

The Life and Times of the Laundrys' *

The Name

Laundry has always seemed such a down to earth and functional name. I had thought that it denoted a family trade, much in the same way that Smith does, though there were family rumours that it was Spanish or French, and spoken with an accent it does sound a bit more romantic.

Researching in the 'Partonymica Cornu-Britannica' of 1870 (the origin of Cornish names) it appears that someone has already given the name much thought. "Landrey, Landry. From *Lan-dre*, (Cornish) the church dwelling: *lan-drea*, the principal church; or *Lan-dreath*, *-dreathe*, the church on the sand or sandy shore. Hence perhaps Landary and **Laundry**." Another book on Cornish names has the name meaning 'Gods enclosure of oak trees'.

A Canadian researcher, Marcel Landry (<http://www.mwlandry.ca/angleterre.htm>) has it that the name derives from old French 'Landri' through old German 'Landric(us)' meaning 'land ruler', the name brought over by a Breton Frenchman Stephan Landry who landed in Cornwall in 1561, he married locally and his descendants lived in the East Cornwall region though most seem to be called Landry. This version is supported by Ancestry.com who state that in middle English it was 'Lavendrie' from the old French Landri, from Germanic meaning 'land' and 'power'. However there is nothing to say that it cannot be both that is an existing name from Cornish and derived from an imported French name.

It has helped that Laundry is such an unusual name. During the mid 1800s most Laundrys, and there were only a hand full, lived in Cornwall with a few in Devon. By the 1881 census there were only 35 people with the name 'Laundry' in East Cornwall with a further 5 in Devon and an additional 3 in the rest of England. There are now more Laundrys in New Zealand, US and Canada as they emigrated there, than in the UK. However if the variations such as Landry etc are included the number increases.

At times the name Laundry appeared in records morphing into Landry, Landary, Launder etc for the same person. For example George Laundry appears as Landry in his marriage records in 1810 but is Laundry in his children's baptismal records shortly after. There are two main reasons for these variations, the first is that working people in the eighteenth and early nineteenth century were illiterate; when documents for baptism or marriage were filled in it was done by a third person who wrote it down as it was pronounced with no chance for corrections, hence Laundry becomes Landary for George Laundry's granddaughters birth records; and the second reason is that mistakes are made when the hand written records are transcribed into typed records for the internet, so Jane appears as Irene in later transcribed and on-line records.



Our ancestors.

Elizabeth and George Laundry, (our great, great, great, grandparents depending on the generation reading this) lived from 1785-1876 and 1788-1861. Before Elizabeth's and George's baptisms the trail is a bit fuzzy and difficult to cross reference and verify.

I can't find George Laundry's baptism so can't find his parents, but according to later census's he was born in Menheniot in 1788, and for the ensuing century the descendants remain in the same area of East Cornwall.

Elizabeth Laundry's maiden name was Binny/Benney, that is 'Binny' on her marriage banns and church marriage registry and 'Benney' on her baptism. Although the surname is spelt differently the year of her birth and location are right, and is the only one for that name. She was baptised on 23/01/1785 in the parish of St Cleer, her parents were Samuel and Ann Benney, who themselves were married in St Cleer on 25th October 1763.

Elizabeths father- Samuel Binny (or Benney) appears to have been baptised 29th October 1742 with parents Richard and Elizabeth Binny (or possibly 28th February 1737 at St Cleer with parents Henry and Elizabeth).

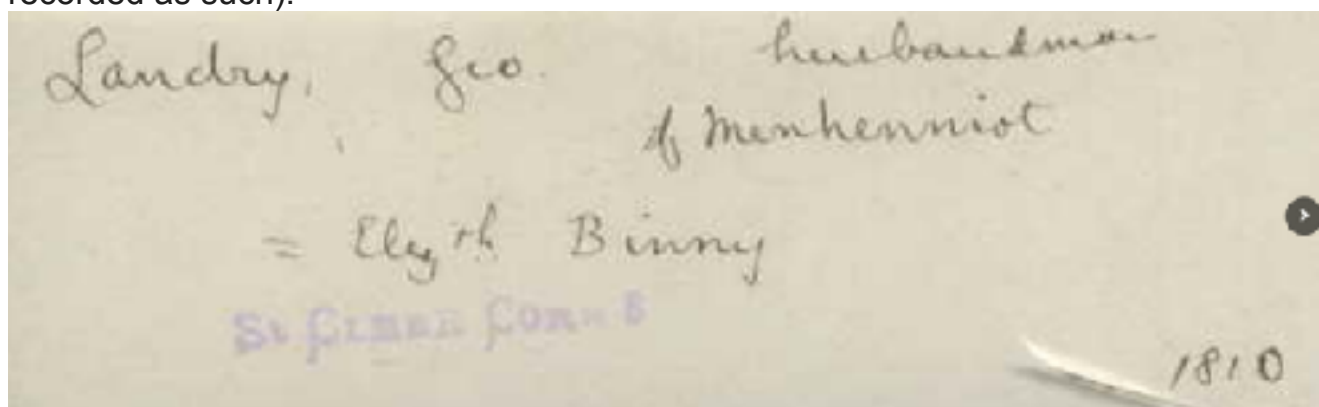
Elizabeth Laundry's mother, Ann Benney, nee James was born 30th November 1742 to

Richard and Margaret James in St Cleer.)

Elizabeth and George Landrys' story.

Elizabeth and George were married on 30/10/1810 in St Cleer where records show his name as Landry.

They had five children, John 24th November 1811, Ann 31st October 1813, Mary 26th February 1815, (all born in St Cleer), then Jane (annotated mistakenly as Irene) 11th March 1821, born in St Ive, near Menheniot (not the other St Ives !), and Elizabeth 4th December 1825 born in Menheniot. (Dates are actually for baptism as births were not recorded as such).



George is a 'husbandman of Menhenniot (now spelt Menheniot; in Cornish it was Mahunyes). A husbandman was someone whose role was to look after the land or stock, who probably did not own the land but may have leased the land and in rank was below a yeoman (who would own the farm land or lease it). A husbandman was above an agricultural labourer who would work for others on the land.

It was well past the time when crops were grown to just sustain the local inhabitants, farming was increasingly to produce cash crops to sell on and export to other areas of the UK particularly to the more populated towns and cities which were becoming industrialised.

The crops were sold during times of plenty but also by landowners when there were poor harvests to the consternation of the locals with intermittent food riots over a hundred year period (at least fourteen in the 1700s and four in the 1800s). Many small holders were also fishermen and miners turning their hands to get their staple food of potatoes, fish (mainly pilchards) and barley bread with sometimes a backyard pig for meat once a year.

Even before the Enclosure Act of 1801 a vast amount of what had been open 'common' land had for a century and a half been taken over piece by piece by land owners often without any recompense to the poor or those who traditionally had entitlement to it. Traditional systems for people to grow crops for their own use to sustain themselves from land divided into small strips, or with open areas of common land for raising animals, were increasingly challenged.

In west Cornwall miners had the right to take a small piece of land to grow food and self-build a simple one roomed cottage, though often the land was not that fertile.

Together families and neighbours owned or rented a shared cow which they milked for their own use on alternate days, or sometimes it was a goat to milk.

It was also common in Cornwall to pay to keep an animal on someone else's land, or to have an animal stay with others on common land, however landowners used various excuses to annex what had previously been shared.

In 1653 Adam Moore wrote "the commons were so over stocked that one sheep in an enclosure (that is privately enclosed land) is worth two on the common...Furze and heath are encouraged by commoners, because they keep cattle and sheep alive in hard weather when fodder is scarce; but the same space covered with grass would be more useful...That which is every man's is no man's, and no one tries to better the commons'. With this policy the poorer people could no longer be self sufficient, all be it an impoverished self sufficiency; the ability to own and keep an animal was gone, the little strips of land to grow food were enclosed and owned and the ordinary people became more reliant on earning a wage which for many was a precarious existence.

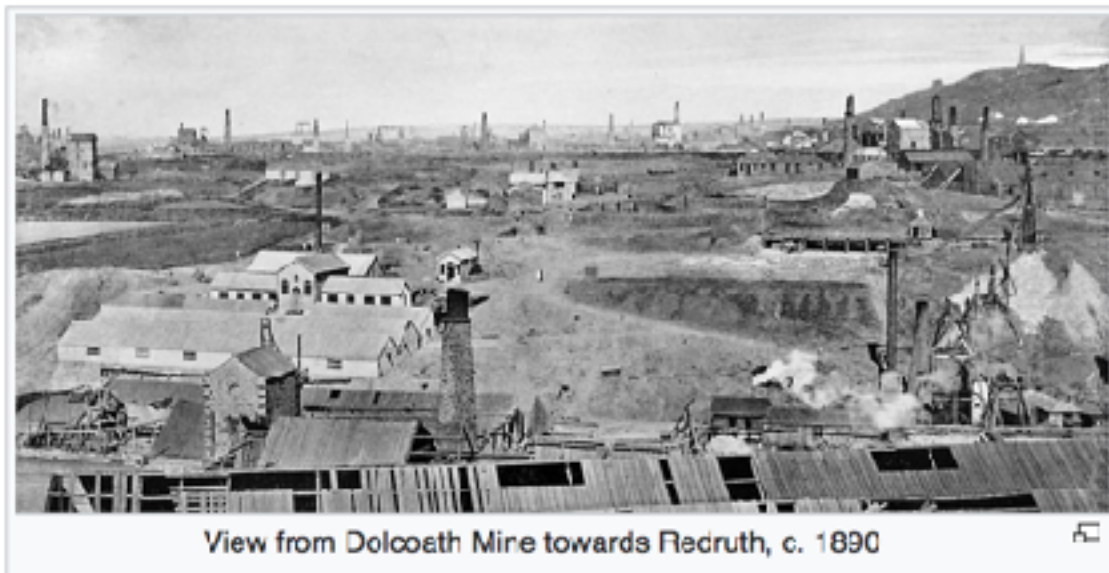
In 1732 John Cowper wrote "I myself have seen within these thirty years, above 20 Lordship and parishes enclosed, everyone of them has thereby been in a manner depopulated, If any can shew me where an enclose has been made, and not least half its inhabitants gone, I will show up and argument".

In the 1700s the more fertile east Cornwall, home of the Laundry's, was changing. It was now mainly pasture land which was more profitable than arable (used for growing crops), the fields were becoming larger and stocked with sheep; common land was mostly gone. The agricultural revolution was slow to arrive in Cornwall but when they eventually adopted practices such as growing turnips for winter fodder (towards the end of the century) more cattle could be sustained for the benefit and profit of the landowners.

George and Elizabeths Laundrys parents would have been aware and affected by these changes.

Cornwall was still regarded as the back of beyond, difficult to reach from more cosmopolitan areas, with its own language and ways. The further west in Cornwall the more lawless it was thought to be.

Whole areas were industrialised. Mining was well established be it tin, copper, lead or arsenic. Equal to mining in the Cornish economy in the 1700s was the trade in salted pilchards with the many fishing villages full to bursting with small fishing boats.



Above- a copper and tin mine in Cambourne, not the view we would associate with Cornwall today. View of Cornish pilchard fishing boats at Newlyn.

Deeper mines were now possible with the introduction of Richard Trevithicks' beam engine which stopped the mines from flooding as the shafts were sunk ever deeper with some shafts even going under the sea bed. (Trevithick was from Cambourne, Cornwall, a renowned mining area). Another Cornishman, Humphrey Davies saved untold lives with introduction of the miners safety lamp.

Other big employers in Cornwall were the china clay industry and also smuggling which involved thousands in its heyday until the government lowered the tax on imports making it not worth the risk.

This was the Cornwall that Elizabeth and George inherited as they grew up and married in 1810. There was no longer any chance for George to farm common land, and without

wealth there was no chance of owning land so life was precarious as an agricultural labourer. At his marriage in 1810 he is described as a husbandman however in later documents he is an agricultural labourer, a hint of a change in circumstances.

1815 saw the end of the Napoleonic war resulting in tens of thousands of people previously employed now looking for work producing a lowering of wages; this together with the increased use of mechanization in agriculture and increasing population brought a rapid increase in unemployment and destitution with people wondering the countryside including Cornwall.

In 1815 the government introduced the infamous Corn Laws to placate the agricultural lobby and to keep more people working in the fields. This ensured that the price of cereal and bread was kept artificially high partly by banning imports whenever the price of crops fell below eighty shillings per quarter, it made the most basic of foodstuffs relatively expensive adding to poverty of ordinary people.

Despite the Corn Laws the landowners in Cornwall were complaining in 1822 that they could not get a good price for agricultural produce. Things had got so bad that 482 Cornish landowners and renters petitioned the High Sheriff of Cornwall, "We..., labouring under unexampled distress from the unprecedented low price of all agricultural produce,... request a meeting to consider the present distress of all classes, of the agriculture classes in particular, and of the best and speediest way of obtaining relief."

They blamed the poor economy on the cost of continuing to maintain an enormous standing army (150,000 men) even though the Napoleonic war had been over for seven years. Even so large numbers of soldiers had been made redundant after long years of war and were still wandering the country as vagabonds looking for work. These men were blamed for increasing crime levels and were threatened with imprisonment to dissuade them from the locality.

The Cornish landowners state that distress of all classes had reached "a height that must ensure utter impoverishment and irretrievable ruin". If things were bad for the landowners it was disastrous for agricultural labourers who could get no work and were starving.

Elizabeth and George Laundry were having a difficult time!

In 1823 George Laundry, farm labourer, is twice imprisoned in Bodmin jail both times for stealing 'grain', but from different farmers.

George appears at the Quarterly Assizes in Lostwithiel in Jan 1823 and July 1823, age 35 years, for 'larceny',

"14th Jan 1823 George Laundry of Menheniot, lab., indicted for taking a sheaf of oats, value 6d., property of William Serpell: one month's hard labour in Bodmin gaol."

"15th July 1823 George Laundry of Menheniot, lab., indicted for taking two quarts of wheat, value 6d., property of Robert Smith: six months' hard labour in Bodmin gaol".

His first offence was for stealing a sheaf of oats that is a bundle of oats still on their stalks. As oat isn't cut until August the first offence probably relates to Autumn 1822 when Jane (our great, great, great grandmother) was a year and a half old and George would have had to wait until the next quarter assizes for his trial in January. The sheaf of oats could have been winnowed, ground down and mixed with water or perhaps a little milk to make a gruel, a runny porridge, used as sustenance for invalids and particularly for weaning babies.

The second offence was for two quarts of wheat; two quarts equals 4 pints or half a gallon, so he was gambling on taking a larger quantity maybe in the spirit of "Better to be hung for a sheep than a lamb!" This was taking a big risk, 27 years before this John Hoskin was publicly hanged at Bodmin jail for stealing a sack of wheat; this would have been in living memory as the hangings drew vast crowds of thousands from all over Cornwall and Devon.

On the same page as George Laundry's convictions, in the Lostwithiel Quarter Session logbook, there are youngsters who are sentenced to hard labour with whipping. One man is sentenced to death by hanging for stealing a horse. At this time stealing anything worth more than five shillings (25 pence in today's money) carried a death sentence, and there were a lot of things punishable by death such as spending a month with a gypsy! Three years prior to Georges incarceration in 1820, Michael Stephenson was hanged at Bodmin for 'killing ram and stealing it'; maybe in the spirit of "Better to be hung for a ram than a lamb," we will never know if he walked to the gibbet thinking "I'd just as well have taken that cow!".

You can only guess at the hunger that drove George, and the others, to take this chance, as the cost of getting caught was sometimes fatal.

Bodmin jail was said to be 'modern' in that it had separate cells. The previous jail on that site had large communal cells more like dark airless pits; inmates were crammed in together regardless of the crime committed. Even short sentences, for misdemeanours, could end in death through disease. The 'new' jail was built in the late 1790s; the separate cells had only the tiniest window high up with the result that nearly the whole time was spent in near darkness. The inmates were only allowed to wash once a week and conditions and food were terrible.

The 1820s saw a doubling of inmates in prison as politicians tried to clean the country of 'riff raff' and vagabonds by sending them to jail and in lieu of their sentences



Bodmin Jail as it is today, its now a Museum and cafe.

increasingly prisoners were shipped to the colonies, mainly Australia, for long years or life, many for doing next to nothing.

(In 1787 a Cornish woman Mary Bryant was sentenced to death by hanging with two other women, for stealing a bonnet and some cash. In lieu of this sentence she was transported to Australia. Marrying a fellow convict and having two children they escaped in a small boat surviving an arduous journey to Timor, where they were captured and returned to the UK. Her husband and children died on route though Mary returned to Cornwall and was pardoned.) Transportation as an option lessened in the 1840-50s and ceased in 1868.

During the year George was in prison, 1823, new strict rules came in and were enforced by the 'cat o nine tails' whip; prisoners should now remain in complete silence for the whole of their interment and they should not even look at another prisoner let alone talk. The prison being so full George may have had a cellmate and there is another Laundry from Penzance (no obvious relation) in there at the same time as George for an unrelated offence.

Hopefully hard labour for George was breaking stones into gravel with a hammer, he was used to working outside and to hard physical graft. The alternative hard labour was turning a large handle all day without rest in the dark and dismal cell. The handle went through the wall and turned a large paddle through sand to produce resistance, the guards supervising the hard labour could make it even harder to turn this paddle simply by turning a screw, and that's why prison guards became known as "screws!"

The other hard labour mechanism at Bodmin jail was an enormous tread mill. It looked like a huge mouse wheel with steps on the outside which took up to thirty six

men to move round and round with their feet as they walked ceaselessly upwards. The men could not look at or talk to each other and had to keep it going from morning to night. The wheel powered nothing at all as it was felt that the men should understand that they contributed nothing and that they were worthless, basically they were trying to break them. When you realise that many of the inmates were kids, some were sent in for petty misdemeanours, it must have been soul destroying. (Later it was felt more enlightened to have these devices powering a mill).



The tread mill.

There are no records of how George fared or how Elizabeth coped during his absence with a young baby and three other children to house and feed however two years after George's internment they have another baby Elizabeth, named after her mother. The next records are from the 1841 census. (Ages of adults in the 1841 census are at times rounded down to the nearest 5 years, so the ages may appear inconsistent). In the 1841 census George and Elizabeth had moved from Menheniot to Davidstowe, North Cornwall with George still working as an agricultural labourer. Little did they know that Menheniot was to experience radical change.

The discovery of lead in Menheniot in 1843 caused a minor boom with miners moving from other areas of Cornwall such as nearby Callington and from west Cornwall. Soon four shafts had been sunk, these were very deep up to 1,200 feet and prone to flooding so there were 2-3 steam engines at each to drain the mine and move people and ore up and down the shafts. Recent improvements in engines by Cornish engineers made them much more efficient though the dangers of engines exploding and mines flooding and collapsing together with poison from the lead and other metals was a continuing hazard.

The four mines were sited to the north of Menheniot and were Trelawney, (in 1851 employing 408), Trewitha (in 1854 employing 125), Trehane, and Mary Ann (employing 422). Many of those working at the mine were women and children who were employed in breaking up the ore and using large quantities of water to wash and separate the ore from the rubble so that it could be exported on barges from the small ports of Looe and



*Above;
Surface of a mine near St Ives c.1885 with women working in pans to clean the ore.*

St Germans and then mostly on to Wales to be smelted. The population of Menheniot doubled in a very short time. The enormous social consequences for the village were matched only by the dramatic physical change, with massive engine houses soon dominating the skyline and increasing numbers of spoil heaps containing toxic materials. The village prospered as did nearby Liskeard and there was a brief growth of trade unions as well as a more extended growth of Methodism which flourished in Cornwall.

(Trade unions were generally not a feature in the Cornish mining industry as they were in coal mining; the Cornish miners had established their own system of working which went against collective bargaining. The miners themselves were not paid actual wages, but instead gangs got together to bid for specific jobs for a certain period of time.

If their judgement was bad or simply unlucky they could end up working for almost nothing. If things went well, they got the benefit – miners who found a good vein that simply got better the further they went along would work every hour they could manage to make the most of their good fortune.)

George and Elizabeth lived long enough to see the arrival of the railway in Cornwall as a station opened at Menheniot on May 4th 1859 enabling travel to Plymouth with the completion of Brunels Royal Albert Bridge which spanned the River Tamar, and on to London; in the other direction to Liskeard and Penzance.

George and Elizabeths story is now intertwined with their middle daughter Janes' story as they live out their lives in east Cornwall.

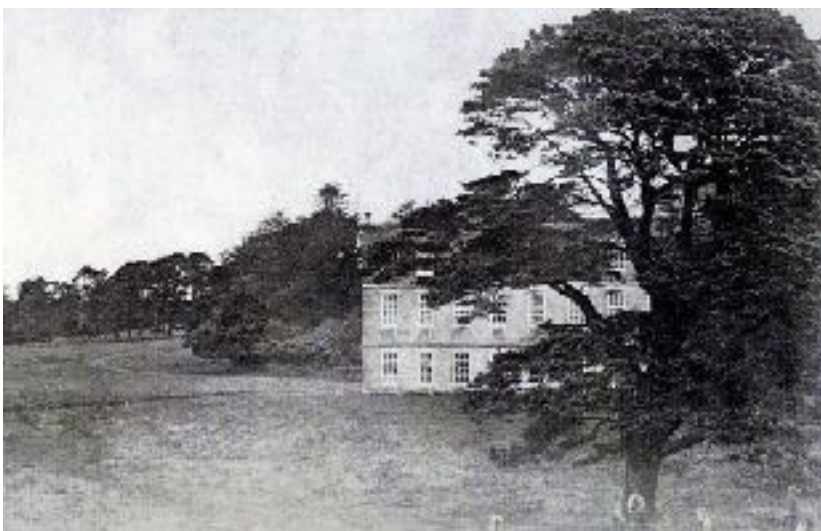
George Laundry lived till 73 years dying in 1861. Elizabeth Laundry living with the extended family in Woodcockeye or Menhenniot until she died at 91 years in 1876; she is buried in St Germans near Menheniot.

Janes story.

George and Elizabeths' daughter Jane (and our great, great grandmother) was born in 1821.

By the time of the **1841** census (taken on the night of 6/6/1841) she was 20 years old and a 'female servant' at Coldrennick House, St Germans.

Coldrennick was a very grand estate and stately home to the Trelawneys, the Trelawney family owned that part of Cornwall and "Shall Trelawney Die" is the unofficial anthem for Cornwall.



Coldrennick House in 1867, though not the original one that Jane worked in.

1842

When Jane was 21 she had her first baby Harriet who was registered in a small village of Trevivian, / Camelford, Davidstow (North Cornwall) on 1st May 1842 and Jane is described as 'spinster', Harriett was also baptised back home in Menhenniot and the registry notes that mother- Jane- is a 'spinster' that is unmarried with daughter Harriett

born 'out of wedlock'. There is no note of a father.

The 1841 census shows that Jane's parents George and Elizabeth were living at a nearby village of Lanbrany, Davidstow (north Cornwall) where George was working as an agricultural labourer. (Their surname is recorded as Landary, however all other information tallies, it is more than likely that they were illiterate and would have had their name recorded as spoken).

Harriet was born in May 1842 so this means that she was conceived while Jane was still working at Coldrennick House, the ancestral home and seat of the Trelawneys, and there are many stories of young servant girls being taken advantage of by their rich masters. At this time the male owners of country estates felt that they had a right over the young chambermaids and parlour girls. Many girls were paid off or supported by rich owners, while others were left abandoned; legally the illegitimate offspring had no recourse to any inheritance.

Illegitimacy was not uncommon in 1800 when 25% of first births were illegitimate, though these could be legitimized by marriage before or after birth, however only 6% of subsequent births were illegitimate. Illegitimacy was more common in rural areas. (*Society and economy in Modern Britain. R.Brown).

Until 1837 the local parish would support the mother of an illegitimate child and would attempt to get the money back from the putative father. Parish relief to mothers of illegitimate children was said to have reached "a pitch extremely oppressive to the parishes, and grievously detrimental to female morals throughout England." (Times 1834).

The 'Bastardy Clause' of the New Poor Law of 1834 stated that all illegitimate children should be the sole responsibility of the mother until 16 years old. The mothers "were expected to support themselves and their offspring".

Campaigns were mounted against this unjust law, as the degree of infanticide and the destitution of the mothers became more widely known however it was not until 1872 that fathers were again equally liable for their illegitimate offspring, (though they often ducked this).

What is less usual is that Jane Laundry did not marry during or after the birth of Harriet, but she went on to have another two illegitimate children, William and Thomas. She not only retained her maiden name but her children were also given her maiden name of Laundry. There is no record of her suing the putative father and no record of the poor house; what there is, is evidence of her living at home with her children with her own mother and father, Elizabeth and George.

With the start of the Menheniot mining boom the whole family, Elizabeth, George, Jane, and Harriett returned to the Menheniot area where William, Janes second child was born.

1845. William Laundry was born on 28/09/1845 and baptised on October 5th in Menheniot (see the church below) and registered as born in the district of Liskeard. There is no father mentioned and the baptism states that it was done in 'private' so possibly that refers to him being born out of wedlock. Jane took both children home to live with her Mum and Dad who were now living at the wonderfully named 'Woodcockeye, Menheniot', near St Ives (as apposed to St Ives).

It is Jane's second child William Laundry, who is our direct antecedent born in 1845 when Jane is 24.

Despite there being a local boom in Menheniot the 1840s were hard for most in Cornwall and this period became known as the "hungry forties". In particular the potato famine struck in the mid 1840s and though not as devastating as the famine in Ireland it caused great hardship and many people from Cornwall were forced to emigrate.

In the spring and summer of 1847 there were food riots across Cornwall with attempts to stop the export of grain leaving ports such as Wadebridge. Food riots in Cornwall had occurred intermittently over the preceding eighty years. During periods of intense hunger Cornish people asked to buy the locally produced grain which was stored in warehouses prior to its export to Plymouth and London where it could fetch higher prices. Many of the 'rioters' were miners who protested that the grain stores should be opened so they could purchase it for a fair price; at times the protests grew angry even though punishments were very severe they continued. (On one particular occasion years earlier a local policeman took pity on the protesters and opened the doors only to be later arrested and hung.)

Jane's father and most of their relatives were agricultural labourers and dependant on the vagaries of harvests and weather. Many in Cornwall turned their hand to anything by turns; either mining, agriculture or fishing according to the seasons and the need to earn enough money to live.

1848. Jane's third child Thomas was also illegitimate at birth in 1848, and baptized in a 'private service'. He was also called Laundry and again taken home to Mum and Dad who were living at Woodcockeye, Menheniot in 1848.

1849. Jane married a local agricultural labourer, James Powell who was born in St Germans around 1827-8 and is Jane's junior by 6 years. It is difficult to say if James was the father of Jane's previous children but it seems unlikely.

At the time that Jane was working in the big house at age 21 years James' father was a farmer in St Germans and James is fifteen years old.

When James and Jane marry in 1849 Jane's third child Thomas is legitimised and his name is changed from Laundry to Powell however Harriett and William Laundry retain their surname of Laundry.

In later census Thomas is said to be either James son or half brother to subsequent children.

(In these days of DNA however someone from his direct descendant Powell line has posted a DNA test on 'Ancestry' and we do not match, meaning that George Powell is not William Laundrys father, though of course there could have been hanky panky in either of our lines since then!).

James and Jane go on to have six more children between them, Elizabeth, George, Ann, Richard, John and Bessie-Jane (sometime known as Jane or Betsey).

(James John Powell's ancestry is of interest because his own father James Powell appears to have married an 'Elizabeth Laundry'; as there are so few Laundry's around it is possible that Jane and James were second cousins though I can't confirm this. James own father James Powell 1785-59 died at the union workhouse St Germans, his mum the other Elizabeth Laundry Powell having died in 1848).

1851. The 1851 census finds Elizabeth and George Laundry still at Woodcockeye with their granddaughter Harriet.

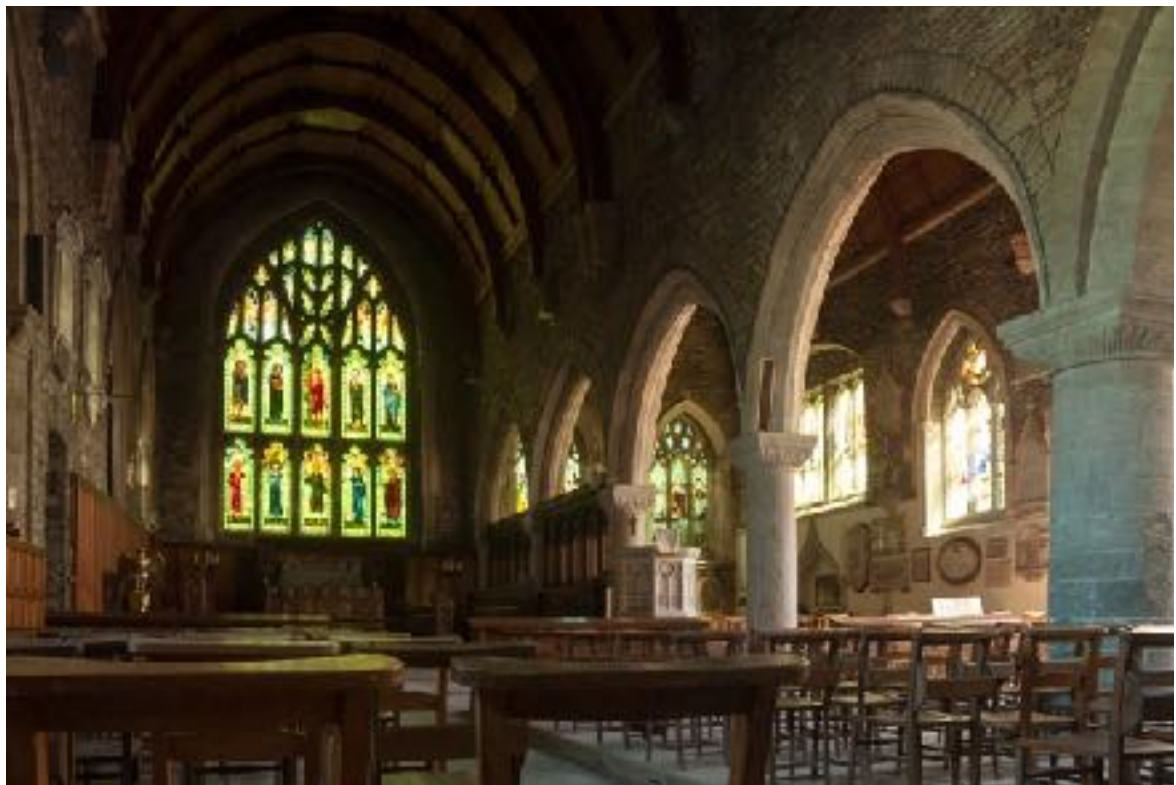
The 1851 census also finds that Jane and James have moved from Woodcockeye to Menheniot with William Laundry and three new siblings. (The census includes Mum Elizabeth who confusingly appears at two different addresses on the same census).

1861. Before the 1861 census the whole family move back into Woodcockeye (to the house that George and Elizabeth rented); Jane's father George Laundry having died in early 1861 at 73 years.

Jane's third child Thomas Laundry Powell worked as a carter from the age of 12 years at Trewint Farm, Liskeard, however he died aged 21 in St Germans and was buried in Trehunish, Menheniot in October 1869.

1871. The census shows the reduced family of James and Jane, son George who is now a miner, daughters Jane and Elizabeth, and Mum Elizabeth at 87 years living together in Menheniot Village.

Jane's mum Elizabeth Laundry lived with the extended family in Woodcockeye or Menheniot until she popped off at the grand age of 91 years in 1876; she is buried in St Germans near Menheniot.



The Church of St Germanus, known as St Germans Priory dating from 1261.



Menheniot village and Church of St. Lalluw in 1912, little has changed.

There is now a very unexpected episode in Jane's life and in the life of all the Laundry family as they leave Menheniot and go in search of a new life out of Cornwall.

Until this point the Laundry family appear in the census as agricultural labourers who chose to remain on the land and persisted as agricultural labourers while agricultural work was becoming harder to find.

From 1700 to 1830 agricultural output in the UK had nearly doubled however increasing and continued reliance on machinery meant that fewer workers were needed.

With the repeal of the Corn Laws in 1865, and the advance in mass transportation of grain from more fertile areas of the world such as America and Russia the price of British corn fell and production decreased markedly and poverty for those working on the land increased throughout the 1870s over all the UK.

The 1881 census shows a decline of 92,250 agricultural labourers over the previous decade with an increase of 53,496 rural labourers reflecting the move from farms to the cities to find work, with some venturing overseas particularly to New Zealand. (5,500 in 1870s to NZ).

The first Laundry to break away from life as an agricultural labourer was Jane and James son George who in 1871 census is registered as a miner, at the age of 21 years he would have been too young to have taken advantage of the boom years in Cornish mining.

Mining in Cornwall was now in crisis. By 1874 the price of ore had fallen, this combined with lead ore becoming too deep to mine effectively the mines became uneconomic and rapidly closed. With so many tin mines also closing the miners moved on to north England while others in family groups went to South Australia, South Africa and South America. In the first 6 months of 1875 over 10,000 miners left Cornwall to find work overseas. Menheniot became a comparative ghost town with houses left derelict the village depopulated returning to its rural origins.

The Laundry family now make a brave decision to leave everything they know.

Sometime after the 1871 census and prior to the 1881 census Jane and James move with their extended family to Yorkshire to the booming Brockholes, Hebden Bridge area. They are not the only ones to leave a rural life for the industrial cities and towns. Hebden Bridge had expanded throughout the 1800s and there were plenty of jobs in the mills and in garment making, and other opportunities in the towns and industries around.

1874. In 1874 Jane and James eldest daughter Ann married a corn miller in Todmorden, Hebden Bridge, Yorkshire. Perhaps they had all moved north sometime prior to this or was Ann in the vanguard of a new way of life for the Laundrys?

One by one of Jane and James children settle down, marry and find work in Yorkshire.

Son George Powell marries Elizabeth Musgrove in 1876 and conveniently knocks three years off his birthdate to marry a wife 10 years his junior, they are living in Durham (just north of Yorkshire) and perhaps George has continued with work as a miner.

When their first child Jane Ann is born in 1878 they are living at Queens Terrace,

Hebden Bridge; Queens Terrace comes to feature as an address for many of the Laundry extended family and George is now also working as a 'carter' using agricultural skills to work horses to deliver or to move stock. However in the 1881 census George, Elizabeth and three children are back living in Durham and George is working as a coal miner at Easington, home of a renowned colliery.



Gangs of Cornish miners arriving at the coal mines of Durham.

Marking a major change in work is son John; born in 1858 by the time of the 1871 census at the age of 13 he is an 'farm indoor servant' in Menhenniot. He marries Martha Ogden on 4 may 1878 when he is described as a 'corn miller' and they go on to

have a daughter Eleonor in 1882.

By 1881 John has moved to Mythelroyd, Halifax, Yorkshire and is working in the same line as some of his brothers as a carter. 1891 sees a major change as John has joined the aspirant middle class in becoming an 'assistant superintendent in insurance'.

A further rise up the class structure for John with a job as 'District manager for insurance society' in 1901 with a move to be with his extended family in Hebden Bridge. In 1911 It is all change again as at the age of 53 he is now a masons labourer, wife Martha is for the first time working as a 'tailors finisher, faustian clothing' and they appear to have adopted a son of age 15 Jack Simmons Powell. What happened John?

Daughter Elizabeth (according to 1881, 1891 census') becomes a 'machinist, tailoress, faustion', marking a major change as more women become wage earners working in industry.

Son Richard marries Mary in Halifax, Yorkshire in 1878. In the 1881 census he is still an agricultural labourer in Stansfield, Yorkshire but by 1886 when their son Harry is born he is a miller living with his family and the larger Laundry family in Hebden Bridge where he continues life as a corn miller perhaps working with Anns husband who is also a corn miller in Hebden Bridge.

Jane's youngest daughter Bessie-Jane (sometimes Betsey or Jane) meets a young man William Dunkley, from Marylebone, London and again is registered living at Queens Terrace, Hebden Bridge.

1881. At first Jane with husband James Powell and an extended family live in Brockholes and then as the family rapidly expands (by the **1891** census) they live in two adjoining houses (15 and 17 Queens Terrace) with the extended family split between the two houses.

Bessie- Jane, her husband have five of the children living with them one of whom at only 12 years old is already working in the mill as a 'Faustian tailoress' while the others at 5,8, and 10 are 'scholars' plus an infant of 1.

The grandparents, Jane and James, have a further three grandchildren living with them in the adjoining house; granddaughter Lavinia (this is Jane and James son, George Powell s, daughter who at 15 now working as a faustian tailoress, as are the other grandchildren Elizabeth and George who are staying with them).

Then by **1901** all move as a family into one big house at 43 Melbourne Street, Hebden Bridge as Bessy- Jane has three more children while the two older ones have married and moved. (Nine in all).

James Powell (Jane's husband) at age 55 gets work as a hay and straw carter/ cam

cart driver in the 1891 census though thankfully by the time of the 1901 census at the age of 75 he is no longer working.

Bessey-Jane's husband William Dunkley gets a job as a 'cotton mill engineer'/ "steam engineer", "a stationary engine driver' and then "steam tender".

The children go on to become "fustian" workers at the mill which is a particular way of cutting and working with cotton cloth, they are also 'cutters', machinists and tailoresses.

Left behind in the move of the extended Laundry family from Cornwall to Yorkshire was our great father William who was travelling the high seas from his base in Devonport, Plymouth. It would be good to think that Jane heard of his travels and exploits and had news of the family in Plymouth.

Also left behind was eldest daughter Harriett.

It is here that Harriett, Janes eldest child re-appears in the Laundry story. Harriet became a dressmaker in Davidstow, Cornwall, (her birth place) and on 14th August 1862 Harriett married George Sainsbury in St Germans, and it states on the marriage certificate that she was illegitimate. George was a gamekeeper, however by the census of 1871 Harrietts husband George had died, and she is living alone in Crediton, Devon. In the 1881 census Harriett has gone to live with her mum Jane, and her sister Bessie in Queens Terrace, Hebden Bridge, Todmorden, Yorkshire where she lives and dies at age 83 in 1925 never marrying again or having children.

Janes remarkable story which encompasses notable changes in family fortune and history ends in 1904 when she dies in Yorkshire at the age of 83 surrounded by an ever increasing family. Husband James follows three years later, dying in Yorkshire in 1907 aged 79 years.

Jane and James leave behind a whole new and expanding family in Yorkshire, plus their descendants from William in Plymouth.



View of Hebden Bridge Mill and train station. A cotton mill in Hebden Bridge with women workers

Williams story.

And now back to Jane's son William, the stoker, our Great Granddad. He appears in the 1851 census at age 5 years living with his Mum and new dad James Powell, and siblings in Menheniot.

On the 1851 census he has his birth name 'William Laundry' (with 'Powell' added on as a ditto from the list of siblings above), however all of the younger siblings in the family are called 'Powell'. He is described as 'son' in relation to the 'head of the house' George Powell, however I don't think he was his actual son otherwise he would not have retained his Mums maiden name 'Laundry' and his sister Harriet also remained 'Laundry'.

(In the 1861 census, a William Laundry who is 15 years old and in service at a house in Newlyn is probably not 'our' William Laundry as this one was born in St Enoder, Nr Newquay.)

From Williams Royal Navy Service records we know that he enlisted at HMS Indus on 1st November 1864 and was classed as a "seaman gunner". The Indus was a stationary boat at Devonport Dockyards, used for housing sailors and teaching seamanship. On 8th February 1865, age 20 years, William volunteered to enlist with the Royal Navy for continuous service of 10 years as a stoker (service No; 32456A).

In his service record William is described as 5'6"1/2", black hair, hazel eyes, fresh complexion and having a scar on his left temple. By today's standard 5'6"1/2 seems short for a grown man but many others on board were much smaller which puts the low doors and ceilings of the old Cornish cottages into perspective. He fitted the Navy's requirement of the time for the position of stoker, "Able-bodied Men, of good character, they must be between 18-25, not less than 5ft 4 in. in height, nor less than 32 ins around the chest."

At the beginning of his naval career in 1865 William signs his name with a cross, this wasn't unusual at the time for working people as universal education for 5-10 year olds was not introduced until 1870 in England, but by 1875 he is able to write his name; the navy or maybe the long hours on board gave him the opportunity to become literate.

William again enlisted age 28 years Jan-Dec 1873 (official No 43158), and overall he served from 1865-1884, when he received a pension. Later he returned for two brief periods working from shore at HMS Indus, Devonport.



General Picture 1910 14765 "Indus" Establishment and Workshop for Supernumerary Artificers and Artificers Apprentices. Devon

HMS Indus, moored at Devonport "Establishment and workshop for supernumerary artificers and apprentices."

From his service records his conduct throughout was said to be "exemplary", "excellent" or "very good". He received three long service badges, one for the first three years, and then ten and fifteen years spent as a volunteer, and he received a medal in 1881 while serving in the far east on the Iron Duke, these awards would have come with extra pay of a penny a day per badge, and extra pension. His basic pay was £36.10 shillings a year rising to £44.2s.1d a year for a leading stoker. He was paid more than an ordinary seaman (£22.16s.3d per annum) in recognition of the arduousness of the job however much less than skilled engineers and officers.

Williams first voyage was on HMS Caledonian, which, from 1865, was commissioned mainly in the Mediterranean; from July 1868 he was stationed in Malta, Corfu and Venice. For some reason he was seconded to the 'civil power' in Malta to work for 20 days in February 1869. He then worked on HMS Revenge for the month of June 1869 bringing the crew of the Caledonia from the Med back to Plymouth so that they could be relieved by other crew.

William served on the following ships;-

Indus- 2nd class stoker- volunteered-10 years.	1st Nov 1864-	1st Feb 1865
Indus -stoker	8th Feb 1865-	1st May 1865.
Caledonia- stoker power Malta 20days)	2nd May 1865-	31st May 1869 (civil
Revenge- stoker	1st June 1869-	30th June 1869
Indus-stoker	1st July 1869-	30th November 1870
Narcissus- stoker	1st Dec 1870-	8th October 1872
Indus- stoker	9th Oct 1872-	31st October 1874
Valorous-stoker (from Indus*)	(1st Jan 1873-	3rd October 1874) (extnd
Indus-Leading stoker	1st Nov 1874-	18th February 1875
Valorous -Leading Stoker	26 Feb 1875-	26th February 1878
Indus -Leading Stoker	26th Feb 1878-	4th July 1878
Iron Duke -Leading Stoker	5th July 1878-	1st October 1880
Victor Emanuel- Leading Stoker	2nd Oct 1880-	17th December 1880
Iron Duke- Leading Stoker	18th Dec 1880-	15 March 1883**
Indus- Leading Stoker (pension)	16 March 1883-	12 November 1884 (shore
Indus-leading Stoker	1st May 1885-	1st July 1885 (shore)
Indus-Leading Stoker	13th Aug 1888-	31st August 1888 (shore)

*extra time to "qualify for pension" (Though appointed to the Indus he was 'on loan' to the Valorous for a period)

**Williams log notes "4.4.81 W for medal" relating to the time he was on the Iron Duke in the Far East.

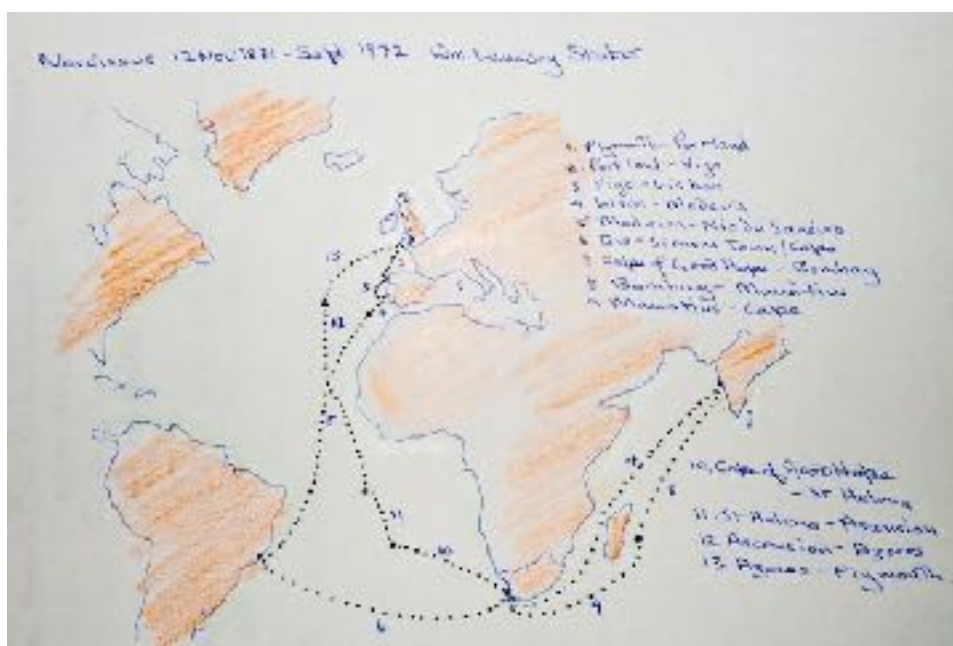


HMS Caledonia with steam up.

For someone looking for adventure during the 1860-90s it was an amazing time to be in the Royal Navy; from 1840-1918 it was the largest navy in the world.

Following a cost cutting exercise of British ships stationed in foreign ports in 1868, successive "Flying Squadrons" of un-armoured 'screw' ships were formed. Their primary role was to protect and promote trade as well as to 'fly the flag' in the Empire and were also used for training. The movement of these squadrons was influenced by political and military considerations though they were never involved in confrontation. There were six major exercises for the Flying Squads from 1769-1882 and William went on two of them, sailing on HMS Narcissus, in 1871-72.

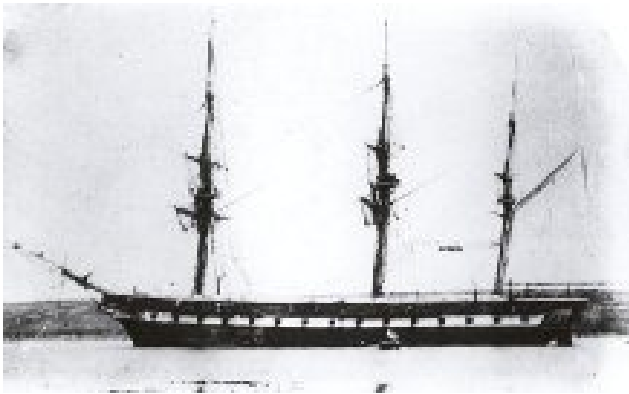
(see http://www.pdavis.nl/Flying_1871.php?id=0) William travelled to Canada, the West Indies, Brazil, South America, South Africa, and India. (A personal log of this journey is held in the Mariners Museum, V.A., USA, but has not been transcribed or made available at this point).



Williams Journeys on the Narcissus 1871 and 1871-2

A personal log held at the Maritime Museum at Greenwich written by an officer is of interest in that it describes the 'wonderful' sight of massed British ships and the pomp of ceremonies as they manoeuvred and staged salutes. What is less appealing is the shockingly racist and disgusting way he talks of the people of the Caribbean which reveals attitudes of some of the British upper class.

Itineraries of the Flying Squads 1871-72 are below.



Narcissus moored and in sail. Officers on board the Narcissus.

A seaman's life was not without dangers though as two crew members of the Narcissus, during Williams' time, contracted smallpox and had to be left on shore at Lisbon in confinement. All crew were expected to be vaccinated against smallpox though it appears that it did not give one hundred percent assurance. (Vaccination using Cowpox was introduced by Jenner in 1798 and laws were passed to make it compulsory to vaccinate new born children in the UK from 1853).

William was then seconded from his post on the Indus in Devonport to serve on the Valorous from 01/01/1873 to 03/10/1874 part of that time to carry troops as far as Lisbon on their travel to the Gold Coast to fight the Third Ashanti War. That William was on the Valorous and the Valorous was used as a troop ship during the war can be verified by the records (see below); what is interesting is that another William Laundry won an Ashanti medal for this engagement, (several of the crew members went ashore

and were engaged in the combat) however the other William J M Laundry from Devonport was older and stationed on HMS Tamar at this time. There were so few Laundrys that it is likely that he was a relative however there is no evidence for this.

On his return home William manages to marry before setting sail again.

From 1875-78 William was seconded a further time to HMS Valorous, the last of the fighting paddle steamers. In 1875 she accompanied the British Arctic Expedition ships Alert and Discovery as far as Godhavn in Greenland carrying extra stores for the Arctic expedition. She was then used to collect scientific information and samples for three months before returning to Plymouth. Studies were made of the sea currents and temperatures, and the sea was dredged for small creatures. A scientist on board wrote a scientific paper about the voyage and reported finding unique Annelida (multi segmented worms). Whilst he is much more excited about his biological finds in the report that he published he occasionally mentions general conditions for the Valorous together with the dangers of sailing in Arctic waters that William Laundry must have been aware of.

(Report of the Biological Results of a Cruise in HMS Valorous to Davis Strait 1875.

<http://rspl.royalsocietypublishing.org/content/25/171-178/177.full.pdf+html>)

"Having entered Davis Strait and approached the "Borea finitimum latus" (the northern region/arctic circle) we met with several icebergs and a quantity of loose pack ice....We were obliged to give the pack ice a wide berth; and, notwithstanding the greatest care, our paddles did not escape damage. But I will not diverge from my biological text, nor say any thing about glacial phenomena; although I must confess that the beautiful and impressive spectacles of this nature which I witnessed in my voyage to the arctic regions....cannot be effaced from my memory". In the days before our knowledge was primed by nature documentaries on television you have to wonder how William and the other crewmen viewed such amazing sights.

The Valorous then completed its duty to the Arctic Expedition, "No time was lost at Godhavn in transferring the stores of coal and provisions to the Arctic ships; and we had also to give them some of our boats to replace those which had been lost in the gales on the outward voyage. All the ships left northward on the 15th July 1875 on their arctic expedition leaving the Valorous which then traveled alone in a different direction; ...we reached the Kulbrud, where we had to procure by digging a supply of coal, being a kind of lignite, from the Miocene strata which composed the cliff. By dint of hard and continuous work 105 tons of this coal were got in the course of four days". No doubt it was the stokers like William who bore the brunt of this 'hard and continuous work' and not the pompous scientist. "Our position was at this time critical, in consequence of the narrowness of the Strait and the passage of numerous large icebergs".

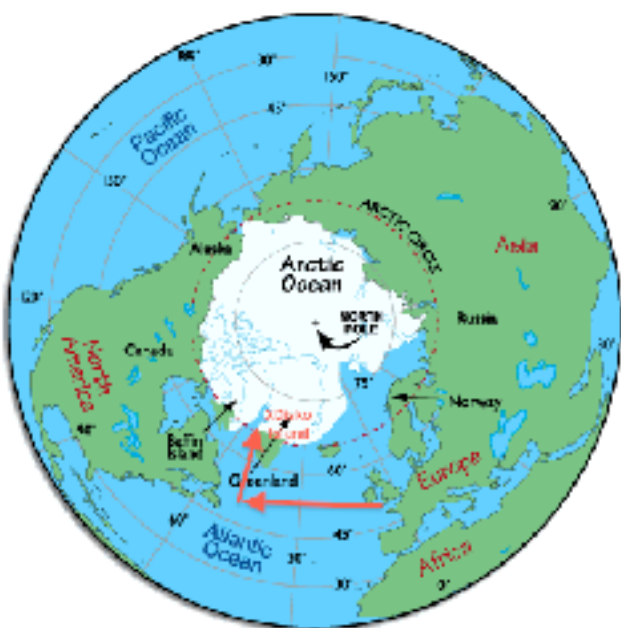


HMS Valorous makes the news (Note simultaneous sail and stem). Valorous in Godhavn Harbour, and on board looking out for icebergs.

"My narrative must now allude, although briefly, to an anxious state of things which took place on the 27th of July...The weather was foggy, and we were therefore going slowly and cautiously under steam. Without our having any suspicion of danger we suddenly found ourselves stranded on a sunken reef of rocks about ten miles from Holsteinborg, which had not been laid down in the chart. The wind was freshening, and the ship was continually bumping and straining; but most providentially the tide was rising. After a suspense that lasted several hours the bow became free, and soon afterwards the ship floated..."

An observation from traveling in the arctic region, "The variation of the compass is so great in these parts that the ship steered in a north-westerly direction, although she was actually going south."

Valorous returned home on 29th August 1875.(?)



Journey of the Valorous to Greenland in 1875.

After a period on the stationary "Indus" moored at home in Devonport William received orders for a prolonged voyage on the Iron Duke from 1878-83, to the Middle East. This took him through the newly opened Suez canal through Egypt and out into the Red Sea and on to China, Hong Kong, Japan and eastern Russia. During the time William was in the Navy there were some short lived wars involving the British Empire in South Africa, Afghanistan, Burma, Nigeria and the Sudan but these did not involve the Navy in battle and certainly the major naval battles at sea were long past.

William sailed on a range of ships during his service from 1864-1883 which was a seminal time in Naval shipbuilding. It was a time of transitional vessels between sail and steam. The Valorous built in 1851 was a paddle steamer but the rest were screw ships, and mostly wooden ships, apart from the later "iron clad" HMS Iron Duke. During a trial by the navy in 1845 screw propulsion was pitted against paddle propulsion and screw propulsion won, all subsequent ships after the Valorous (the last of the fighting

paddle steamers) adopted screw propulsion. Steam power supported wind power making for more rapid voyages and steam power enabled ships to travel against prevailing winds and currents, also at times when they would otherwise have become becalmed.

With some ships the screw propeller could be retracted to reduce drag when the ship was powered by sail, however when powered by steam through the screw propeller the upper sails could be used to supplement the power, the lower sails near the funnels could not be hoisted. However steam ships relied on a strategic supply of coal which was trimmed to size and loaded by hand in quantities, often in sacks, so that it took up to two days to load the ship using all hands, including officers, and then a week to cleanse the decks of the coal dust.



HMS Iron Duke, moored.

Steam driven ships incorporated the new technology of the day so that when William sailed on the Iron Duke 'ship to ship' torpedoes were being trialed, though they seem to have been used for fishing rather than fired in anger. **"Our ship was not originally intended to carry these murderous weapons, so it was necessary to pierce ports in her sides, two forward and two aft, that they may be discharged. The staff of the torpedo school brought with them twelve of these novel fighting machines, at a cost of about £300 each."

**"Observing a vast quantity of fish disporting themselves near the ship, our experimental torpedo officer armed himself with a small torpedo, pulled himself into their midst, quietly dropped the missile overboard, and pulled away again. The beautiful unsuspecting creatures still played on, unconscious of the doom that awaited them. The effect on firing the torpedo was terrible: for a space of 150 yards all around, the surface was like one mass of silver, from the closely-packed and upturned bellies of a species of pilchard. The slaughter was complete." * In *Easter Seas*, J.J.Smith.



Robert Whitehead with son, inventor of the first effective self propelled naval torpedo (1875) trialed on the Iron Duke while William Laundry was stoker during journey to Far East 1879-84.

William was a stoker throughout his career, rising to Leading or Chief stoker from 1st November 1874. Conditions were arduous for those working on board ship, particularly the stokers with temperatures in the forty-degree range and air thick with coal dust.

J. J. Smith, a naval schoolmaster from Maker, Cornwall (near St Germans), working onboard the Iron Duke at the same time as William Laundry, describes their voyage to the Far East from 1878-1883 in his journal "In Eastern Seas". The journal includes this passage below of the Iron Duke steaming through the Suez canal, (opened nine years earlier), to the Red Sea and Aden. To negotiate the canal it was necessary to use steam rather than sail, because the canal was narrow with obstacles and the prevailing wind was invariably in the wrong direction. This part of the journey was in the heat of summer which was made worse by the fact that the iron Duke was an 'iron clad' ship.

William Laundry would have been one of the stokers he mentions as one of the "poor fellows". (below)

"September 11th 1878- My 'journal' is a blank for three whole days, owing to the intense heat which is simply unbearable. I can only give our friends a faint idea of what it was like, by asking them to imagine themselves strapped down over a heated oven whilst somebody has built a fire on top of them, to ensure a judicious "browning" on both sides alike. Sleep is out of the question, "prickly heat" is careful of that. As may be supposed, the sufferings of the deck hand- bad enough as in all conscience it was- were not to be compared with the tortures endured by the poor fellows in the stoke-hole, who had to be hoisted up in buckets that they might gasp in the scarcely less hot air on deck. From bad, the state of things came to worse- men succumbed to its influence, the sick list swelled, and, finally, death stalked insidiously in our midst."

The sailors on board the Iron Duke were "With a few exceptions ... all West-countrymen, undoubted "dumplings" and "duff-eaters"....Though our ship's company is,

seemingly, young, very young, the men are growing, and lusty and strong.....". Though from the census the majority on board are in there twenties with a fair number in their thirties, and more senior staff in their forties.

The journal paints an amazing picture of the whole voyage from start to end, from going aground off Yezo, Japan to "Sad misfortune! direful calamity! Why?...Poor pussy, little did we dream, or you either, that Siberian waters were to sing your requiem! ..shew me the rodent that could ever boast of weathering him, and I will shew you a clever beast."



Illustration on J.J.Smiths Journal, the Iron Duke pictured aground off Yebo, Japan, being towed off by array of boats, English, French and Russian.

Midshipmen having lessons onboard Iron Duke; the teacher standing was J.J.Smith author of "In Eastern seas Journal".

More serious emotions are evoked as 'the iron clad' sets sail at the start of its long journey from Plymouth in 1878, "On the morning of the 17th, there being nothing further to detain us in Hamoaze (on the Tamar near Devonport), steam was got up, and ere long we were leaving, for a few years,until Devil's Point hides from us a picture many of us were destined never to behold again." In fact fifteen of the sailors on board the Iron Duke were due to die on the voyage, from accidents, falling from the spars onto the deck, falling out of the skiff while drunk and then drowning, and from disease for example "Red Sea Heat Apoplexy" and cholera. According to the 1881 census the Iron Duke had a large crew of 568, of these 41 were stokers and William was one of a further eight leading stokers.

There are also descriptions of leaving home and saying goodbye. "It was a curious spectacle to witness that farewell visit, to see coal begrimed men coming up from below, reeking with sweat, to clasp the fair hand of a mother, to snatch a kiss from the soft cheek of a sister or sweetheart, or to feel the lingering embrace of a wife..... Farewell! farewell! The last words have been said! How we would have put off that last hour; how we would have blotted it out, if, by so doing, we might have avoided that farewell. I never before realised how impressive a sailor's parting is." It makes you wonder if William was one of those "coal begrimed men" snatching a kiss from his young wife Ellen.

While in Hong Kong William spent six weeks aboard HMS Victor Emmanuel, Oct-Dec, 1880. The Victor Emmanuel was a 'receiving' ship and a hospital at that time. "Receiving ships generally remained in the harbour for a number of years as Naval Office accommodation and providing additional storage to the store depots on shore." (Voices from the past Hong Kong 1842-1912) It's not possible to say whether William was in the hospital, or helping with stores, or there for rest and recuperation. He received a medal on 4.4.1881 while in Hong Kong.

The Iron Duke was supposed to be at sea in the Far East for three years but this was extended without warning to four and a half years as the replacement vessel was diverted elsewhere. The voyage of the Iron Duke was equal to 2.25 the distance around the earth. It must have been an amazing adventure to see so many different countries and so many different peoples, with shore leave in the most unusual of places. The journal of JJ Smith only hints at some of the escapades that the seamen got up to.

William and Ellen

In 1874, while on leave, William 29 had married 22 year old Ellen Smith from Stonehouse (born 1851/2). They had spent little time together prior to the marriage or during the first 9 years of marriage, though a further five years of naval service was spent on shore, on the Indus, with naval service ending on 31st August 1888

It was not until Williams return from the Far East and the long journey on the Iron Duke, and being stationed at home in Devonport that they started a family. After 10 years

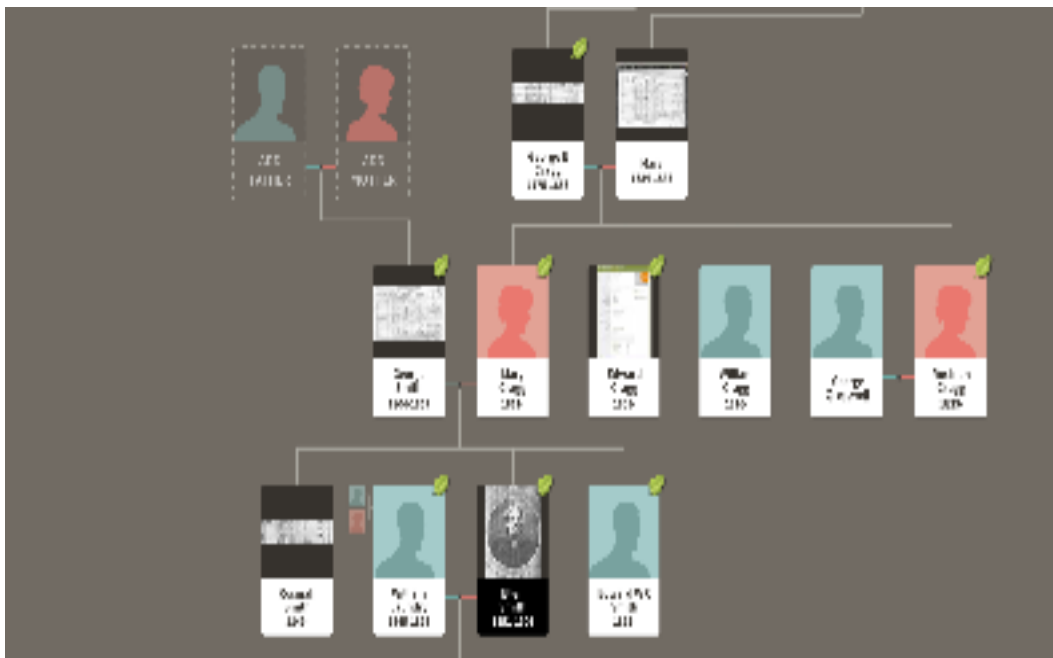
marriage they then had seven children from 1884-94 William George 1884, Minnie Emmeline 1885, Alfred Ernest 1887, Albert Edward 1889, Charles Reginald 1891, Arthur Horace 1892 and Edith Dorothy 1894.

In the 1891 census the family were living at 72 Gloucester Street, Stonehouse, Plymouth. William, now 46 is described as "pensioner/ labourer".

William died on 14.04.1898 aged just 52 years, (living at 12 John Street). He died of "rheumatism pericarditis". His parents outlived him in Yorkshire.

Ellen Laundry's story.





Ellens portrait and antecedents.

Ellen laundry was born Ellen smith in 1851/2. She was born into a household of naval men with her father and grandfather naval 'Greenwich' Pensioners. Ellen's mother was also a Greenwich Pensioner, though I'm not sure what occupation she had. The Royal Greenwich Hospital paid small 'out-pensions' to large numbers of deserving applicants who had served in either the Navy or Marines and the recipients throughout the UK were known as Greenwich Pensioners.

In sharp contrast to Williams' adventurous life, Ellens' life was lived entirely in and around a single short street in Devonport. She lived for most of the time with family members in John Street moving several times within the same street from number 14 to 13, then 30 and 25, a spell of married life at Gloucester Road, which abutted John Street, before returning to 12 John Street. Even after her death one of her sons Albert remained living at 24 John Street and her eldest son William George later returned to live in John Street at number 20.

Even before her birth in 1851 Ellens' maternal grandparents George Edward Cragg (76) (sometimes known just as Edward) and Grandmother Mary (68) were living in John Street (sometimes also known as St John Street) at number 14. They lived there (before Ellens birth) with Ellens' elder sister Rosinah Smith (2) along with her Aunt Rosinah Cragg(25), while her parents George Smith and Mary Smith (nee Cragg) were living at 44 George Street, (1851) which was just at the end of Johns Street.

It is likely that the house had three storeys, even so, according to the 1851 census there were 18 people living in this house at the time.



John Street is on the left half way up Ker Street.

John Street was between Catherine Street and Devonport Tower (featured in the picture below) though behind the building at the junction, so maybe only its chimney is showing.



1900

Devonport was a relatively good area to live in. Originally called Plymouth Dock, Devonport was independent from the town of Plymouth and at one point the population of Plymouth Dock was greater than that of Plymouth itself. The docks and the presence of the Royal Navy had turned Plymouth Dock into a bustling area, rich in workers, officers and money. To reflect the town's growing importance the people of Plymouth Dock petitioned to King George IV to have the name of the area changed to Devonport and a new town Hall and tall column were built to celebrate this success in 1824.



This was taken in about 1910 from Devonport Column 125 foot high and built in 1823, with John Street just behind out of view.

By 1861 three generations of the Smiths and Craggs lived together at John Street but now living at number 13. Dad George Smith (57. 1804-1867), mum Mary (50 years b. 1811) elder sister Rosinah (12), and Ellen Smith (9) (later to marry William Laundry) brother Edward Smith (6) Grandmother Mary Cragg (77) uncles Edward Cragg(52) and William Cragg (45) aunt Rosinah Cragg (36) plus 2 unrelated others. So that is 13 living at the house. (Granddad George Edward having died in 1853 aged 78)

At this time both George Smith and wife Mary, also Edward Cragg and William Cragg are all noted to be Greenwich pensioners and only Rosinah Cragg is working as a dress maker, and the children Ellen, Rosinah and Edward are at school.

1871 sees Ellen (19) working as a domestic servant at Albert Place, Devonport.

Meanwhile in 1871 the rest of her family had moved house again this time to 30 John Street with uncle Edward Cragg (62) widower and naval pensioner, uncle William Cragg

(35) naval pensioner, Mum Mary Smith (60) Laundress, sister Rosinah (22) servant, plus 16 others, so that's 20 in the house! (Grandmother Mary Cragg having died in 1865 aged 81)

While Ellen was working as a domestic servant in Devonport her future husband William was already at sea and maybe they had not even met at this time as William was at sea for much of the time.

From 1st Dec 1870- 8th October 1872 William was on the Narcisus traveling to Canada, the West Indies, Brazil, South America, South Africa, and India. A brief window of opportunity for Ellen and William to meet was the three months he was stationed at home from 9th Oct 1872-01/01/1873 while he was on the Indus which was permanently moored at Devonport.

However from 01/01/1873 to 03/10/1874 he was seconded from this post on the Indus to serve on the Valorous to carry troops on their way to the Gold Coast to fight the Third Ashanti War.

It was on his return from this posting that William and Ellen married in Stoke Damerel Church, during the later part of 1874, and they had a brief four-month period of married life together. William had shore leave from 3rd October 74 and was then stationed on the Indus at Devonport from 1st November 74 to 18th February 75 when William then left to travel to the Arctic for 3 years.



Stoke Damerel Church, where William and Ellen married, is one of the oldest buildings in Plymouth some of it dating to the 15th century.

He returned to Devonport on 26th Feb 1878 and they had another brief period together of just over four months when William was posted away for three years on the 4th July 1878. However while on the voyage, and expecting to return home, there was a redeployment of vessels and the Iron Duke was issued with orders to stay in the far

east for a further 2 years making it a 5 year posting. How did the lads on board fair with having to cope a further 2 years away from loved ones, their families and their children? How did Ellen receive the news having had such little time of married life together and now it would be two more long years before he would return.

The 1881 census shows Ellen now 29 years old without William and without any children, living with her mother Mary (70) and also her uncles' family having moved yet again this time to number 25 John Street. The household consisted of Ellen, Uncle George Cresswell with Auntie Rosinah Cresswell (55 nee Cragg) and five children, her mother Mary Smith (70) a former Laundress, cousins William Cragg (63) Greenwich pensioner, cousin Rosinah (56) dressmaker, cousin Edward Cragg (72) Greenwich pensioner, plus 2 others (that's 14 in the house).

William returned to Devonport on 15th March 1883. So far, during their 9 years of marriage, they had been together for two separate periods of three months and four months, no wonder they had no children. Though he remained in the navy for a further 5 years, stationed on the Indus in Devonport, William never went to sea again. It was only after this long posting on the Iron Duke that Ellen and William made up for lost time and had their family of 7 children.

Also life was now a bit easier as he received a pension from the navy on his return home.

The 1891 census has the Laundry family with father William (46) a pensioner/ labourer, Ellen (39) and 5 children living at 72 Gloucester Road with 15 others, that's 22 in the house. They had seven children from 1884-94 William George 1884, Minnie Emmeline 1885, Alfred Ernest 1887, Albert Edward 1889, Charles Reginald 1891, Arthur Horace 1892 and Edith Dorothy 1894.

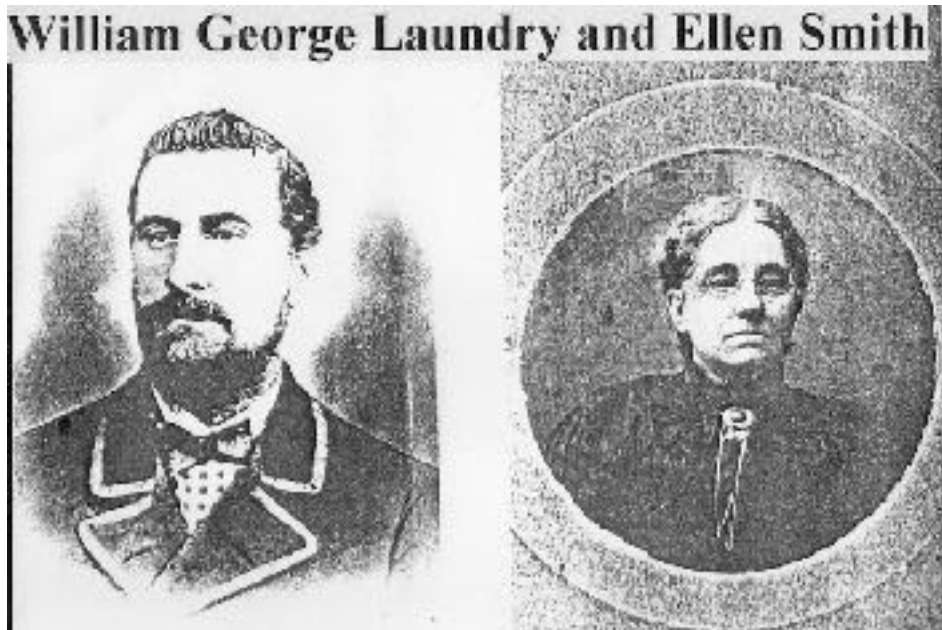
William Laundry died on 14.04.1898 aged just 52 years, returning to live and to die in John Street this time at number 12. He died of "rheumatism pericarditis", and it is here in John Street that Ellen continued to live.

In the census of 1901 Ellen Laundry is living at 12 John Street, Morice Town, Devonport, and working as a laundress in peoples homes, a sad irony given her name, I suppose Williams' hard won pension died with him and she needed to earn her keep.

Living with her is eldest son William George (17), single, working as a labourer in the RN dockyard, and Minnie (16) working as a general servant/ domestic, also Charles (11), Horace (9), and Dorothy (7), (with no mention of Alfred (14) or Albert (12)), plus eight from the Smith family, that is her brother Edward W Smith (46) Labourer HM dockyard, his sons George (22) and William (21) also labourers at HM dockyard, and his daughter Florence (21) domestic servant, son Edward (17) domestic servant, Beatrice (15), Sydney (13) and Edith (10) plus 5 others making 19 in the house.

Ellen Laundry died in 1906, aged 54 years, of breast cancer.

What happened to the children after Ellen, their mum, had died?



Top left- William George Laundry (this is said to be Williams portrait however he never appeared as William George so it is probably his son who was called William George), and Ellen Laundry, nee Smith.

Horace Laundry walking in Plymouth.

Horace's older brother Alfred who died of illness while serving in 1918. and older brother Albert, serving in the Navy.

Horace.

Horace (Arthur Horace, our granddad) was a little boy of 6 when his father died and 14 years old when his Mum died. Horace's Granny and step Granddad were still living in Yorkshire at the time of the 1901 census. Granny Jane outlived her eldest son William, she died in 1904 aged 82, and George Powell died in 1907 aged 79, so Horace and the other children may or may not have known them. Certainly there was hardly any mention of his parents, grandparents or other relatives to Horaces' daughters when they were growing up, and apart from Horaces' eldest brother William George, no one from Horace's family visited the future family house in Chapel Street or Union Street, Stonehouse as far as his daughters could remember.

By the 1911 census Horace (18) was living with his eldest brother William George and also brother Charles (20), at 16 Kensington Terrace, Ford, Devonport, they were boarders with the Bailey family.

Granddad Horace had joined the dockyard in 1907 when he was 15 years old and at 18 years was a labourer there. He married Ellen Redmond in Devonport in October 1915 when he was 23 years old, but more of that later.

Edith.

Little Edith Dorothy, Horaces' younger sister, who was only 4 when her father died and 12 when her Mum died, went to live with her Auntie Betsy-Jane Dunkley, in Hebden Bridge, Yorkshire. This was only two years after her grandmother had died and a year before her grandfather died in Yorkshire. There she married Percy Fielding on 14/06/1919

Minnie.

Minnie at the time of the 1901 census was living at home in John Street and working at age 16 as a general servant. She married Alfred Bailey and died in 1963.

William George

William George married Minnie M Mallet in Devonport on 12 April 1914 while living back in Johns Street at number 20, so that is 65 years of the family living in John Street.

William George was enlisted into the army on 6/12/1915 when he was 31 years old as a labourer. He died in 1954 aged 61 years.

Albert.

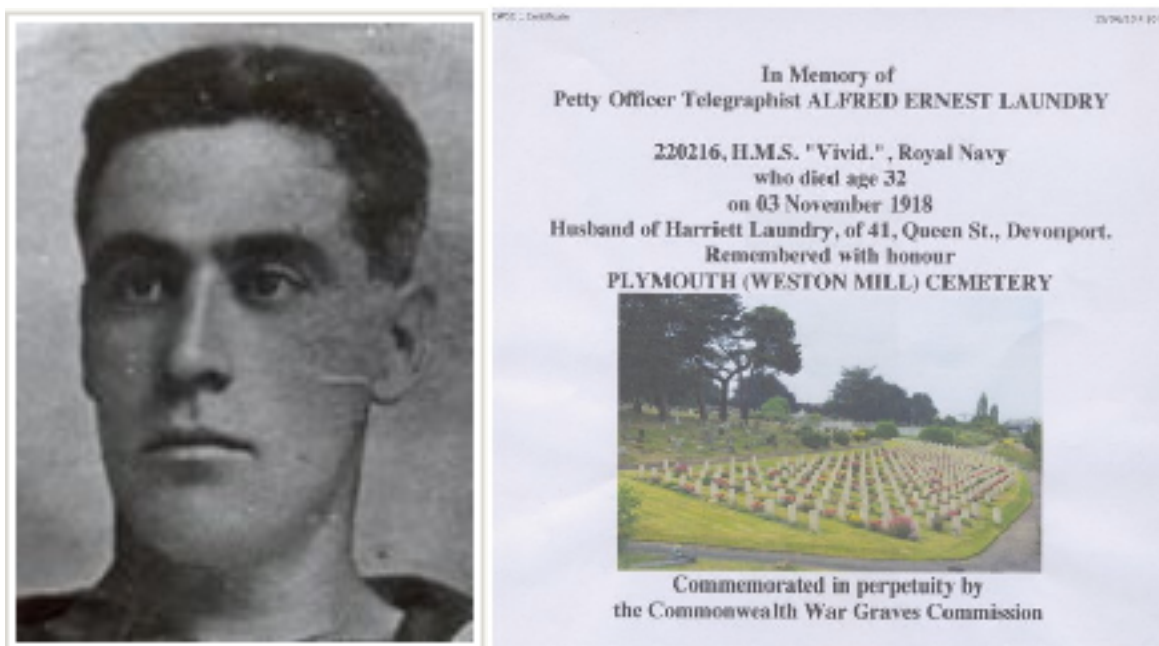
Albert Edward Laundry (22) continued to live in John Street, according to the 1911 census he was living at 24 John St, Morice Town, having married Beatrice Maud Evans (21) in 1910, with no children and was already an R N able seaman.

During WW1 Albert had won a star, victory medal.

Aged 67 on 23/05/1956 Albert sailed to St John's, Canada as a tourist (while living at 34 Barne Road, St Budeaux) he was unaccompanied and noted to be 'single', perhaps it was to visit his brother Charles in Canada. He returned on 19th September 1956 from Boston via Liverpool, it was noted that he was retired and still single.

Albert died Sept 1964, aged 75, living in Swilly, Plymouth.

Alfred.



Alfred and Harriett.

By the 1911 census Alfred was in the RN as a leading Telegraphist. Alfred married Harriet Hassell (1892-1976) on 04/10/1916 but he died in 03/11/1918 just eight days before armistice from illness while serving in the Royal Navy on HMS Vivid as Chief petty Officer and is buried at Weston Mill. HMS Vivid was a permanent ship at Devonport that he would have been assigned to however he had been away on other ships such as Defiance, Cyclops and Royal Sovereign during 1918 until August. On his Seaman's Records it appears that he died of diabetes. Harriett never re married.

WW1 Medals and Awards > Naval War Medals - Royal Navy > Jon-Lau

LAUNDRY, Albert S.	P.O.	432916	SEV H RNS DEVONPORT	
" Alfred S.	P.O. Bel.	330316	V D WW	IC 8283/918
" Chas. H.	O.S.B.	L.1007	D S	

Service numbers and medals for Albert, Alfred and Charles Laundry serving during WW1 in the Royal Navy.

Charles.

Charles served in the navy during WW1. Following WW1 it appears that Charles emigrated to Canada; it is recorded that on 21st May 1919 aged 26 Charles Laundry traveled by Cunard on the Carmania to Halifax Canada, he was said to be in the military with several others, and that Canada was the "Country of intended future permanent residence".

.....



1823 Devonport Town Hall and Column Ker Street; John Street directly behind.

***In Eastern Seas- The Commission of HMS 'Iron Duke,' flag-ship in China
1878-83**

<http://www.gutenberg.org/files/27926/27926-h/27926-h.htm>

Notes, and Itineraries of HMS Narcissus and HMS Iron Duke.

Itinerary for HMS Narcissus with William Laundry as Stoker.

1870 Devonport

4 Jan 1871 the flying squadron, Narcissus, Immortalité, Cadmus, and Volage sailed from Plymouth Sound for Lisbon, Madeira, Barbadoes, and Jamaica, however they experienced very bad weather on sailing down the English Channel on Thursday and had to return to anchor in Torbay on the Saturday, sailing on the Sunday.

2 Apr 1871, for census, between Lucia and Jamaica, at sea, lat. 16.44. N. long. 68. 17 W.

8 Apr 1871 the flying squadron arrived at Jamaica and was joined by the Pylades.

22 Apr 1871 the squadron sailed for Havannah.

20 Jun 1871 sailed from Halifax, for Gibraltar.

20 Jul 1871 arrived at Gibraltar.

2 Aug 1871 The squadron joined by the Topaze and Inconstant : sailed for off Ushant with the Mediterranean Squadron : Pylades and Inconstant to remain at Gibraltar.

11 Aug 1871 arrived off Ushant and involved in exercises with the Reserve, Mediterranean and Channel Squadrons, and was subsequently joined by the Inconstant, with despatches.

11 Sep 1871 Portsmouth the squadron arrived from Queensferry, from which they sailed last Saturday, and anchored at Spithead, having been cruising in the North Sea following the earlier exercises.

21 Oct 1871 The Immortalite, Inconstant and Volage have given leave to their crews at Portsmouth, in alternate watches, the latter two being calked and refitted in dock, whilst the former refits alongside, whilst the Narcissus and Cadmus have gone to Plymouth to give leave and be refitted at Devonport.

12 Nov 1871 Narcissus sailed from Plymouth Sound for Portland, arriving Sunday, where she was expected to be joined shortly by the Cadmus, from Plymouth, and the remainder of the squadron from Portsmouth.

19 Nov 1871 the Flying or detached squadron, consisting of the Narcissus, Topaze, Immortalité, Inconsistent, Cadmus and Volage sailed from Portland for Vigo.

24 Nov 1871 arrived Vigo and put into quarantine, there being 2 cases of smallpox on board the Narcissus.

27 Nov 1871 Narcissus sailed for Lisbon and returned on the same day.

29 Nov 1871 the squadron sailed for Lisbon, the Narcissus arriving on 2 Dec., the remainder the following day. Smallpox cases sent to hospital and squadron received pratique.

7 Dec 1871 the squadron sailed for Madeira, arriving on the 10th inst., sailing on the 11th for Rio de Janeiro.

Dec 30, 1871 A large number of midshipmen have been appointed to join the Flying (detached) Squadron.

18 Jan 1872 Rio Janeiro very hot and squadron sailed for Simon's Town.

14 Feb 1872 Squadron arrived Cape of Good Hope. During the cruise out the ships and their crews had been involved in manoeuvres, gun exercises and other drills.

16 Feb 1872 Inconstant temporarily detached to Table Bay as guardship.

27 Feb 1872 Cape of Good Hope, sailed for Bombay.

22 Apr 1872 arrived Bombay,

6 May 1872 sailed for Mauritius

5 Jun 1872 arrived Mauritius, sailing for the Cape on the 20th inst.

27 Jul 1872 arrived Cape of Good Hope, sailing for the St. Helena on the 27th inst.

8 Aug 1872 arrived St. Helena, sailing for the Ascension on the 13th inst.

17 Aug 1872 arrived Ascension, sailing for the Azores on the 20th inst.

13 Sep 1872 arrived Azores, sailing for the Plymouth on the 16th inst.

27 Sep 1872 arrived Plymouth Sound.

Itinerary of the Iron Duke 1878-83

Date of Departure.	From	To	Date of Arrival.	Actual Distance run. (miles)
1878.				
July 25	Plymouth	Portsmouth	July 25	130
August 1	Portsmouth	Plymouth	August 2	150
" 4	Plymouth	Gibraltar	" 11	1022
" 15	Gibraltar	Malta	" 22	931
" 25	Malta	Port Said	Sept. 1	865
Sept. 2	Port Said	Suez	" 4	86
" 7	Suez	Aden	" 17	1144
" 21	Aden	Point de Galle	Oct. 4	1980
Oct. 8	Point de Galle	Singapore	" 18	1434
Nov. 18	Singapore	Malacca	Nov. 19	100
" 19	Malacca	Din Ding	" 21	164
" 21	Din Ding	Penang	" 22	102
" 28	Penang	Din Ding	" 29	112
" 30	Din Ding	Singapore	Decr. 2	271
Decr. 5	Singapore	Suravak	" 8	368
" 9	Suravak	Labuan	" 12	325
" 14	Labuan	Manilla	" 19	724
" 24	Manilla	Manilla	" 28	511
" 31	Manilla	Hong Kong	Jan. 4	640

1879.				
March 11	Hong Kong	Chiao Bay	March 12	101
" 14	Chiao Bay	Hong Kong	" 15	101
April 21	Hong Kong	Nanz Bay	April 21	61
" 22	Nanz Bay	Amoy	" 24	262
" 26	Amoy	White Dogs	" 27	152
" 28	White Dogs	Chusan	" 30	283
May 5	Chusan	Wusung	May 7	111
" 23	Wusung	Nagasaki	" 25	388
June 11	Nagasaki	Takasima	June 12	230
" 13	Takasima	Sojasima	" 15	96
" 14	Sojasima	Kobé	" 14	39
" 17	Kobé	Yokohama	" 19	319
July 24	Yokohama	Yamato	July 25	221
" 26	Yamato	Asarumi	" 27	300
" 28	Asarumi	Hakodadi	" 29	53
August 9	Hakodadi	Dai	August 12	557
" 16	Dai	Cassies Bay	" 17	51
" 19	Cassies Bay	Ermacosta Hr.	" 20	132
" 23	Ermacosta Hr.	Olga Bay	" 26	380
" 26	Olga Bay	Asaké Is.	" 27	146
" 28	Asaké Is.	Vladivostok	" 28	32
" 31	Vladivostok	Nagasaki	Sept. 4	666
Sept. 7	Nagasaki	Chefoo	" 12	580
Oct. 14	Chefoo	Takasima	Oct. 23	662
" 24	Takasima	Sojasima	" 24	54
" 25	Sojasima	Kobé	" 25	48
Nov. 5	Kobé	Yokohama	Nov. 6	346
" 24	Yokohama	Matsu Is.	Decr. 3	1311
Decr. 3	Matsu	Amoy	" 4	185
" 12	Amoy	Hope Bay	" 15	122
" 14	Hope Bay	Hong Kong	" 15	146
	At Hong Kong	Target Practice		147

1880.				
April 8	Hong Kong	Tung Sha	April 9	423
" 15	Tung Sha	Chefoo	" 21	844
May 11	Chefoo	Nagasaki	May 15	581
" 25	Nagasaki	Yokohama	" 29	88
" 31	Yokohama	Hiratsima	" 31	109
June 1	Hiratsima	Oto-kiso-ura	June 1	60
" 2	Oto-kiso-ura	Sojasima	" 2	69
" 3	Sojasima	Kobé	" 3	45
" 6	Kobé	Yokohama	" 12	364
July 8	Yokohama	Kanaihi	July 10	330
" 10	Kanaihi	Enderno	" 12	240
" 17	Enderno	Hakodadi	" 17	68
" 25	Hakodadi	Oto-kiso-ura	" 30	94
August 2	Oto-kiso-ura	Hakodadi	August 3	80
" 6	Hakodadi	Nagasaki	" 10	830
" 11	Nagasaki	Amoy	" 16	322
" 17	Amoy	Hong Kong	" 18	295
Sept. 25	Hong Kong	Amoy	Sept. 27	464
" 28	Amoy	Nagasaki	Oct. 5	590
Oct. 16	Nagasaki	Sojasima	" 18	369
" 19	Sojasima	Kobé	" 19	51
" 23	Kobé	Sojasima	" 23	68
" 24	Sojasima	Nagasaki	" 26	312
Decr. 2	Nagasaki	Rugged Isles	Decr. 5	441
" 10	Rugged Isles	Pirates Bay	" 10	10
" 11	Pirates Bay	Amoy	" 14	493
" 15	Amoy	Hong Kong	" 17	258

1881.				
Febv. 16	Hong Kong	Singapore	Febv. 24	1415
March 3	Singapore	Malacca	March 4	106
" 4	Malacca	Din Ling	" 6	170
" 6	Din Ling	Penang	" 7	97
" 8	Penang	Singapore	" 11	412
" 13	Singapore	Cape St. James	" 17	658
" 18	Cape St. James	Saigon	" 18	33
" 19	Saigon	Hong Kong	" 25	1057
April 21	Hong Kong	China Bay	April 22	148
" 25	China Bay	Tungao Bay	" 28	33
" 26	Tungao Bay	Nanon Is.	" 26	55
" 30	Nanon Is.	Rees Is.	" 30	40
May 1	Rees Is.	Anmy	May 1	57
" 7	Anmy	Lamyet Is.	" 8	117
" 13	Lamyet Is.	White Dogs	" 13	61
" 14	White Dogs	Matsen	" 14	12
" 19	Matsen	Chefoo	June 6	1209
July 3	Chefoo	Wosung	July 6	457
" 10	Wosung	Nagasaki	" 14	426
" 28	Nagasaki	Trasima	" 20	127
" 31	Trasima	Fosette Bay	August 7	636
August 11	Fosette Bay	Vladivostock	" 12	78
" 19	Vladivostock	Olga Bay	" 22	196
" 29	Olga Bay	St. Vladimir Bay	" 30	21
Sept. 3	St. Vladimir Bay	Hakodadi	Sept. 7	771
" 15	Hakodadi[A]	Yamada	" 17	239
" 18	Yamada	Sendai Bay	" 19	104
" 20	Sendai Bay	Yokosuka	" 22	274
" 24	Yokosuka	Yokohama	" 24	13
Oct. 2	Yokohama	Kobe	Oct. 4	777
" 5	Kobe	Sojima	" 5	42
" 6	Sojima	Gogolina	" 6	92
" 7	Gogolina	Himesima	" 7	51
" 8	Himesima	Nagasaki	" 9	210
" 20	Nagasaki	Wosung	" 29	448
Nov. 23	Wosung	Hong Kong	Nov. 29	804

1882.				
Febv. 11	Hong Kong	Tiam Bay	Febv. 11	22
" 13	Tiam Bay	Tiam Bay	" 13	6
" 14	Tiam Bay	Bogue Forts	" 14	60
" 27	Bogue Forts	Heng Kong	" 27	61
April 19	Hong Kong	Osima, Loo Choo	May 3	1193
May 11	Osima, Loo Choo	Nagasaki	" 16	416
" 27	Nagasaki	Kobe	June 3	532
June 10	Kobe	Kaneda Bay	" 14	368
" 15	Kaneda Bay	Yokohama	" 15	21
July 2	Yokohama	Hakodadi	July 9	665
" 12	Hakodadi	Castries Bay	" 22	636
" 27	Castries Bay	Dui	" 28	54
" 30	Dui	Barracouta	" 31	131
August 4	Barracouta	Vladivostock	August 13	480
" 19	Vladivostock	Gen San[B]	" 24	393
" 30	Gen San	Fusan[C]	Sept. 3	288
Sept. 7	Fusan	Port Hamilton	" 8	134
" 15	Port Hamilton	Chefoo	" 19	429
Oct. 4	Chefoo	Wosung	Oct. 8	482
" 20	Wosung	Nagasaki		388
[D] 1	Nagasaki	Heng Kong		1217
Decr. 7	Hong Kong	Singapore		1415
" 20	Singapore	Point de Galle or Trincomalee		1434

1883.				
[D]	Point de Galle	Aden	Janv. 15	1950
Janv. 17	Aden	Suez		1114
[D]	Suez	Port Said	" 27	86
" 28	Port Said	Malta	Febv. 4	365
Febv. 7	Malta	Gibraltar		931
[D]	Gibraltar	Plymouth		1022

Total number of miles made during the commission, 55,566; or a distance equal to $2\frac{1}{4}$ times around the earth.

William Laundry, Naval papers.

DOCUMENT OF THE NAVY
 MADE THE NAVY
 HOWARD
 No. 197. 32456
A

Man or Boy, child for Continuous and General Service (C.S.) Commanding Officers are
 immediately to fill up this form and transmit it to the Accountant-General of the Navy.

Name and Surname in full, *William Laundry*

Born, (if born one of the Majesty's Subjects, please to state whether the father was British-born; Foreigners may enter without reference to the date of birth.) *Manchester & Cornwall*

Date of Birth, (insert month to be taken that the date is correctly stated.) *18 September 1845*

Height *5 ft 6 in* Complexion *Fairish*
 Hair *Black* Eyes *Blue*
 Marks *Scars on left temple*

In which he entered, *India*

Date of Entry in Do. *1 December 1864*

Rating in Do. *Rating*

Date of Volunteering for Continuous Service, *1 February 1865*

Period for which he Volunteered, *Seven years*

Date of Badges, *First Entry*

Date of Certificates, and Class, as Seaman Gunner, *First Entry*

Statement of all former Service in the Navy, whether as Seaman or Boy, with names of Ships and dates of Entry and Discharge; and when Men also served in Dockyards, Coastguard, or Revenue Vessels, the names of the Dockyards, Coastguard Stations, and Revenue Vessels, with period of Service, to be stated. If belonging to any Naval Reserve Force, state particulars.

*Completed
 Extended for 10 years
 from 8 Feb 1875.
 First Entry
 side Rating & annexed*

(Set out.)

Original Reference ADM133/725

William enlists, with description of features. 1864

William Laundry

No. 32456

No. on Ship's Books	Date of		Character	Star	Age	Entry	Rating	Discharge	Cause of Discharge	Time of Service	
	Discharge	Re-entry								Days	Days
629			Good Indian			1 Nov 65	1st Lt.	7 Feb. 67	6-70		17
190	190		Calcedonia			1 May 67	1st Lt.	23 Feb. 69	69	4	17
380			Good			15 March 69	1st Lt.	31 May 69	69		
403			Good Revenge (Rebuilt)			1 June 69	1st Lt.	30 June 69	69		
210			Good Navarino			1 July 69	1st Lt.	8 Oct 71	71		
1601			Indus			9 Oct 72	1st Lt.	31 Dec 72	72		
			Officer 43.155			1 Jan 73	1st Lt.	31 Oct 74	74		
			Officer 43.155			1 Nov 74	1st Lt.	16 May 75	75		
			Officer 43.155			1 Nov 75	1st Lt.	16 May 76	76		
			Officer 43.155			1 Nov 76	1st Lt.	16 May 77	77		
			Officer 43.155			1 Nov 77	1st Lt.	16 May 78	78		
			Officer 43.155			1 Nov 78	1st Lt.	16 May 79	79		
			Officer 43.155			1 Nov 79	1st Lt.	16 May 80	80		
			Officer 43.155			1 Nov 80	1st Lt.	16 May 81	81		
			Officer 43.155			1 Nov 81	1st Lt.	16 May 82	82		
			Officer 43.155			1 Nov 82	1st Lt.	16 May 83	83		
			Officer 43.155			1 Nov 83	1st Lt.	16 May 84	84		
			Officer 43.155			1 Nov 84	1st Lt.	16 May 85	85		
			Officer 43.155			1 Nov 85	1st Lt.	16 May 86	86		
			Officer 43.155			1 Nov 86	1st Lt.	16 May 87	87		
			Officer 43.155			1 Nov 87	1st Lt.	16 May 88	88		
			Officer 43.155			1 Nov 88	1st Lt.	16 May 89	89		
			Officer 43.155			1 Nov 89	1st Lt.	16 May 90	90		
			Officer 43.155			1 Nov 90	1st Lt.	16 May 91	91		
			Officer 43.155			1 Nov 91	1st Lt.	16 May 92	92		
			Officer 43.155			1 Nov 92	1st Lt.	16 May 93	93		
			Officer 43.155			1 Nov 93	1st Lt.	16 May 94	94		
			Officer 43.155			1 Nov 94	1st Lt.	16 May 95	95		
			Officer 43.155			1 Nov 95	1st Lt.	16 May 96	96		
			Officer 43.155			1 Nov 96	1st Lt.	16 May 97	97		
			Officer 43.155			1 Nov 97	1st Lt.	16 May 98	98		
			Officer 43.155			1 Nov 98	1st Lt.	16 May 99	99		
			Officer 43.155			1 Nov 99	1st Lt.	16 May 00	00		
			Officer 43.155			1 Nov 00	1st Lt.	16 May 01	01		
			Officer 43.155			1 Nov 01	1st Lt.	16 May 02	02		
			Officer 43.155			1 Nov 02	1st Lt.	16 May 03	03		
			Officer 43.155			1 Nov 03	1st Lt.	16 May 04	04		
			Officer 43.155			1 Nov 04	1st Lt.	16 May 05	05		
			Officer 43.155			1 Nov 05	1st Lt.	16 May 06	06		
			Officer 43.155			1 Nov 06	1st Lt.	16 May 07	07		
			Officer 43.155			1 Nov 07	1st Lt.	16 May 08	08		
			Officer 43.155			1 Nov 08	1st Lt.	16 May 09	09		
			Officer 43.155			1 Nov 09	1st Lt.	16 May 10	10		
			Officer 43.155			1 Nov 10	1st Lt.	16 May 11	11		
			Officer 43.155			1 Nov 11	1st Lt.	16 May 12	12		
			Officer 43.155			1 Nov 12	1st Lt.	16 May 13	13		
			Officer 43.155			1 Nov 13	1st Lt.	16 May 14	14		
			Officer 43.155			1 Nov 14	1st Lt.	16 May 15	15		
			Officer 43.155			1 Nov 15	1st Lt.	16 May 16	16		
			Officer 43.155			1 Nov 16	1st Lt.	16 May 17	17		
			Officer 43.155			1 Nov 17	1st Lt.	16 May 18	18		
			Officer 43.155			1 Nov 18	1st Lt.	16 May 19	19		
			Officer 43.155			1 Nov 19	1st Lt.	16 May 20	20		
			Officer 43.155			1 Nov 20	1st Lt.	16 May 21	21		
			Officer 43.155			1 Nov 21	1st Lt.	16 May 22	22		
			Officer 43.155			1 Nov 22	1st Lt.	16 May 23	23		
			Officer 43.155			1 Nov 23	1st Lt.	16 May 24	24		
			Officer 43.155			1 Nov 24	1st Lt.	16 May 25	25		
			Officer 43.155			1 Nov 25	1st Lt.	16 May 26	26		
			Officer 43.155			1 Nov 26	1st Lt.	16 May 27	27		
			Officer 43.155			1 Nov 27	1st Lt.	16 May 28	28		
			Officer 43.155			1 Nov 28	1st Lt.	16 May 29	29		
			Officer 43.155			1 Nov 29	1st Lt.	16 May 30	30		
			Officer 43.155			1 Nov 30	1st Lt.	16 May 31	31		
			Officer 43.155			1 Nov 31	1st Lt.	16 May 32	32		
			Officer 43.155			1 Nov 32	1st Lt.	16 May 33	33		
			Officer 43.155			1 Nov 33	1st Lt.	16 May 34	34		
			Officer 43.155			1 Nov 34	1st Lt.	16 May 35	35		
			Officer 43.155			1 Nov 35	1st Lt.	16 May 36	36		
			Officer 43.155			1 Nov 36	1st Lt.	16 May 37	37		
			Officer 43.155			1 Nov 37	1st Lt.	16 May 38	38		
			Officer 43.155			1 Nov 38	1st Lt.	16 May 39	39		
			Officer 43.155			1 Nov 39	1st Lt.	16 May 40	40		
			Officer 43.155			1 Nov 40	1st Lt.	16 May 41	41		
			Officer 43.155			1 Nov 41	1st Lt.	16 May 42	42		
			Officer 43.155			1 Nov 42	1st Lt.	16 May 43	43		
			Officer 43.155			1 Nov 43	1st Lt.	16 May 44	44		
			Officer 43.155			1 Nov 44	1st Lt.	16 May 45	45		
			Officer 43.155			1 Nov 45	1st Lt.	16 May 46	46		
			Officer 43.155			1 Nov 46	1st Lt.	16 May 47	47		
			Officer 43.155			1 Nov 47	1st Lt.	16 May 48	48		
			Officer 43.155			1 Nov 48	1st Lt.	16 May 49	49		
			Officer 43.155			1 Nov 49	1st Lt.	16 May 50	50		
			Officer 43.155			1 Nov 50	1st Lt.	16 May 51	51		
			Officer 43.155			1 Nov 51	1st Lt.	16 May 52	52		
			Officer 43.155			1 Nov 52	1st Lt.	16 May 53	53		
			Officer 43.155			1 Nov 53	1st Lt.	16 May 54	54		
			Officer 43.155			1 Nov 54	1st Lt.	16 May 55	55		
			Officer 43.155			1 Nov 55	1st Lt.	16 May 56	56		
			Officer 43.155			1 Nov 56	1st Lt.	16 May 57	57		
			Officer 43.155			1 Nov 57	1st Lt.	16 May 58	58		
			Officer 43.155			1 Nov 58	1st Lt.	16 May 59	59		
			Officer 43.155			1 Nov 59	1st Lt.	16 May 60	60		
			Officer 43.155			1 Nov 60	1st Lt.	16 May 61	61		
			Officer 43.155			1 Nov 61	1st Lt.	16 May 62	62		
			Officer 43.155			1 Nov 62	1st Lt.	16 May 63	63		
			Officer 43.155			1 Nov 63	1st Lt.	16 May 64	64		
			Officer 43.155			1 Nov 64	1st Lt.	16 May 65	65		
			Officer 43.155			1 Nov 65	1st Lt.	16 May 66	66		
			Officer 43.155			1 Nov 66	1st Lt.	16 May 67	67		
			Officer 43.155			1 Nov 67	1st Lt.	16 May 68	68		
			Officer 43.155			1 Nov 68	1st Lt.	16 May 69	69		
			Officer 43.155			1 Nov 69	1st Lt.	16 May 70	70		
			Officer 43.155			1 Nov 70	1st Lt.	16 May 71	71		
			Officer 43.155			1 Nov 71	1st Lt.	16 May 72	72		
			Officer 43.155			1 Nov 72	1st Lt.	16 May 73	73		
			Officer 43.155			1 Nov 73	1st Lt.	16 May 74	74		
			Officer 43.155			1 Nov 74	1st Lt.	16 May 75	75		
			Officer 43.155			1 Nov 75	1st Lt.	16 May 76	76		
			Officer 43.155			1 Nov 76	1st Lt.	16 May 77	77		
			Officer 43.155			1 Nov 77	1st Lt.	16 May 78	78		
			Officer 43.155			1 Nov 78	1st Lt.	16 May 79	79		
			Officer 43.155			1 Nov 79	1st Lt.	16 May 80	80		
			Officer 43.155			1 Nov 80	1st Lt.	16 May 81	81		
			Officer 43.155			1 Nov 81	1st Lt.	16 May 82	82		
			Officer 43.155			1 Nov 82	1st Lt.	16 May 83	83		
			Officer 43.155			1 Nov 83	1st Lt.	16 May 84	84		
			Officer 43.155			1 Nov 84	1st Lt.	16 May 85	85		
			Officer 43.155			1 Nov 85	1st Lt.	16 May 86	86		
			Officer 43.155			1 Nov 86	1st Lt.	16 May 87	87		
			Officer 43.155			1 Nov 87	1st Lt.	16 May 88	88		
			Officer 43.155			1 Nov 88	1st Lt.	16 May 89	89		
			Officer 43.155			1 Nov 89	1st Lt.	16 May 90	90		
			Officer 43.155			1 Nov 90	1st Lt.	16 May 91	91		
			Officer 43.155			1 Nov 91	1st Lt.	16 May 92	92		
			Officer 43.155			1 Nov 92	1st Lt.	16 May 93	93		
			Officer 43.155			1 Nov 93	1st Lt.	16 May 94	94		
			Officer 43.155			1 Nov 94	1st Lt.	16 May 95	95		
			Officer 43.155			1 Nov 95	1st Lt.	16 May 96	96		
			Officer 43.155			1 Nov 96	1st Lt.	16 May 97	97		
			Officer 43.155			1 Nov 97	1st Lt.	16 May 98	98		
			Officer 43.155			1 Nov 98	1st Lt.	16 May 99	99		
			Officer 43.155			1 Nov 99	1st Lt.	16 May 00	00		
			Officer 43.155			1 Nov 00	1st Lt.	16 May 01	01		
			Officer 43.155			1 Nov 01	1st Lt.	16 May 02	02		
			Officer 43.155			1 Nov 02	1st Lt.	16 May 03	03		
			Officer 43.155			1 Nov 03	1st Lt.	16 May 04	04		
			Officer 43.155			1 Nov 04	1st Lt.	16 May 05	05		
			Officer 43.155			1 Nov 05	1st Lt.	16 May 06	06		
			Officer 43.155			1 Nov 06	1st Lt.	16 May 07	07		
			Officer 43.155			1 Nov 07	1st Lt.	16 May 08	08		
			Officer 43.155			1 Nov 08	1st Lt.	16 May 09	09		
			Officer 43.155</								

3.—RE-ENGAGEMENT FOR CONTINUOUS SERVICE, WHILE SERVING.

Note.—Certificate No. 1 is to be used on the re-engagement of men who have been out of the service since the expiration of their first engagement.

William Laundry, now serving as a Leading Stoker
on board H.M.S. "Indus" who on the Eighth day
of February 1865, engaged to serve in H. M. Navy for a period of Five years,
do hereby engage to serve for a further period to complete term for Pension
from the date of the expiration of my former period of service, provided my services should be so long required.

William Laundry Man's Signature or Mark.

18February 1865.

Witness, Edairhinda (Captain) ant. J. J. J.

To be written in words.
Insert as follows:—"of (number) years," or "to complete time for pension," as the case may be.

Spencer Senior Lieut.
Signature of the Commanding
Officer of the Ship from which this
Engagement is sent into Office.

N.B.—If the Man is serving in the Coast Guard or West, the re-engagement should be forwarded through the Captain of the nearest ship.

Catalogue Reference:ADM/139/725 Image Reference:56

Above 1875 William now signs his name, below 1865 William signs with a X.

Continuous Service Engagement—continued.

CERTIFICATE FOR MEN.

Date 8 February 1865.

This is to certify, that we have examined the person named on the other side here
to his fitness for Her Majesty's Navy, and we find as follows: He is of perfectly sound and
constitution, free from all physical malformation, active, and intelligent; and we consider him
respects fit for Her Majesty's Service.

Robert J. J. } Captain
John J. J. } Commanding
James J. J. } Two Months
Officer

I do hereby agree to serve honestly and faithfully in the Royal Navy, for the
of Five years continuous and general service, provided my service should be so
required; as witness my hand this Eighth day of February 1865.

* Insert Period in words.

William Laundry Man's Signature or Mark.

Witness to Signature or Mark Edward J. J. John J. J.

Day Month 30-Oct

Year 1810

Parish Or Reg District Cleer, St.

Groom Fn George

Groom Sn LANDRY

Groom Age

Groom Residence Menhinnot

Groom Condition

Groom Signed / Marked (S/M)

Groom Father Name

Groom Father Rank Profession

Bride Fn Elizabeth

Bride Sn BINNY

Bride Age

Bride Residence

Bride Condition

Bride Signed / Marked (S/M)

Bride Father Rank Profession

William Laundry

No. 32458

No. on Reg's Books	Date of		Character	Age	Rank	Religion	Discharge	Cause of Discharge	Time of Service	
	Badge	Service Certificate							Year of Entry	Days
659			Vol. 1	1 Nov	60	24	7 Feb.	65	70	99
193			Vol. 8	8 Feb	60	24	1 May	65	70	99
950			Calcedonia	2 May	60	24	25 Feb	65	70	17
403			Vol. 1	13 March	60	24	31 May	65	70	17
210			Vol. 1	1 June	60	24	30 June	65	70	17
2641			Vol. 1	1 July	60	24	8 Dec	71	76	17
			Indus	9 Oct	72	---	31 Dec	72	76	17
			Off R. 43.155	1 Jan	72	---	31 Oct	76	76	17
			Indus	1 Nov	76	---	16 May	71	76	17
			In possession of 2 1/2 Badges							17
			White metal				5 days	71		17

Deployment from Indus to Valorous 1/1/73-31/10/74

Day Month 28-Sep

Year 1845

Parish Or Reg District Menheriot

Forename William

Surname LAUNDRY

Sex son

Father Forename

Mother Forename Jane

Residence Woodcocks Eye

Father Rank Profession

Notes Privately. Received into the congregation on
Sunday October 5th 1845

Transcriber Notes

Transcriber Sue Mutton

Banns and Marriage of George and Elizabeth. 1810.

Day Month	30-Oct	Day Month	01-May
Year	1810	Year	1842
Parish Or Reg District	Cleer, St.	Parish Or Reg District	Davidstow
Groom Fn	George	Forename	Harriet
Groom Sn	LANDRY	Surname	LAUNDRY
Groom Age		Sex	dau
Groom Residence	of Menhinnot	Father Forename	
Groom Condition	batchelor	Mother Forename	Jane
Groom Rank Profession	husbandman	Residence	Trevivian
Groom Signed / Marked (S/M)		Father Rank Profession	Spinster
Groom Father Name		Notes	
Groom Father Rank Profession		Transcriber Notes	film 1545418
Bride Fn	Elizabeth	Transcriber	Mike Gabriel
Bride Sn	BINNY		
Bride Age			
Bride Residence	of this parish		
Bride Condition	spinster		
Bride Rank Profession			
Bride Signed / Marked (S/M)			
Bride Father Name			
Bride Father Rank Profession			
Banns / Licence (B/L)	banns		
Witness Fn1	Samuel		
Witness Sn1	Ough		
Witness Fn2	William		
Witness Sn2	Pont		
Other Information			

No greater contrast can be given of the enormous strides which had been made in navigation during the thirty years which had elapsed since Franklin sailed away on his last and fatal voyage, than the fact that whereas after six weeks' journeying Franklin had barely reached the region of drift ice, in six weeks from the date of leaving Portsmouth the *Alert* and *Discovery* were almost in the region of perpetual ice. And all owing to the application of steam to ocean travelling.

The route laid down for the expedition was along the western coast of Greenland and as far through Robeson Channel, which divides Grinnel Land from Greenland, as it was possible to get. Disko Bay, half-way up the Greenland coast, was the spot where the *Alert* and *Discovery* were to part company with the *Valorous*. They entered the Bay on July 4, having had, on the voyage to the North, the peculiar experience of chasing and overtaking a season. When they left Portsmouth at the end of May, summer was well in; but when they arrived at Disko Bay they found that the mild weather which forms the spring had not yet set in sufficiently to melt all the winter's snows. So that they had travelled quicker than the summer, having started after it had begun in England, and arrived in Greenland before it was due.

The early spring flowers were just commencing to bloom on the slopes around Disko, wherever the snow had melted, while higher up on the hills, where the winter's snow still lay, the explorers had an opportunity of looking upon that curious phenomenon, red snow. A minute animalcule (*Protococcus nivalis*) generates in the frozen covering of the earth, and increases so rapidly and in such vast numbers that it gives to its cold white habitat the hue of its own microscopic body. Another minute creature also breeds in enormous numbers in these bleak regions, the mosquito, which one usually associates with dense tropical jungles and fever-breeding swamps. All along the Greenland coast, wherever there is a pool of fresh water which thaws from the ice-grip, the larvae of the mosquito appear in swarms in the spring, and, very shortly after, the full-fledged insect emerges in the utmost vigour of irritating stinging life. As the time is short between the period when the ice melts and when the water freezes again, the Greenland mosquito has to be active to work out his life mission before he is frozen off, and the skin of all visitors to his locality gives ample evidence how well he utilises his opportunities.

Parish of <i>St. Germans</i>		Ecclesiastical District of <i>St. Germans</i>		Civil Parish of <i>St. Germans</i>		County of <i>Cornwall</i>		Village of <i>St. Germans</i>	
House No.	Street, Place, or No. of House	Name and Surname of each Person who dwells in the house, on the 31st of Dec. 1851.	Sex	Age	Profession, Occupation, or Trade	Place of Birth	When Born	Married	Single
11		<i>James Powell</i>	Male	33					
12		<i>Jane Powell</i>	Female	40					
13		<i>Ann Powell</i>	Female	10					
14		<i>Richard Powell</i>	Male	6					
15		<i>John Powell</i>	Male	2					
16		<i>Betsey Jane Powell</i>	Female	10m					
17		<i>Harriet Laundry</i>	Female	76					
18		<i>Elizabeth Laundry</i>	Female	66					
19		<i>William Laundry</i>	Male	16					
20		<i>George Laundry</i>	Male	5					
21		<i>Thomas Laundry</i>	Male	3					
22		<i>Ann Laundry</i>	Female	10					
23		<i>Richard Laundry</i>	Male	6					
24		<i>John Laundry</i>	Male	2					
25		<i>Betsey Jane Laundry</i>	Female	10m					
26		<i>Harriet Laundry</i>	Female	76					
27		<i>Elizabeth Laundry</i>	Female	66					
28		<i>William Laundry</i>	Male	16					
29		<i>George Laundry</i>	Male	5					
30		<i>Thomas Laundry</i>	Male	3					
31		<i>Ann Laundry</i>	Female	10					
32		<i>Richard Laundry</i>	Male	6					
33		<i>John Laundry</i>	Male	2					
34		<i>Betsey Jane Laundry</i>	Female	10m					
35		<i>Harriet Laundry</i>	Female	76					
36		<i>Elizabeth Laundry</i>	Female	66					
37		<i>William Laundry</i>	Male	16					
38		<i>George Laundry</i>	Male	5					
39		<i>Thomas Laundry</i>	Male	3					
40		<i>Ann Laundry</i>	Female	10					
41		<i>Richard Laundry</i>	Male	6					
42		<i>John Laundry</i>	Male	2					
43		<i>Betsey Jane Laundry</i>	Female	10m					
44		<i>Harriet Laundry</i>	Female	76					
45		<i>Elizabeth Laundry</i>	Female	66					
46		<i>William Laundry</i>	Male	16					
47		<i>George Laundry</i>	Male	5					
48		<i>Thomas Laundry</i>	Male	3					
49		<i>Ann Laundry</i>	Female	10					
50		<i>Richard Laundry</i>	Male	6					
51		<i>John Laundry</i>	Male	2					
52		<i>Betsey Jane Laundry</i>	Female	10m					
53		<i>Harriet Laundry</i>	Female	76					
54		<i>Elizabeth Laundry</i>	Female	66					
55		<i>William Laundry</i>	Male	16					
56		<i>George Laundry</i>	Male	5					
57		<i>Thomas Laundry</i>	Male	3					
58		<i>Ann Laundry</i>	Female	10					
59		<i>Richard Laundry</i>	Male	6					
60		<i>John Laundry</i>	Male	2					
61		<i>Betsey Jane Laundry</i>	Female	10m					
62		<i>Harriet Laundry</i>	Female	76					
63		<i>Elizabeth Laundry</i>	Female	66					
64		<i>William Laundry</i>	Male	16					
65		<i>George Laundry</i>	Male	5					
66		<i>Thomas Laundry</i>	Male	3					
67		<i>Ann Laundry</i>	Female	10					
68		<i>Richard Laundry</i>	Male	6					
69		<i>John Laundry</i>	Male	2					
70		<i>Betsey Jane Laundry</i>	Female	10m					
71		<i>Harriet Laundry</i>	Female	76					
72		<i>Elizabeth Laundry</i>	Female	66					
73		<i>William Laundry</i>	Male	16					
74		<i>George Laundry</i>	Male	5					
75		<i>Thomas Laundry</i>	Male	3					
76		<i>Ann Laundry</i>	Female	10					
77		<i>Richard Laundry</i>	Male	6					
78		<i>John Laundry</i>	Male	2					
79		<i>Betsey Jane Laundry</i>	Female	10m					
80		<i>Harriet Laundry</i>	Female	76					
81		<i>Elizabeth Laundry</i>	Female	66					
82		<i>William Laundry</i>	Male	16					
83		<i>George Laundry</i>	Male	5					
84		<i>Thomas Laundry</i>	Male	3					
85		<i>Ann Laundry</i>	Female	10					
86		<i>Richard Laundry</i>	Male	6					
87		<i>John Laundry</i>	Male	2					
88		<i>Betsey Jane Laundry</i>	Female	10m					
89		<i>Harriet Laundry</i>	Female	76					
90		<i>Elizabeth Laundry</i>	Female	66					
91		<i>William Laundry</i>	Male	16					
92		<i>George Laundry</i>	Male	5					
93		<i>Thomas Laundry</i>	Male	3					
94		<i>Ann Laundry</i>	Female	10					
95		<i>Richard Laundry</i>	Male	6					
96		<i>John Laundry</i>	Male	2					
97		<i>Betsey Jane Laundry</i>	Female	10m					
98		<i>Harriet Laundry</i>	Female	76					
99		<i>Elizabeth Laundry</i>	Female	66					
100		<i>William Laundry</i>	Male	16					

Census 1851. James Powell, wife Jane 29, 'William Laundry' 5, Thomas, George, Ann plus 'mother in law' Elizabeth Laundry 66. At St Germans.

A further page in the 1851 census from Woodcockeye has George Laundry 63 Agricultural Labourer, from Menheniot Cornwall; Elizabeth Laundry, wife 66 from Menheniot; Harriett Laundry, granddaughter 8. From Menheniot.

Census 1861, Woodcock Eye. James Powell Head. Ag La, from St Germans, Cornwall; Jane Powell, wife, 40, from St Cleet, Cornwall; Ann Powell, dau, U, 10 St Germans Cornwall; Richard Powell, 6, scholar, Menheniot; John Powell 2 Menheniot; Betsey Jane Powell Day 10m, Menheniot; Harriet Laundry, 'Daulaw' U 19, Dressmaker Davidstow Cornwall; Elizabeth laundry, Mtrlaw, 76, St Cleer, Cornwall. (There is no note of William Laundry who would have been 16 at this time, presumably working somewhere.)

Census 1851

127. Woodcockeye. George Laundry. Head. M. 63. Agricultural Labourer. Menheniot Cornwall.,
 ..Elizabeth Laundry. Wife. M. 66. Menheniot Cornwall.,
 ..Harriet Laundry. Grndau. 8. Menheniot Cornwall.,

Census 1861

Woodcock Eye. 1. James Powell. Head. M. 33. Ag Lab. St Germans Cornwall.,
 ...Jane Powell. Wife. M. 40. St Cleer Cornwall.,
 ...Ann Powell. Dau. U. 10. St Germans Cornwall.,
 ...Richard Powell. Son. 6. Scholar. Menheniot Cornwall.,
 ...John Powell. Son. 2. Menheniot Cornwall.,
 ...Betsey Jane Powell. Dau. 19m. Menheniot Cornwall.,
 ...Harriet Laundry. Daulaw. U. 19. Dressmaker. Davidstow Cornwall.,
 ...Elizabeth Laundry. Mtrlaw. W. 76. St Cleer Cornwall.,

[illegible]

Service records for Alfred Ernest Laundry and William George Laundry.

