Beales	 Will. Soldrige	 Joseph Knocker
 Tho. Jones	 John. Cutsole	 Jam. Casson	 Will. Stevens	 Sam. Sawood	 Andrew Hall
 Sam. Vorwood	 John. Baxter	 And. Hull	 Wm. Hayward	 Thom. Willard	 James Johnson
 Cha. Lucas	 Will. Fuller	 Rich. Harmer	 Will. Meade	 Sam. Keys	 Tho. Brown
 Tho. Mackre	 All. Peake	 Tho. Blount	 Tho. Mackie Jun	 John. Spee	 Henr. Ward
 Bra. Weston	 Robt. Peake	 John. Godden	 Tho. Archer	 Sam. Beales	 James Exchell
 Cha. Gravener	 John. Hambrook	 Rich. Moon	 Henr. Bascall	 John. Randall	 Rich. Meade
 Wm. Keys	 Will. Tolrige	 John. Mattel	 John. Atkins	 Henry. Griggs	 Henr. Fuller
 Will. Marsh	 A. Waters	 Pet. Decent	 Robt. Hammond	 James Atkins	 John. Shelpott
 Tho. Mackre	 Mor. Wellara	 Will. Barber	 Tho. Auston	 Tho. Mackie	 Will. Moon
 Jam. Johnson	 Cha. Cullman	 Step. Nobday	 Rich. Keys	 James Bascall	 Benj. Sackett
 Will. Bordes	 John. Spice	 Geo. Wase	 John. Cutsole	 Will. Brett	 Charles Lucas
 Rich. Monte	 Jam. Larkins	 Will. Popkiss	 James Wood	 James Sandford	 W. Clark
 Sam. Daine	 John. Randall	 Robt. May	 Rich. Fox	 Cha. Gravener	 Rich. Decent
 Wer. Clark	 Tho. Jeffery	 Will. Hayward	 Sam. Dane	 Rich. Sackett	 Henr. Holiday
 Hen. Selater	 Jam. Atkins	 Robt. Ferris	 Will. Fuller	 Will. Marsh	 Will. Copkey
 Will. Monte	 John. Archer		 Edw. Beales	 John. Davison	
 Jam. Jones	 Jam. Sandford				
 Tho. Archer	 AUT. Trott				

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Appendix 8: Introduction to Mallett's 1868 Treatise on Pilotage

PRELIMINARY

I think it expedient to preface the remarks I am about to make on this subject by stating that, having commenced a seafaring life in 1829, when quite a child - passed through all the grades of my profession, and commanded a ship for ten years previous to becoming a Pilot, now nineteen years ago - I may in justice claim to know something of the matter on which I am about to write. Having thus passed the greater part of my life at sea, where polished and refined ideas are not extensively cultivated, I hope my readers will pardon any errors of composition I may be guilty of in the course of these remarks; and I trust that the same reason for which I claim indulgence in that respect will also have its due influence in giving weight to observations that result from experience so obtained. I trust, moreover, that should anything fall from me that grates harshly upon the feelings of any individual, he will forgive me for the unintentional rub, and attribute it to the earnest desire of thoroughly explaining the much-vexed and little-understood question of the merits or demerits, necessity or the reverse, of a body of well-experienced and practical men to take charge of floating property, while surrounded by innumerable dangers, requiring an accurate local knowledge in order to avoid. It is possible that to fully illustrate my subject, repetitions will creep in; but if my readers will but think with me that it is better even to repeat the facts bearing on so important a matter than not to enunciate them at all, they will readily forgive me.



Thanks, Acknowledgements, Sources and References

As far as I know, everything in this narrative is true, but I fully accept that there are still a number of gaps in my knowledge. I would warmly welcome all comments, corrections and suggestions from readers for improvements.

I should particularly like to thank Cynthia Constable for providing invaluable preliminary knowledge on a number of aspects, in particular Mallett's evidence to Parliament and his pilot's flag. Thanks to her also for sending me some old photographs of the family.

Similarly, Cynthia McCaughan in New Zealand was especially helpful as regards the life and times (and indeed the very existence of) Percival Keene Mallett. She advised me also on the causes of Rebecca Mallett's death.

Finally, I acknowledge with thanks the many sources listed below.

References

1	Register of Marriages: St Clement, Ipswich, Suffolk – 1815
2	The first entry appeared in The Ipswich Journal on Saturday 5 February 1814. Later references can be found also in The Suffolk Chronicle, for example on 29 September 1827. The final reference appeared in the Ipswich Chronicle on 14 May 1836. Local newspapers, particularly those serving port areas, used to give prominence to shipping news, listing the name of the vessel, the master, port of origin or destination and the major goods loaded.
3	The baptisms of both children can be found in the Register of Baptisms: St Nicholas, Harwich, Essex (Essex Archives). An image of the entry for JC Mallett is Appendix 3.
4	In Mallett's diaries written in Canada in 1843 there are references to sisters in the plural. In the 1841 census, the 22 year old Martha Halstead Mallett lived at the same address in Stepney as a 13 year old Thomas Mallett.
5	From the Introduction of his 1868 treatise – see note 21 below
6	Records of Merchant Navy Seamen. Available on Findmypast.co.uk from the National Archives
7	A certificate of Marriage from the Parish Church of Hartlepool was re-issued in 1862 and formed part of the later divorce papers. A copy is included in Appendix 3
8	The Hudson's Bay Company Archives are held at the Archives of Manitoba, Canada. Photocopies of the diaries, along with transcripts, as well as letters from Mallett to Mr Nourse, Chief Trader, and to the Governor and Directors of the Company were supplied by Archives of Manitoba
9	Sourced from Orkneyjar – the heritage of the Orkney Islands at http://www.orkneyjar.com/orkney/stromness/hbs.htm
10	Wikipedia.org
11	Newcastle Journal: 31 August 1844
12	Lloyds Register of Shipping: July 1845 – June 1846
13	London Evening Standard: 8 December 1846
14	Newcastle Guardian and Tyne Mercury: 9 January 1847
15	Newcastle Guardian and Tyne Mercury: 17 April 1847
16	Public Ledger and Daily Advertiser: 01 March 1848
17	For general and specific information on the background to the Cinque Ports Pilots and on the Parliamentary/political aspects, I drew on several published sources, including: <ul style="list-style-type: none"> • The Pilot Magazine - http://www.pilotmag.co.uk/2004/08/15/pilotage-history-part-1/ • The Dover Historian - http://doverhistorian.com/2014/07/26/cinque-ports-pilots-part-i/ • Dover Museum - http://www.dovermuseum.co.uk/Information-Resources/Articles--Factsheets/Cinque-Port-Pilots.aspx • Dover District Heritage Strategy, 2013: particularly Appendix 1, Theme 5.1 – Maritime Coastal Features - http://www.dover.gov.uk/Planning/Conservation/Heritage-Strategy.aspx • The House of Commons: <i>Report from the Select Committee on the Pilotage Bill; together with the Proceedings of the Committee, Minutes of Evidence, and Appendix</i> - July 1870. Available via Google Books • <i>Dover Express</i> newspaper
18	This date was supplied by Dover Museum

19	The copy of "The Progressive List of Dover Pilots" originated with the then East Kent Archives Centre in 2011 and passed to me by Cynthia Constable.
20	For example, <i>The Times</i> : 29 June 1854 and the <i>London Evening Standard</i> : 7 March 1862
21	This book is available at the British Library.
22	Dover Express: 6 September 1862 and The Times: 26 September 1867
23	For the Family Life section and for genealogical purposes throughout the narrative, I drew on the full range of genealogical and related material available through free and subscription websites, including: Ancestry.co.uk, Findmypast.co.uk, Familysearch.org, FreeBMD.org, FreeReg.org. This material (originating at the National Archives, the General Register Office, the National Maritime Museum, the Metropolitan / Westminster / Kent and Essex County Record Offices and Archives etc) included register entries of births & baptisms, marriages & divorces, deaths & burials, the UK censuses, immigration and emigration records, registers of merchant navy seamen, registers of apprentices' indentures, applications for and certificates of competencies as a Mate and/or Master in the merchant navy. Both the British Newspaper Archives (available both direct and through Findmypast.co.uk) and the Society of Genealogists' records also proved particularly helpful. Individual newspaper extracts are usually quoted in the text.
24	Statistics from the Office of National Statistics
25	Information received from Cynthia McCaughan from the death certificate
26	Wikipedia.org
27	Information on Mallett's financial difficulties were reported in national newspapers, particularly the <i>London Gazette</i> , and local newspapers, particularly the <i>Dover Express</i>
28	Mallett's 1851 will is deposited at the Kent County Archives and a copy is in my possession
29	New South Wales, Australia, Assisted Immigrant Passenger Lists – available on Ancestry.co.uk's Australian records.
30	Australia, Death Index, 1787- 1985, available on Ancestry.co.uk. Also "In Memoriam" announcements in the <i>Sydney Morning Herald</i> : 25 June 1885 and 25 June 1886
31	Included in the "List of Testimonials and Statement of Service from First Going To Sea" attached to his 1876 application to be examined for a Certificate of Competency as a Master of Mate.
32	Register of Apprentices' Indentures: August 1867
33	Mercantile Navy List 1892 available at the Crew List Index Project – http://www.crewlist.org.uk/data/viewimages.php
34	Daily Gazette for Middlesbrough: 23 November 1893 In November 1893 gales of exceptional violence raged throughout England, Wales, Scotland and parts of Ireland for three days. Many lives were lost. The storm at sea was even more violent than the storm inland; a large number of ships foundered or were driven onto rocks to be dashed to pieces by the waves. The crews of many ships went missing. The record of casualties inland and at sea was appalling.
35	The wreck of the <i>Gwendoline</i> was identified in more recent times through the recovery of a serving plate inscribed with the ship's name. She lies in 73m of water and is considered a good diving target: www.marinequest.co.uk/gwendoline
36	Daily Gazette for Middlesbrough: 24 November 1893
37	North Eastern Daily Gazette, Middlesbrough: 27 November 1893
38	United Grand Lodge of England Freemason Membership Registers, 1751-1921: available at Ancestry.co.uk
39	Daily Gazette for Middlesbrough: 23 March 1891
40	Register of Apprentices' Indentures: July 1995
41	UK Deaths at sea, 1781-1968: available at Findmypast.co.uk
42	1901 Census
43	Lloyd's Medal for Meritorious Services, 1918: available at Ancestry.co.uk
44	A summary of Gorham's life can be found on page 95 of "Venn's Alumni Cantabrigienses" available on Google Books.
45	National Probate Calendar, 1858-1966: available on Ancestry.co.uk
46	For Australian records, Findmypast.co.uk and Ancestry.co.uk both have a good range available. In addition, the individual Australian states' online indexes of Births, Marriages & Deaths were indispensable, particularly those of New South Wales, South Australia

	<p>(https://www.genealogysa.org.au/) and Queensland. The National Library of Australia's online newspaper collection was also essential. It is available at: http://trove.nla.gov.au/newspaper</p>
47	<p>Details of the <i>Trevelyan's</i> passage from England to Australia is detailed at: http://www.theshipslist.com/ships/australia/trevelyan1875.shtml. Percival Mallett's association with this ship is indicated by the following press report.</p>
48	<p>The link at note 46 also confirms that Margaret Hayhurst was a passenger on the <i>Trevelyan</i></p>
49	<p>UK Incoming Passenger Lists, 1878-1960: available at Ancestry.co.uk</p>
50	<p>New South Wales Will Books 1800-1952: available at Findmypast.co.uk.</p>
51	<p>UK Outgoing Passenger Lists, 1890-1960: available at Ancestry.co.uk. (The <i>ss Afric</i> was torpedoed in the English Channel in 1917.)</p>
52	<p>Dover Express: 10, 17 and 24 December 1915. <i>Whitstable Times</i>: 11 and 18 December 1915</p>
53	<p>Traditionally there were close links between the Hudson's Bay Company and the Orkneys.</p>
54	<p>This is the only reference in the diaries to other family members, other than Mrs Mallett, being on board. Thomas is probably Thomas Capon, the elder brother of Sarah Mallett, who was born in Ipswich in 1802. [Baptismal records available on Findmypast.co.uk]</p>

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