New Zealand Company Records
Surname: Gillespie

[1] Andrew Gillespie and family via NZ Company Agent John Potter, Leeds 23 Dec 1840
[2] W. Gillespie, 5 Arthur Street, Belfast 17 Aug 1841
[3] William Ellison Gillespie, St Nicholas Yard, Newcastle on Tyne, Civil Engineer 19 Aug 1842

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[1] Andrew Gillespie

John Potter, Leeds 23 Dec 1840
General Letter 1840/2241 (CO 208/9): https://nla.gov.au/nla.obj-2169575339/view
Reply (CO 208/172): https://nla.gov.au/nla.obj-2216629261/view

I have yours of the 15th instant enclosing an embarkation order for Joseph Burkett who says he will be ready to sail on the 1st February. Nelson has returned me his embarkation order with the enclosed note. He has however forfeited the 10s deposit. Wildman's wife being just about to fall to pieces, he wishes you could postpone his embarkation for a future ship. I now forward an application from **Andrew Gillespie**, who would like to go out by a ship to follow *K. S. Forbes*.

Reply 28 Dec 1840
The application of Andrew Gillespie is approved of and his name is registered to go by the first ship that sails after the one in February.

Register of emigrant labourers applying for free passage: https://nla.gov.au/nla.obj-2319040246/view
Application 2305 – 26 Dec 1840 (CO 208/272): https://nla.gov.au/nla.obj-2319070665/view

2305 – Gillespie (35yrs), joiner and his wife (33) and two sons (8 and 7) and daughter (4) of 10 Lower Templer Street, Leeds

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Messrs Greenwood Brothers, Bradford, Yorkshire
Register of emigrant labourers applying for free passage
Applications 4042 to 4044 – 13 Sep 1841 (CO 208/272): https://nla.gov.au/nla.obj-2319094325/view

4042 – William Furness (28yrs), joiner and cabinetmaker and his wife Sarah (27) of 9 Little Bridge Street
4043 – George Elliott (29), joiner carpenter and his wife Martha (28) and their daughter (6) of 6 Lower Templer Street, Leeds
4044 – **Andrew Gillespie** (36), joiner and his wife Christian (36) and two sons (9 and 7) and daughter (6) of 10 Lower Templer Street, Leeds

Reply 17 Sep 1841 (CO 208/172): https://nla.gov.au/nla.obj-2216731548/view
Reply 28 Sep 1841 (CO 208/173): https://nla.gov.au/nla.obj-2216746288/view
Reply 15 Oct 1841 (CO 208/173): https://nla.gov.au/nla.obj-2216759731/view

Reply 17 September 1841
I beg to acquaint you that the application of George Elliott and William Furness for a free passage to New Zealand are approved of. **Andrew Gillespie** can also go upon payment of £3 for his Child at the age of six years. Upon his acceptance of this condition, their Embarkation orders shall be sent, to proceed in a ship which will sail next month.

Reply 28 Sep 1841
In reply to your letter of the 25th instant stating that Elliott, Furniss and **Gillespie** will leave Hull on Saturday the 9th October I have to acquaint you that the Emigrants for the *Birman* will embark on the morning of that day. The Directors have determined to take up another ship for the Nelson Settlement to sail on the 15th October and in a day or two Embarkation Orders will be sent you for the parties above named to be at the Depot on the 10th. The mattrasses and bolsters for the Emigrants are supplied at the Company's expence and are given to them on arrival in the Colony.

Reply 15 Oct 1841
With reference to your letter forwarding the applications of John Murgatroyd, John Butterfield, John Holdsworth and A. Bancroft I am directed to inform you that if they can be prepared to be at Liverpool for Embarkation by the ship *Martha Ridgway* on the 31st of this month a Passage will be granted them to the Company's 2nd Settlement in New Zealand. I enclose their applications and will thank you to certify at the foot of each that the applicant with his family are in every respect eligible to receive a free passage to the Colony – and on receipt of them with your answer – Embarkation Orders will be sent you. Furniss and **Gillespie** embarked on Monday on board the *Birman*.

New Zealand Company Accountant's Office Papers
Archives NZ Wellington Reference AAYZ 8980 NZC 32/27 Vouchers D-H

Dr New Zealand Company, London to Greenwood Brothers, Bradford for Selection of Emigrants who have proceeded to New Zealand
1840 Sep For Richard Rhodes sailed in 'Lady Nugent' (single) – not accompanied by his parents
1841 May or June for Mr Thompson, wife and one child – 'Gertrude' £2
1841 Oct for Mr Furnass, wife and children – 'Birman' £2
1841 Oct for Andrew Gillespie, wife and children – 'Birman' £2
1841 Oct for John Holdsworth – 4429 not embarked…
1841 Oct for John Butterfield, wife and children – 'Martha Ridgway' £2
1841 Oct for Thomas Ratcliffe – 'Martha Ridgway' 10s
1842 Jun for Matthew Hammond, wife and child – 'George Fyfe' £2
1842 Jun for Richard Hammond, wife and child – 'George Fyfe' £2
1842 Jun for Richard Rhodes, wife and child – 'George Fyfe' £2

Outward letter to Captain John Clement, Ship *Birman* for New Zealand dated at the New Zealand House, London 12 October 1841.
General Book No.5 10 Jul 1841 to 18 Jan 1842 – p296 https://nla.gov.au/nla.obj-2217774360/view

Sir, The ship *Birman* under your command being now ready for final despatch you are hereby required, in conformity with the terms of your Charter party to proceed immediately on your voyage to New Zealand. You are not unless compelled by accident or necessity, and with the approval of the Surgeon Superintendent to touch at any place or port until your arrival at Port Nicholson in Cook's Straits at New Zealand.

On your arrival there you are to disembark and land the passengers under your charge with their Goods and Baggage, at the Town of Wellington in Port Nicholson aforesaid, or at such other place, as you shall be directed in that behalf by Colonel William Wakefield, or the Company's Principal Agent for the time being to whom you are immediately to report your arrival and deliver the Despatches herewith entrusted to you. The Court of Directors will hold your owners strictly responsible for any unnecessary delay on your part, and if any charge of Demurrage arising from extension of lay days is intended to be made on the Company, satisfactory proof will be required that the detention has not been occasioned by any remissness on your part, for which purpose the Certificates of the Company's Principal agent will be required.

Journal of the ship *Birman*
Correspondence Register Entry 1843/742 (CO 208/137): https://nla.gov.au/nla.obj-2169652644/view
Received 24 Apr 1843 Mr Motherwell, Surgeon

General Letter 1843/742 (CO 208/39): 1st image of sequence https://nla.gov.au/nla.obj-2200343930/view
Index at front: Andrew Gillespie – item 50 - https://nla.gov.au/nla.obj-2200351484/view

Dec 4: Erruption on face and body…
Dec 11: … calomel…

Colonel Wakefield, Wellington to the New Zealand Company Directors 23 May 1846
From Wellington Letter 1846/33 (CO 208/104): https://nla.gov.au/nla.obj-2214845981/view

Since I wrote to you on the 25th of last month, occurrences have taken place in this settlement, with the causes of which I consider it important that the Court of Directors should become acquainted more fully than they could through the medium of the public journals.

Before the arrival here of Governor Grey in February last a peaceable intercourse prevailed between the settlers and the natives in this district. The strange natives who had usurped possession of the valley of the Hutt were contented with being allowed to cultivate where they pleased and were not averse to the occupation of small portions of land by the Colonists. A good dal of jealousy existed on both sides and many minor disputes were the subjects of arrangement by the authorities, but no collision, which could produce rancorous feelings, had taken place between the two races here.

The demands of the settlers and the New Zealand Company upon the new Governor were complied with as regarded possession of the principal field for cultivation in connection with this Town. The measures by which such compliance was effected by the Military were directed by and executed under the eye of the Governor with a readiness and good will that have never been afforded as by the Local Government.

But it was repeatedly pointed out by many persons well acquainted with the localities of this district that unless the road from the valley of the Hutt to Porerua were occupied, or its point of entrance into the valley held by a competent force, no security would exist against renewed intrusion by the ejected natives, from Porerua, to which place they have retreated.

The importance of these measures was fully admitted. It was thought impracticable to march troops through the thickly-wooded country in which the path runs, but it was decided to command it by means of a force stationed at its junction with the valley. A suitable site was chosen by an Officer of Engineers, and Advertisements for Tenders for the erection of a block-house were issued. It is said that the offers for the execution of the proposed work were too high – amounting to £450, and the project was, therefore, abandoned.

The troops, then encamped near the spot, were retired to Boulcott's farm, situated a mile lower down and more in the centre of the valley. This was late in March. On the 3rd of April a man and his son, named **Gillespie**, who had been put in possession by the Police Magistrate of some of the land from whence the natives had been driven, were murdered by some of them who had entered the valley by the route above-mentioned.

The Governor, whose indignation was roused by this atrocious outrage, proceeded to Porerua in the steamer *Driver* and was visited on board by Rauparaha who professed friendly feelings toward the Government and the Colonists. Porerua, which is considered the key of this settlement, and where many obstructions of the traffic between the northern shore of Cook's Strait and this port had been for a long time offered by Rangiaiata and his people, was taken possession of, and a Military post, consisting of 250 men, under the command of the senior Field Officer destined to be left in the south by Captain Grey, was established there. The road by the coast was thus opened

and held, and Rangiaiata joined the natives who had been driven from the Hutt, at the head of the Porerua Harbour, where they had built a pah and subsisted on the produce of the adjacent potato-grounds, the property of the natives of Porerua, who are now friendly to the Government.

On the 7th of April the Governor returned from Porerua. On the 22nd a man from the Hutt came in and reported to His Excellency that his house had been robbed the night before of everything he possessed by the ejected natives, who had returned, as whey they murdered **Gillespie**, by the mountain-road. Martial law, which had been removed, was again proclaimed over this district with the exception of the Town of Wellington. A road-party, consisting of 60 men was ordered to improve and complete the main road between Port Nicholson and Porerua, where Major Last of the 99th Regiment was left in command. The stockade at the Hutt Bridge was garrisoned by 50 men under a subaltern Officer and a Captain with 100 men occupied Boulcott's farm. The command of the garrison of Wellington was entrusted to Major Arney of the 58th Regiment, and the *Calliope* frigate was ordered to remain in the harbour.

Under the circumstances the Governor departed for Auckland, whither the approaching Session of the Legislative Council and the general measures for the Government of the Colony respectively called him.

Ten days afterwards, the arrangements made by him were altered. Major Last returned from Porerua, leaving a Captain in charge of the position established there. Fifty men were removed from the camp at Boulcott's farm to assist the party making the road to Porerua – the Subaltern Officer formerly at the Bridge Fort changing places with the Captain at the Camp.

Repeated warnings that the hostile natives intended to make a descent on the Hutt valley were given to the Superintendent. Epuni, the head Chief of Port Nicholson came to me to solicit firearms for his tribe whom he offered to lead up the valley to keep watch in front of the Camp. Upon my referring him to the Superintendent, without whose sanction no arms or ammunition can be legally supplied to the natives, the chief's services were declined.

A reconnaissance was made at Porerua by order of the commanding Officer, when the boats employed were heavily fired upon from Rangiaiata's pah.

Day after day Epuni and the other chiefs of this place entreated in vain to be furnished with arms. A messenger from them, who had visited the hostile pah, reported positively Rangiaiata's intention to order an attack at the Hutt, which our natives said would be prevented by a forward movement of the Troops, with whom they offered to cooperate.

On the 16th instant the camp at Boulcott's farm was surprised before daylight. The dispersion of the men in scattered small buildings and tents, and the want of preparation for defence rendered vain the courage of the detachment. Six of them were killed on the spot and five wounded, of whom two are since dead. The accompanying number of the New Zealand Spectator (23 May 1846) gives the particulars of the attack.

The settlers on the Hutt have totally forsaken their agricultural operations since this disaster and nearly all the families have removed within the protection of the Bridge Fort. A complete panic has also seized the inhabitants of the Town, which is constantly patrolled by parties of the Line, Militiamen and Man of War's men.

The Magistrates yesterday addressed Major Last, calling upon him to assume offensive operations at Porerua by the Troops under his command aided, in anyway he might think advisable, by the Militia, the Volunteer Corps and the armed Natives of the Settlement. Their application has hitherto been without result.

Information of the late surprises at the Camp has been despatched to Governor Grey and it is hoped that his immediate presence may prevent further disaster.

Register of Deaths in the Wellington District since the formation of the Colony
Document (CO 208/106): https://nla.gov.au/nla.obj-2215057023/view
Deaths 1846 (CO 208/106): https://nla.gov.au/nla.obj-2215057745/view

Andrew Gillespie (37 years) and Andrew Gillespie (11 years) both killed by the Natives

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W. Gillespie, 5 Arthur Street, Belfast 17 Aug 1841

Correspondence Register Entry (CO 208/135): https://nla.gov.au/nla.obj-2230526783/view
General Letter 1841/4111 (CO 208/17): https://nla.gov.au/nla.obj-2195488929/view
Reply (CO 208/172): https://nla.gov.au/nla.obj-2216716260/view

The writer of this is desirous of emigrating to New Zealand but being ignorant of the subject I beg to ask if there be any free passage to the Colony or the probable expense of going out. I am not an Agriculturalist but have a trade for Mechanics and served an apprenticeship to a Boot tree maker. I have spent the last three years as Book Keeper in a Blench works but I would not be afraid or ashamed to throw off my coat and make myself useful as every colonist must do who wishes to succeed. I am unmarried and have a sister aged 25 who would perhaps accompany me provided she got a free passage. My own age is 30. I beg to say that I could offer a reference to a reputable house in London. An answer at your convenience would greatly oblige.

Reply 19 August 1841
In reply to your letter I beg to acquaint you that a free passage to New Zealand is only given to actual labourers going out to work as such in the Colony. If your character &c is satisfactory you would be allowed to accompany the Emigrants on payment of £20 for your passage.

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[3]

William Ellison Gillespie, St Nicholas Yard, Newcastle on Tyne, Civil Engineer 19 Aug 1842

Correspondence Register Entry (CO 208/136): https://nla.gov.au/nla.obj-2169626784/view
General Letter 1842/4995 (CO 208/33): https://nla.gov.au/nla.obj-2201090267/view
Reply (CO 208/174): https://nla.gov.au/nla.obj-2216989380/view

You will much oblige me if you would have the goodness to send me such information as you generally give to persons who wish to emigrate to New Zealand. I enclose you a copy of my testimonials from which you will be able to form an idea whether such an individual would find it advantageous to emigrate.

Enclosure

Testimonial from Robert Stephenson, Engineer, Newcastle upon Tyne, 12 Sep 1833
Mr W. E. Gillespie has been employed under my father and myself on the Liverpool and Manchester Railway and on the Leicester and Swannington Railway. From our experience of him we can state that he is possessed of considerable talent and is well acquainted with the construction of Railways and Works connected with them. On the Leicester and Swannington Railway he superintended the execution of a Tunnel upwards of a Mile in length which was completed to my entire satisfaction.

Testimonial from Benjamin Thompson, George Johnson and Nicholas Wood, Managing Directors, Newcastle upon Tyne, October 1836
Mr W. E. Gillespie is employed by us on the Newcastle and Carlisle Railway and the different works which have been committed to his superintendence have been conducted and completed to our satisfaction. We have great pleasure in stating that he is a person well calculated to take upon him not only the construction of Railways but also the various works connected with them.

Testimonial from John Jones, Llanddulas Railway 04 January 1837
On my return from Liverpool this morning, (where I have been for the last three weeks) I found your Letter of the 17th ult. I exceedingly regret that my Letter now can be of no use to you as I fancy it cannot possibly come to hand before the 6th or perhaps the 7th this is very provoking. I am so often from Home that my Letters are seldom or ever answered regularly. If I can render you any service by writing I shall be most happy to do so. I have disposed of my interest in this concern as also my share in a Granite Quarry by Penmaenmawr which I get near £30,000. Anything I can do for you command me.

Testimonial from Charles Porter and Edmund Latimer, Newcastle on Tyne 25 April 1842
Mr W. E. Gillespie has been engaged by us as Engineer for the construction of our Tunnel from Spital Tongues Colliery to the River Tyne which is about 2¼ miles in length and the various works connected therewith, all of which he has completed in the most satisfactory manner, and it gives us much pleasure to say we consider him to be well qualified to construct or superintend the formation of Railways also to manage the Working of them with economy and safety.

Reply 19 August 1842
In reply to your letter of the 17th instant I beg to acquaint you that the cost of an Intermediate Cabin Passage to New Zealand is £35 and Steerage from £17 to £20. There is little doubt that you would on your arrival in New Zealand find ample and profitable employment.