

THE BRANCH SPREAD WIDE

THE UNITED STATES BRANCH OF THE CLARK FAMILY TREE

BY WENDY BAKER ©2022



INTRODUCTION

Many years ago I wrote the story of my father's side of our family tree, and gave it the title of "Leaves on the Tree". Parallel with that story was "Moore Anecdotes", a similar history of my grandmother – his mother.

One person was missing. One great-uncle, Thomas Hutchinson Clark, grandfather Herbert H Clark's big brother. No-one, it seemed, knew anything of him except that he had gone to America a long time ago. And there are no more Clarks in Australia who are related. I started searching worldwide on the internet.

One person from the US kindly responded – Richard Jeffrey Warren (birth name Thomas Clark). A man of unstinting kindness, he "welcomed me aboard" and the nucleus of another story was soon underway. Following the tree theme, I called it "The Branch Spread Wide". Time went on, the story expanded as Rick introduced me, electronically, to more of my second cousins in the USA.

And then suddenly, sadly, one of those other kind folk let me know that Rick had passed away just that morning, in hospital, in mid February, 2022. I was shocked and saddened. And how could I hug extended family members from sixteen thousand kilometres away?

So what began as a history has become something of a memorial to Rick. Thank you, Richard Jeffrey Warren... without your first response on the net, would I have ever found the other descendants of my great-uncle Tom? Thank you all for the information you shared with me – to Stephen, to Charles, to Carol Anne, to John K, to John Hutchison, to Carolyn ... the list goes on.

I hope you all enjoy the fruits of my shared labour of love.

Wendy Baker (nee Clark)
2/1 Graham Street
Victor Harbor, South Australia 5211

November, 2022.

ACKNOWLEDGEMENTS

Clark/Smith extended family members who have helped in any way, in South Australia & US
Wartburg Lutheran Orphans' Farm School, NY (Photo courtesy Kathy Craughwell-Varda, Museum Consultant)
Ancestry.com
Familysearch US
FindaGrave US & South Australia
Other electronic sources as noted in text
Beachport Museum, South Australia
Trove Newspapers (National Library Australia)
Addendum no 1 – Charles A. Clark
Addendum no 2 - Citation: Fitzgerald, Gerard J. "New York Harbor and the Vicious Circle of the Winter of 1917–1918." Environment & Society Portal, *Arcadia* (Spring 2020), no. 17. Rachel Carson Center for Environment and Society. doi.org/10.5282/rcc/9041.
Addendum no 3 - Courtesy Ian Masters
Addendum no 4 – Stephen Clark
Photos – Stephen Clark, Valerie Bubner, Suzanne Laslett, John Baker, Charles Clark, & other family members
South Australian State Records
Extrapolated figures from Beachport Heritage Survey 2017 (Grieve Gillett Anderson):
<https://data.environment.sa.gov.au/Content/heritage-surveys/Beachport%20Heritage%20Survey%202017.pdf>

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THE BRANCH SPREAD WIDE

MY LOST GREAT-UNCLE REDISCOVERED IN THE USA

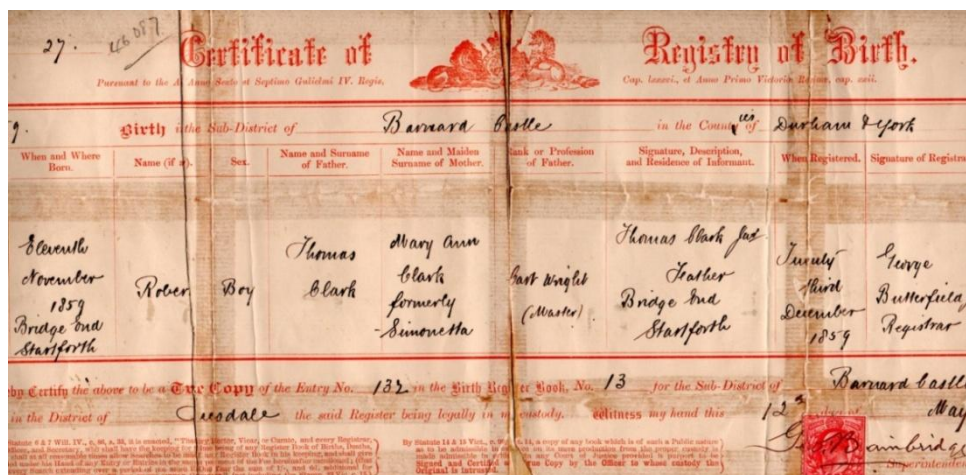
CHAPTER 1 = TOM'S PARENTS, & THEIR FAMILY BACKGROUND

My grandfather Herbert Hinde Clark had four siblings and in 2002 when I was researching the background to my late father's family story, *Leaves on the Tree*, I was able to find out many things about Herb's family – except any details about his big brother Thomas Hutchinson Clark.

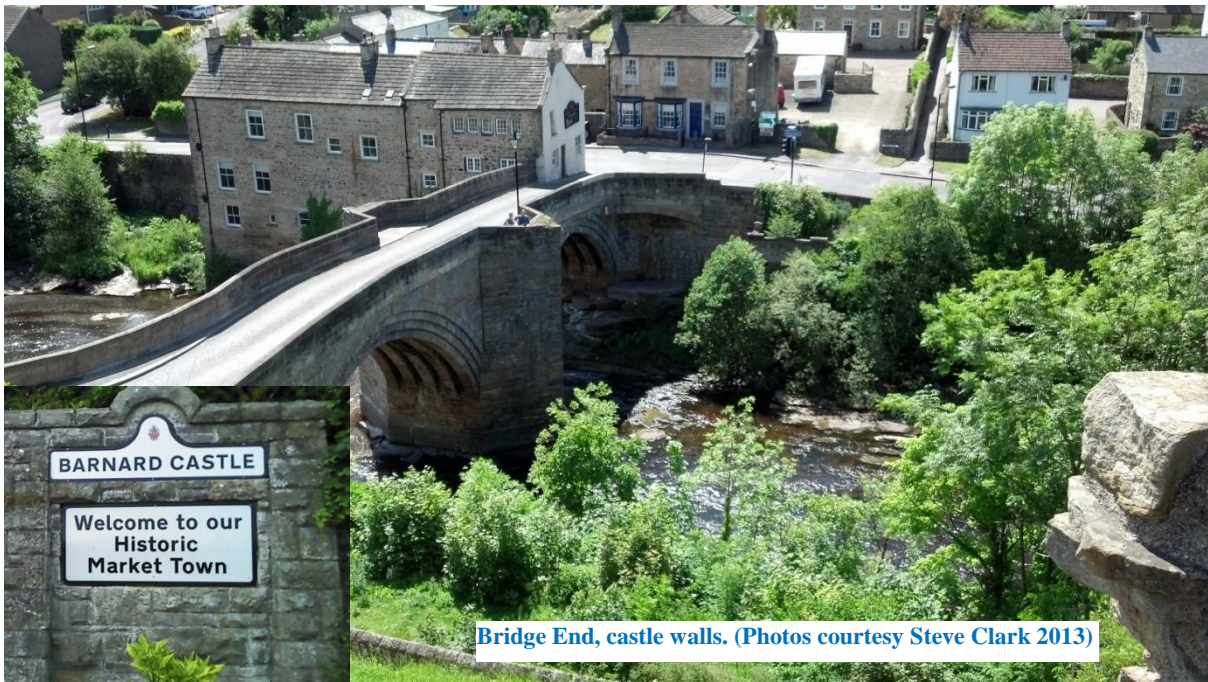
I was not overly-concerned at that stage – after all, being able to verify four out of five children in one family is a good result by family history standards. Many years ago I made enquiries of my grandmother but I made the mistake of simply accepting her perfunctory statement: “Oh – apparently that brother went to America as a young man and was never heard from again.” I promptly dropped poor Thomas from my mind.

Time rolled on. We eventually published *Leaves on the Tree* on our family history website, <https://www.familytreemandvbaker.com/> Since then however the “missing brother” started to niggle – I like things neatly sorted, recorded and completed, not only for the coming generations to see when (and if) they become interested, but for my own satisfaction.

I started back-tracking over the Clark family – and the Smiths, with whom they intermarried. My great-grandfather Robert William Clark was born on the 11th November 1859 in the village of Barnard Castle, Teesdale, in the Counties of Durham and York, England. His parents were Thomas Clark (born in 1829) and Mary Ann Simonetta (1832), both from Startforth, Teesdale, North Yorkshire. The Clarks go back many, many years, into the 1700's, in the same village and according to the various census returns were all in the allied trades of cartwrights, wheelwrights, or carpenters etc.



Great-grandfather's original Certificate of Registry of Birth in England – 11th November 1859 (Crown Copyright)



There was some confusion in the records as to whether Mary Ann was a Simonetta, a Simonette or a Simonetti, and I was amazed at the number, appearing in all official and church records, of both spellings. It was not the unusual name I had thought! Even Robert William Clark appears in different documents as either Clarke or Clark – and perhaps that depended on the “clerk” who wrote the name.

I remember my mother when in a jocular mood saying to my dad, the next Robert William Clark down the direct descendant line, “come on Clarkey, that sounds a bit of a Furphy” when he told a tall story, so perhaps she was poking fun at the fact that Dad was adamant he was Clark without an “e”. Also, my father was always known as Bill, not Robert William.

When just a young lad my great-grandfather worked in England for the London and Midlands railways at the carriage works but by 1878 something inspired him to up-stakes, leave the little village, his job and his family, and sail alone to South Australia on the *Garonne*. Was he lured by brighter prospects and a government-assisted journey out? On his arrival in September he immediately started work for the Mellor farm implement company in Adelaide, but after only three days he joined the South Australian Locomotive Department, where at Port Wakefield as a nineteen year old ‘*waggon builder*’ at 8 shillings and 6 pence per day he fitted up the first narrow gauge railway bogie assembled in South Australia.





Showing the relevant part of our state of South Australia, with the three major peninsulas, the “Limestone Coast” of the south-east, and the yellow-lined border with Victoria and New South Wales. The South-East extends in that direction from Keith to the bottom of the map. The towns mentioned in the text are Kingston SE, Naracoorte, Beachport and Mount Gambier. There are no longer any railway lines in the area. Adelaide includes the suburbs of Brighton and Maylands, also in the text, and the writer’s home town is Victor Harbor.

On 25 July 1879 he transferred to Rivoli Bay "Line or Station" in the South-East of SA, maintaining the same pay and position of "waggon builder". On 1 August 1880 his pay rose to ten shillings per day, according to State Records (SAR GRG42/131, SAR Staff Registers Vol.1P.119).

Name <i>Clark Robert William</i>			
Line or Station	Position	Rate of Pay	Date
<i>P. Wakefield</i>	<i>Waggon Builder</i>	<i>8/6 p d</i>	<i>20 Sep^r 78</i>
<i>Rivoli Bay</i>	<i>do</i>		<i>25 July 79</i>
<i>do</i>	<i>do</i>	<i>10/-</i>	<i>1 Aug 80</i>

*Transferred from 1 June 88 to folio No 30
Loco Register*

GRG42/131 SAR Staff Registers Vol.1 P.119

The new railway network in the South-East was rapidly expanding and my great-grandfather's career was up and running. The town of Beachport had only come into existence on 21 November, 1878; the first train on the new railway from there to Mount Gambier arrived on 26 January, 1878. So my great-grandfather was in the South-East right at the beginning of the expansion of rail services.

Three years later in 1881 this young man's life would change forever.

In the meantime, in 1807, James Henry Smith was born in Shepton Mallet, Iron Acton (a few kilometres north-east of Bristol), England. Twenty one years later he married Mary Chaplin Strode in the same village in 1828. They produced six children, the last born in 1840, and then Mary died in January 1843.

With his youngest child 3 years old, and his eldest only 12, James lost no time remarrying. Hester Gainer and he "tied the knot" just five months later, in May of that year, which ensured that his large brood would be cared for. Hester and James soon produced in about

1844 the first child of their union, Sarah Anne. Unfortunately she died, but they had two more, Esther Emily, about 1845 and Samuel James in March 1848.

What made James and Hester decide to come to South Australia? Economic climate in their home territory? Health reasons? The opportunity to make a new start in a new land? From this distance in time, who knows?

The Smiths, with their eight children, arrived aboard the 3-masted *Surge* after what must have been an exhausting voyage – leaving England on 13th February and not arriving at Port Adelaide’s North Arm until 1st June, 1852. They soon moved from Adelaide to Brighton where directories listed James as “*Wheelwright, Brighton*”, but he filled many roles in the local community.

We know little about seven of the eight children. But John Henry Smith is the most relevant to our family story. He was 15 years old when his parents and siblings arrived here in 1852 on the *Surge* and only 20 years old when he married Sarah Hinde, who had emigrated on the *Medina* in 1852. John was noted as a “minor” on the marriage certificate, being under 21 years, and she was five years his senior. John’s occupation was “*wheelwright, Brighton*”.

No.		of 18 57		District St. Jude's Brighton		
When Married.	Names and Surnames of both Parties.	Age.	Trade or Calling.	Residences at time of Marriage.	Names and Surnames of Fathers of both Parties.	Church, Chapel, or other place in which solemnized.
June 4 th	John Henry Smith Sarah Hinde	Minor 20	Wheelwright	Sturt Brighton	John Henry Smith William Hinde	St. Jude's Ch. Brighton
This Marriage was solemnized between us		John Henry Smith Sarah Hinde		In the presence of us		Witnesses
				John Henry Smith Sarah Hinde		Witnesses John McEwen Brighton
The above-named		John Henry Smith		and Sarah Hinde		were duly Married
by or before me, at the time and place above named, and in the presence of the witnesses whose signatures are above written.						
Witness my hand this		4 th		day of June		18 57
		Sturt				Arthur Cooper.

Marriage of John Henry Smith to Sarah Hinde, 4th June 1857 at St Jude’s, Brighton, South Australia. Original certificate (Courtesy of Ian Masters)

John Henry Smith & Sarah Hinde were married 4 June 1857 at St Jude’s Church of England, Brighton SA. As the parents’ residence was given as “*Brighton*” on the marriage certificate, it is safe to assume that John and Sarah moved to Kingston, most probably while Sarah was pregnant, at some point between their marriage in June 1857 and the birth of their first child in Kingston SE ten months later in 1858. (Sarah was still living in Kingston twenty years later when their daughter Mary Elizabeth married in January 1878.)

Three more children followed for John and Sarah after **Mary Elizabeth** was born on 19 Apr 1858 in Lacepede Bay, Kingston SE – **Annie Jane McEwen Smith** b.28 Feb 1860, **Emily Louise Smith** b.4 June 1863 and **Hester Helena Smith** b.18 Oct 1864.

Baby Hester Helena died in 1866 at about two years of age.

No. 2705		of 1860		District of Wellington			
When Born.	Name.	Sex.	Name and Surname of Father.	Name and Maiden Surname of Mother.	Rank or Profession of Father.	Residence of Parents.	Christian Name, Surname, given after Registration of Birth.
27. 1860	Annie Jane McEwen	Female	John Henry Smith	Sarah Smith	Wheelwright	Kingston	

I, *Thomas Chappell* of *Wellington* in the District of *Wellington* do declare the above particulars to be correct and true to the best of my knowledge and belief.
 Signed in my presence, at *Wellington* this *30th* day of *March* 1860 *W. McEwen*
W. McEwen
 Deputy Registrar

Copy of Birth Register entry for my great-grandmother Annie Jane McEwen Smith, born (we think, though the entry is difficult to read) 27 Mar 1860. It was signed on the 30 Mar.

IT IS HEREBY CERTIFIED THAT THE ABOVE IS A TRUE COPY OF AN ENTRY IN A REGISTER KEPT IN THIS OFFICE.
 GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS 13 DAY OF MARCH, 1987.

Joseph Nicholas
 PRINCIPAL REGISTRAR

I have been unable to discover any information about the Smith family in the children's growing years. However, when the children were in their teens (although that term may not have been in use at the time) tragedy struck the whole family.

John Henry Smith died suddenly, leaving behind his children Mary Elizabeth 18 years, Annie Jane 16, and Emily Louise, 13. His wife Sarah was left a widow in her mid-forties.

The Certificate of Death, taken from microfiche (*p.2/17, Bk.1, 1875-1894*) State Death Registrations Index for the District of Wellington, states that John Henry Smith, male, aged 39 years, a wheelwright, usual residence Kingston, died at Kingston 25 October 1876. "Drowned in a well" was the cause of death and the informant was an Edward Fou(w)ler, a carpenter, in the same town. The entry was made by William Lyon in the District Register of Wellington six days after the drowning.

His death would have been tragedy enough for his family, but the Coroner's verdict given in the 1876 Police Gazette, was particularly poignant. It reads " ... on the 25th ultimo by J. Cook JP on the body of John Henry Smith. Verdict: Deceased came by his death by throwing himself down a well whilst in a fit of temporary insanity."

What could have led John to take his own life on the 25th October, 1876? “*A fit of temporary insanity*” was a conclusion often arrived at in those times by Coroners because the victim, being “temporarily insane” could not be held accountable for what would be deemed self-murder if the suicide attempt failed.

Whatever John’s reason for suicide, it must have had a devastating and bewildering effect on his family. But time moved on.

Almost five years later, on the 10th January 1881, the Smith family married into the Clark(e) family when 20 year old **Annie Jane McEwen Smith** (*Domestic servant*) married **Robert William Clark** (*Carpenter*). It is interesting that one of the witnesses, George Hiscock an engineman, was from “Gambiertown” – the name of a private settlement which later became the town of Mt Gambier in the south-east of South Australia. Although the certificate states “*married in the District of Victoria*”, the SA Marriage Index puts the registration place as Grey.

The third witness, Sarah Smith, would more than likely have been Annie’s mother, and the marriage took place at the residence of W. Stuart, Beachport (in the South-east of South Australia). I have tried to find such a name and residence, but so far without any success.

188/		Married in the District of <i>Victoria</i>																		
No.	When Married.	Name and Surname.	Age	Condition.	Trade or Calling.	Residence at Time of Marriage	Name and Surname of Fathers of both parties.	Place in which celebrated.												
	<i>1881</i> <i>10th Jan'y</i>	<i>Robert Clark</i> <i>Annie Jane McEwen Smith</i>	<i>21</i>	<i>Bachelor</i>	<i>Carpenter</i>	<i>Beachport</i>	<i>Thomas Clark</i> <i>John Henry Smith</i>	<i>Mt Gambier</i> <i>Beachport</i>												
his Marriage was celebrated between us		<i>Robert Clark</i> <i>Annie Jane McEwen Smith</i>			In the presence of us	<table border="1"> <thead> <tr> <th>Name.</th> <th>Trade or Calling.</th> <th>Residence.</th> </tr> </thead> <tbody> <tr> <td><i>George Hiscock</i></td> <td><i>Engineman</i></td> <td><i>Gambiertown</i></td> </tr> <tr> <td><i>Emma Doyle</i></td> <td></td> <td><i>Beachport</i></td> </tr> <tr> <td><i>Sarah Smith</i></td> <td></td> <td><i>Beachport</i></td> </tr> </tbody> </table>			Name.	Trade or Calling.	Residence.	<i>George Hiscock</i>	<i>Engineman</i>	<i>Gambiertown</i>	<i>Emma Doyle</i>		<i>Beachport</i>	<i>Sarah Smith</i>		<i>Beachport</i>
Name.	Trade or Calling.	Residence.																		
<i>George Hiscock</i>	<i>Engineman</i>	<i>Gambiertown</i>																		
<i>Emma Doyle</i>		<i>Beachport</i>																		
<i>Sarah Smith</i>		<i>Beachport</i>																		
The above-named <i>Robert Clark</i> and <i>Annie Jane McEwen Smith</i> were duly Married by or before me, at the time and place above-named, and in the presence of witnesses whose signatures are above written					Witness my hand this <i>10th</i> day of <i>January</i> 1881 <i>Rowland Hayward</i> <i>Of. Depy. Chaplain</i>															

Original Marriage Cert. of Robert William Clark & Annie Jane McEwen Smith, 10th January 1881

My great-grandparents’ first baby was born in Beachport in 1883, two years into their marriage and only five years after the little town had first been surveyed. By 1884 Beachport boasted only 247 people and 55 houses! Transport was by daily Hill & Co. Coach, or a twice weekly steamboat on Wednesdays and Fridays. Adding to the population of the rapidly growing town, **Emily Olivia Clark** arrived on the 15th February. A well-spaced two and a quarter years later **Thomas Hutchinson Clark**, focus of our story, was born 30th May 1885, and baptised 12th July.

BAPTISMS Solemnized in the Parish of Beachport South Australia,
in the Year 1885.

When Baptized.	Child's Name.	Parents' Name.		Abode.	Quality, Trade, or Profession.	By whom the ceremony was performed.
		Christian.	Surname.			
1885 July 12 Book May 31/85	Thomas Hutchinson	Robert & Annie	Clark	Beachport	Carpenter	Rev. P. J. Craig, D.D.

I certify that the above is a true copy from the Register of Baptisms kept in this Parish.

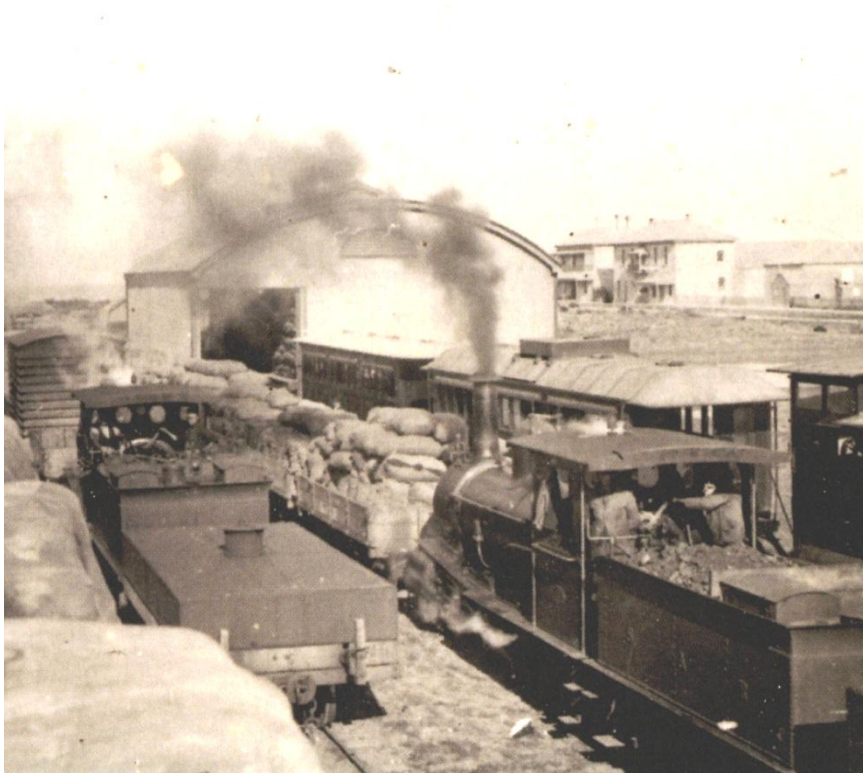
Tom Ward
Minister of Beachport

12 July 1885, Baptism certificate of Thomas Hutchinson Clark

Name Clark Robert William Date of Birth 11th Nov 1859

Progressive Number.	Station.	Position	Rate of Pay.	Date.	GUARANTEE.		LIFE ASSURANCE.	
					Amount.	Rate per Cent.	Amount.	Annual Premium.
					Entered by <u>James 20 Sept 1878</u>			
	<u>Rivoli Bay</u>	<u>Waggon Builder</u>	<u>10/6</u>	<u>1 June 88</u>				
	<u>Naracoote</u>	<u>Carpenter</u>	<u>10/6</u>	<u>27 July 1892</u>				
	<u>Do.</u>	<u>do</u>	<u>11/-</u>	<u>4 Jan</u>				
<u>Transferred to Register N. 3 fol. 53.</u>								

SAR GRG42/131, SAR Staff Registers Vol.3A Pg.30



My grandfather, **Herbert Hinde**, was another May baby born on the 15th of that month in 1888. **Ada Clarice** followed a little less than three years later – she was an early Christmas gift on 8th December 1890.

The last of the children, **William Clarence**, after an interval of just over two years, was a late New Year's gift on the 6th January, 1893.



Two photos of the Rivoli Bay railway at Beachport, South Australia, perhaps at the time when Robert William Clark was employed there as a “waggon builder”. He was promoted to Naracoorte station as a “carpenter” (page 11). Photos courtesy Beachport Railway Museum.

The family appears, like great-grandfather himself, to have been neatly organised! Robert had even received a pay rise on the 4th January 1893, from ten shillings and sixpence to eleven shillings per day as a carpenter at Naracoorte station, just two days before William's birth.

However, tragedy was about to overtake them.

On the 30th March 1893, when baby William Clarence Clark was just eleven weeks old and none of his four siblings older than ten years, his mother Annie – my great-grandmother – died.

Cause of death was stated as “*influenza*” on the certificate and the duration of illness “*two days*”. The mother of five was only 33 years old.

CLARKE, ANNIE JAN MCEWEN

Surname *Clarke*
 Given Names *Annie Jan McEwen*
 Cemetery *Naracoorte*
 Last Residence *Naracoorte*
 Age at Death *33*
 Date of Interment *01/04/1893*
 Minister Officiating *Reverend Alfred Wheeler*
 Burial/Order Number *306*
<https://www.naracoortelucindale.sa.gov.au/page.aspx?u=616&c=-43770>

Above: From Naracoorte Lucindale Council records, 2018. Note incorrect name “Jan” instead of “Jane”

1893		District of <i>Prote</i>							
When Died.	Name and Surname.	Sex.	Age.	Rank or Profession.	Usual Residence.	Cause of Death.	Place where Death occurred.	Signature, Description, and Residence of Informant.	Signature of Registrar.
<i>March 30th 1893</i>	<i>Annie Jane McEwen Clark</i>	<i>Female</i>	<i>33</i>	<i>Wife of Robert Clark Carpenter</i>	<i>Naracoorte</i>	<i>Influenza two days</i>	<i>Naracoorte</i>	<i>4 Mrs. Wheeler, Naracoorte</i>	<i>McEwen</i>

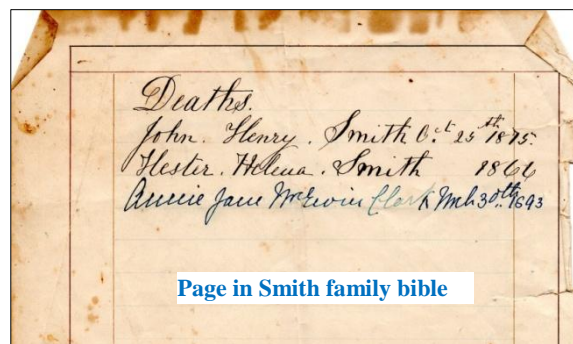
Entered at the District Registry Office, this *4th* day of *April* 1893

McEwen
District Registrar

IT IS HEREBY CERTIFIED THAT THE ABOVE IS A TRUE COPY OF AN ENTRY IN A REGISTER KEPT IN THIS OFFICE.
 GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS 16 DAY OF MARCH, 1987.

John Pickering
PRINCIPAL REGISTRAR

30 March 1893 – Copy of Death Certificate of Annie Jane McEwen Clark (nee Smith)



Page in Smith family bible

And so Annie's life sadly ended. Her burial was in the peaceful Naracoorte Cemetery, (below); her name (incorrectly written "Jan") recorded at the entrance, although unfortunately no trace remains of her grave. "Margt. Emily" and "Caroline" are unrelated.

CLARKE	MARGT. EMILY	79	1
	ANNIE JAN MCEWEN	-	1
	CAROLINE	55	1

Naracoorte Herald (SA : 1875 - 1954), Friday
7 April 1893, page 2

DEATH.
CLARK.--At Naracoorte, on the 30th March, Annie Jane McEwin, the beloved wife of Robert Clark, aged 33 years.

THANKS.
I beg to tender my sincere thanks to the many friends in Naracoorte for their kindness and sympathy shown during my late sad bereavement.— R. W. CLARK.

The Naracoorte Herald

PUBLISHED EVERY TUESDAY AND FRIDAY MORNING.

FRIDAY, APRIL 7, 1893.

National Library of Australia

<http://nla.gov.au/nla.news-article146997881>



Naracoorte Cemetery, 2018 (Photo, W. Baker)

CHAPTER 2 – FAMILY CARE

What an appalling calamity for the Clark – and Smith – families. Hard enough for a woman in those times to be widowed with children afoot – but the woman was deemed the natural nurturer of her brood. How much more difficult must it have been for a father – my great-grandfather Robert William Clark(e), sole provider of family income, to be suddenly left with five children including a baby of eleven weeks! How could he, in 1893, care for his children and go on earning a living?



Mary Elizabeth Garvie (nee Smith) b.1858 at Lacepede Bay, Kingston SE, South Australia.

The Clark children's mother, Annie Jane McEwen (nee Smith), had three siblings. Mary Elizabeth, born 19 April 1858, married Charles Shearer Garvie in 1878 and within eleven months bore him the first of their eight children. They named their last-born child, a daughter, born 5 March 1899, Annie Jane in memory of Mary's sister who had died on the 30th March six years previously.

Mary Charlotte Garvie, the sixth of the eight children, was eighteen when she married a gentleman with the rather distinguished-sounding name of Oliver Octavius Rolland (or Rolland?) Miels on the 9th May, 1910. This may sound a little distant from our story of Thomas Hutchinson Clark, but the name is possibly relevant. Mary and Oliver had four children. The last, born in 1919, was Joan Mary Miels. Joan, in turn, married Herbert Laslett and they had two children, Suzanne and Richard.

It is to Suzanne Laslett that I am indebted for virtually all the information that I have about Annie Jane McEwen's sisters. The Relationship Calculator on the Personal Ancestry File family tree program which I use, states: "*Wendy Robyn BAKER (nee CLARK) and Suzanne LASLETT are 3rd cousins. Their common ancestors are John Henry SMITH and Sarah HINDE.*"



Emily Louise Smith in about 1950, with the writer, Wendy Baker (nee Clark), Annie Jane McEwen Clark (nee Smith)'s great-granddaughter.

After I "discovered" Suzanne on the internet, she kindly wrote to me. "*Annie Jane McEwin [sic] Clark (nee Smith) was my grandmother's aunt. I know my Nanna [Mary Elizabeth Garvie (nee Smith)] used to visit her cousin, Bill [William Clarence] Clark, and as a child, I stayed with Clarice, (another of Nanna's cousins) who was living with her aunt, Min (Emily Louise Smith) at Verdun. My mother [Joan Mary Miels] said Min looked after the Clark children after Annie Jane died. I don't have any information on Thomas. But I do have a photo of my great grandmother, Mary Elizabeth Garvie nee Smith [Annie Jane's sister]. My great aunt Annie Jane Hill (nee Garvie) must have been named for your great grandmother.*"

This note from Suzanne confirms what I had heard spoken of very occasionally in my family; my great-grandfather Robert William Clark(e)'s sister-in-law Emily Louise Smith, at the age of 30, and single, took on the care of five children under ten years old.

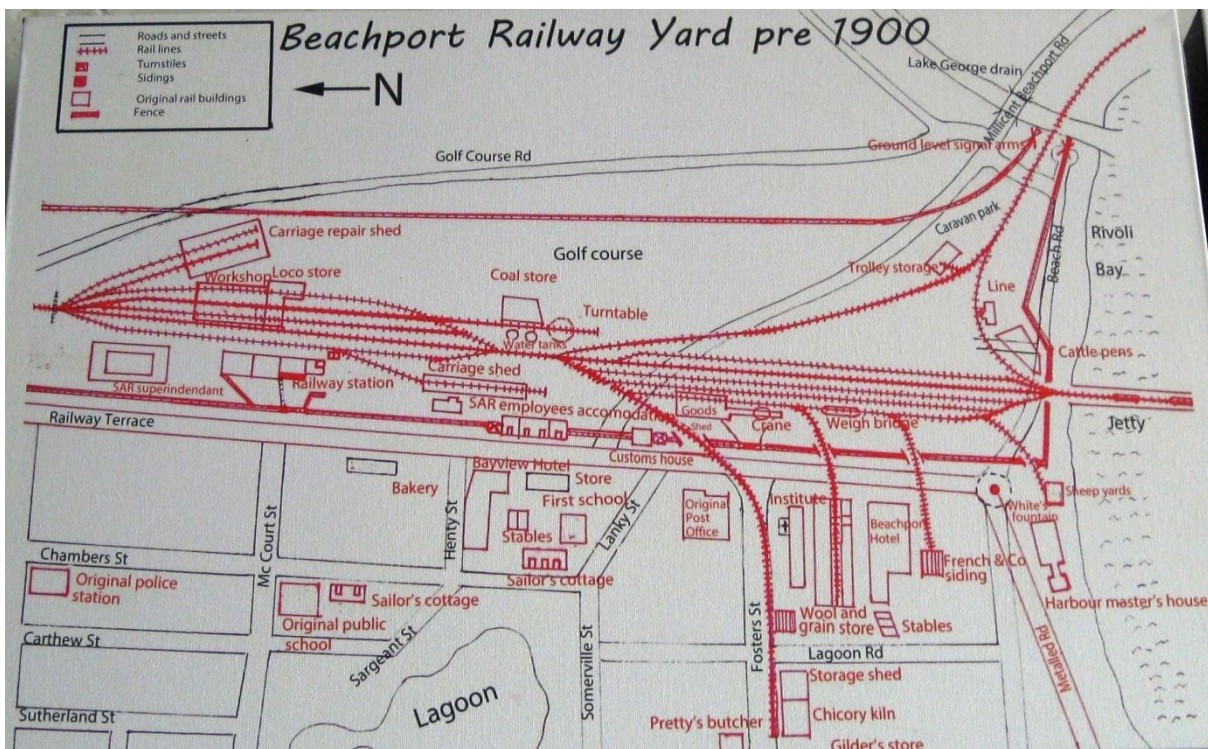
Of the four Smith siblings at that time, Annie Jane was dead, Hester Helena had died in 1866 as a two year old, according to the family bible inscription, and Mary Elizabeth and her husband Charles Shearer Garvie already had seven children of their own.

Emily Louise, the story goes, was engaged to be married to a minister of religion, but with no-one else able to step in, she took on the responsibility of raising her sister's children. What a woman she must have been, to deny her own love. Photos of her in old age show a gentle, kind-looking white-haired old lady. I loved her, although my family's visits to her were rare, and I have no doubt that my grandfather Herbert (Herb) Hinde Clark, his brothers Thomas and William, and sisters Emily Olivia and Clarice Ada, would have loved her too.

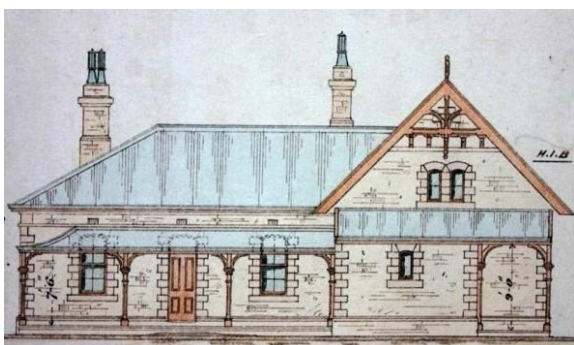
I tried to research school records for the Clark children but discovered just a few records for two of them – Emily and Thomas. In 1899 and 1900, I know that Clarice and Herb attended "*Near Narracoorte*" school, because I have seen Sir Walter Scott's novel "*Kenilworth*" presented to "*Herbert Clark, Third Prize, 4th Class – General Improvement. Near Narracoorte. A.M. Sharpley, T. Xmas 1899*". Also, Harriet Beecher Stowe's "*Uncle Tom's Cabin*" "*Presented to Clarice Clark for General Improvement*" by Annie Sharpley, head teacher, Near Narracoorte, on 21st December, 1900.

Emily and Thomas seem to have bounced between Naracoorte and Beachport schools. And after their mother's death there were at least two different male guardians on the admission records. By their occupations we could suppose that they may perhaps have been their father's trusted work colleagues.

Ten year old Emily Olivia Clark, Reg. No.G.161, had attended Beachport School since her enrolment there in 1888 when the State Records noted she was a "five year old beginning school" and her father/guardian was then Robert Clark, Carpenter. The distance from school was stated as being two miles, although anything less than two miles in reality was still shown as two miles if it was within the town area.



Beachport township c.1879-1900, courtesy Beachport National Trust Museum. Note the Station, employees' accommodation and first school. Jetty on right – did Tom Clark set out for the US (via ports unknown) from here?



Beachport School (Beachport Heritage Survey, SA State Records)

Eight year old Thomas H. Clark, Reg. No.B.237, was admitted to Beachport School, (after previously attending Naracoorte School) on the 24th January 1893 – shortly before his baby brother William Clarence was born and not very long before their mother was destined to fall ill and die from influenza. A note against this school record states that Thomas left Beachport School on 30th May 1893. So it seems he attended there for only four months.

Thomas's sister Emily Olivia, Reg. No. G.262, recommenced at Beachport School on the 14th December 1894, and her parent/guardian was then George Mackintosh, occupation - line repairer. Her previous school was noted as being Naracoorte.

A later record shows that Thomas, Reg. No. B.265, was re-admitted to Beachport School on the 21st January 1895, and apparently stayed there for almost the whole school year until 6th December 1895, when he left. During this period his parent/guardian was noted as Gilders Martin, a contractor by occupation.

Apart from the above I have found no other school records. Robert William Clark(e) changed his career direction from Carpenter in the Railways Department, believed to be located at Naracoorte, and was paid up to the 8th June 1901 by that department. He was transferred to the position of Assistant Inspector of Factories on 10th June 1901 and moved from the state's south east to the suburb of Maylands in Adelaide's eastern metropolitan area, where Wise's S.A. Post Office Directory of 1903 showed him residing.

Name	Date of Birth	Entered Service	Station	Position	Cause of Change	Date	Authority	Awards, Punishments, and Special Leave of Absence	Rate of Pay	House Rent
Clark Robert William	11 th November 1859	20 th September 1877	Naracoorte	Carpenter	Increase efficiency	4 Jan '92			1/4 p.d.	
					Transferred to the Department under the Hon. Minister of Industry he having been appointed Assistant Inspector of Factories. (Paid up to the 8 th June '01 by this Dept.)	1901 10 th June		226 of.		

Record of Robert William Clark's transfer from the Railways to his appointment as Assistant Inspector of Factories, 10th June 1901

Under the heading "Cause of Change" the notation reads "Increase efficiency – Transferred to the Department under the Hon. Minister of Industry he having been appointed Assistant Inspector of Factories. (Paid up to the 8th June (19)01 by this Dept.)"

CHAPTER 3 - BRANCHING OUT

In 1903 Robert's son Thomas Hutchinson went to America as an 18 year old. Did this happen during the general movement of the family from the South-East to the metropolitan area?? Did he go to seek his fortune overseas rather than stay under the shelter of his maiden aunt? Did he, as eldest son in the family, get on well with his father?

And I wonder how Thomas made his way to the US. Was he a paying passenger, or a crew member on a passenger or cargo ship? Perhaps he went from Australia to meet his father's family in Bridge End, Startforth in Yorkshire, and from there, to the US. I have been able to find only one possible and unverified source for his immigration to that country.

Unfortunately my father was not sufficiently interested in the family history to be able to give me any background to his uncle's departure and in all probability he had no knowledge. All I had to go on were those words of my paternal grandmother – "Oh, that brother went to America as a young man and was never heard of again." It begged the question: *How could someone in my family disappear forever?*

Luckily we live in the age of the internet. In 2010 after I had been ‘thrashing around’ on the internet on various family history forums, I discovered on “Roots Web” that a Richard Warren in the USA was also looking for his ancestors; in time I received an email from him. He stated that he believed we were related; that his birth name had been Thomas Clark, and his grandfather was Thomas Hutchinson Clark. Richard attached a photo of my great-grandfather Robert William Clark to which only someone in the family could have had



Steve Clark visited South Australia in 2018 & found his great-grandfather’s headstone in Payneham Cemetery.

access. As second cousins we began corresponding, with Rick sending me copies of some family records and me sending him some of the details about the Clarks in South Australia.

Rick then asked if he could pass my email address to one of his cousins in the USA, one Steve Clark, to which I agreed, and before long Steve and I, as second cousins, were also corresponding. The information exchange grew and in 2018 I also received emails from Steve’s older brother by eight years, Charles Arthur Clark.

As a relevant aside, I think it is worth noting here that towards the end of 2018 our whole family was excited to hear that Steve was coming to South Australia to visit us. It was a wonderful, if too brief, time; Steve was on a personal mission to visit all

the places where our mutual great-grandparents, and Thomas’s brother Herbert Hinde, had lived and died.



Herbert Hinde Clark, Tom’s brother, in football togs, in August 1906. Photo by R.W. Clark(e), his dad.

Between my husband John and me, our son and daughter and their families, my sister and husband, and her daughter and husband, we were able to help Steve achieve that mission. In the process, particularly during our two day stay in the South-East with Steve, I also found a little more information about the Naracoorte Cemetery, as well as a death notice and a return thanks notice concerning Annie Jane’s death, from the helpful council office.

But now let’s go back to 1903 and pick up the newly-discovered threads of my great-uncle Thomas Hutchinson Clark.

I tried to find a ship’s passenger manifest or newspaper records of Thomas’s departure from Australia, but without knowing what port or state he had left from, nor his actual destination, I had little success. I presumed that he had entered the USA via Ellis Island, the main immigration centre – but by what route, what ship, and from what port in what country?

Charles Arthur Clark, wrote in 2018: "In conversations with [my] late father (Elliot), his father (Thomas Hutchinson) most likely arrived in the United States some time after the turn of the century through Ellis Island NY. I have no clue what ship he would have sailed on; however it would be interesting to know. My father did not know much about his father or his Clark family history."

More details were needed – and none were forthcoming from my family in South Australia.

I found, in the "Australia, Inward, Outward & Coastal Passenger Lists 1826-1972 – Victoria", one Tom Clark, male, single, born 1884, departure port Beachport, ship name "Casino", which arrived at Port Melbourne on 5 May 1902. The birth year is a year too earlier than our Tom's actual birth, and not quite right for our Tom Clark's arrival in New York, but it does make me wonder, as Beachport was (and still is) only a very small town. However, I cannot be certain. If this was our Tom, where did he go after arriving in Port Melbourne?

A few years ago my first cousin Ian Masters, from Mildura in Victoria, Australia, was in South Australia visiting one of his two sisters to tidy up the effects of his late mother Clarice Lucy Masters (nee Clark) who died in 2010. She was my late father's sister. Ian came to our house with a big cardboard box full of family records! "You're welcome to keep most of this stuff," he said. "I'm concentrating on the Masters history and haven't the time to deal with both."

It was so exciting to sit down and carefully go through the contents of that box. One photographic postcard of my grandfather Herbert Hinde Clark, and its message on the back, suddenly turned the missing Thomas Hutchinson from a name into a real person – Tom, a brother missed, worried about and loved.



And what the letter on the back of the postcard revealed.

Herbert, born in 1888, would have been 18 when he wrote this brief but telling postcard to his brother Thomas on 16 Aug 1906.

It appears to have been postmarked 26 Sep. and he wrote:

“Hope this finds you quite well. What do you think of me in My football togs father took me. We are all quite well and we have got a Piano now so we have some music. R Abbott was asking about you last night he is not at Metters now. Hoping you are quite well and happy – I remain Your Loving Brother Herb. I am anxiously waiting for a letter brother xx”

I now know that Grandpa played footy (what a cute uniform!) and that his father was an able photographer. That the family enjoyed music and had been able to get a piano. It mentions another relative by marriage, R. Abbott, whom I had previously known that he worked for Metters. And twice in the letter Herb hoped his brother was well, and he was anxious to hear news of him.

He addressed it to *“Mr. T H Clark
S.S. Snt Helens
C/- Cunco (Cuneo?) Trading Coy
8-10-12 Jay Street
New York
USA”*

As can be seen, a note in the top left of the postcard states *“Left the ship”* and another address has been written in red: *“J.M. Ceballos & Co, 27 William St, City”*

According to the *“San Francisco Call”*, Volume 100, Number 133, 11 October 1906, J. M. Ceballos & Co. (in red writing) were bankers and merchants which were assigned in October 1906 following the “defalcation and absconding” of a debtor to the tune of a million dollars, but it was hoped that the company had sufficient assets to be able to resume trading.

The term “defalcation” according to the Cambridge English Dictionary is the *“the taking or illegal use of money by someone who has responsibility for it, such as a company or government”*.

Needless to say, I could find no more information about Thomas’s whereabouts from this source!

The only reference I have been able to find to *SS St Helens* indicates that it was an Irish cargo steamship built in 1901 and lost by fire in 1932. However there is more than one ship of this name.

It seems generally agreed, although not definitively verified, that Thomas arrived in New York in 1903, possibly through Ellis Island. Richard (Rick) Warren sent me the photo below; to the best of our knowledge it is Thomas.

By whichever means Thomas arrived in the USA, we know from copies of documents, (including pages in a family bible) kindly sent from Charles and Richard, together with information from Steve Clark and from census records, that on the 5th August 1908 Thomas Hutchinson Clark, born 30 May 1885 married Caroline Van Pelt, born 24 April 1890.



Thomas Hutchinson Clark 1885-1918.

Photo courtesy Richard J Warren (birth name Thomas Clark)



Caroline Van Pelt 1890-1924

Photo, c.1917, courtesy Charles Clark

<h1>Marriages</h1>	
Beatrice E. Lewis to Chester A. Hoffmann	Sept 8, 1934
E. W. Lewis Jr to Grace Shaw	June 26, 1938
Charles E. Meyer to Dorothy Joseph	1931
Thomas H. Clark to Dorothy Joseph	Sept 25, 1939
Ellsworth W. Lewis	to
Ernie Abbott Van Pelt	Aug. 6 th 1905
Bernard E. Bass	to
Ed. Wilkins F. Van Pelt	to
	October 24 th 1907
E. W. Lewis Jr to AG Bodnar	Feb. 11 th 1930
Charles S. Van Pelt	to
Ernie Abbott Van Pelt	to Lillian McEwen
	Oct 25, 1921
April 19 th 1899	to
Ida V. Van Pelt	to
Liathurid Abbott	to
Ernie Abbott Van Pelt	to
Jan 7 th 1901	Sept 1 st 1910
Arline Blah. to Robert Teller	April 17, 1939
Edith M. Tennent	to Carrie Van Pelt
Fredrick Van Pelt	to Thomas H. Clark
	Sept 24-1915
	Aug. 5-1908

Although at the time of writing I have been unable to find a marriage certificate, the photocopied entry in the Van Pelt family bible shows very clearly at the bottom right corner of the "Marriages" page - "Carrie Van Pelt to Thomas H. Clark Aug. 5 - 1908".

"Marriages" page of the Van Pelt family bible (courtesy Charles A. Clark)

Caroline, born April 1890, was one of eleven children born to **Elliot Walker Van Pelt**, born July 1852 in Matewan, New Jersey, and **Mary Elizabeth Eaton**, who were married 19th July 1873 in Manhattan, New York. (Source: <https://www.familysearch.org/ark:/61903/1:1:244R-BSB>)

1. Full name of Child (if any) Carrie Van Pelt Color W

2. Date of Birth Apr 24 1890 Ser. 7

3. Place of Birth 20 Jefferson St Hoboken

4. Name of Father Elliot Van Pelt (if city, give name, street and number; if not, give township and county.)

5. Maiden name of Mother Mary Eaton

6. Country of Father's Birth US Age 37 Occupation Booker

7. Country of Mother's Birth US Age 26

8. Number of Children in all by this Marriage 8 How many living 6

9. Name and P. O. address of Medical Attendant, in own handwriting, with date, D. P. Keenan
Apr 30 1900

out of 1000 written W. V. 98

Birth Registration of Carrie Van Pelt (courtesy Charles A. Clark)

In the 3rd & 5th June 1905 New Jersey State Census, Hoboken, Schedule 1 – Population, **Caroline Van Pelt** appears along with some of her siblings – **Arline** b. June 1881, **Eunice** b. May 1884, **Frederick** b. July 1887, **Ida Virginia** b. July 1891 and **Milton** b. May 1898, and **Arthur**. At that time seven of the eleven children were living, although only six were enumerated on census day.

NEW JERSEY STATE CENSUS, 1905. SCHEDULE No. 1.--POPULATION. (Superior's District Hoboken) Sheet No. 5

County Hudson City Hoboken Township or other division of county 1st District Name of Institution. Hoboken Ward of city, First

Enumerated by me on the Third day of June, 1905, Charles Tolson Enumerator.

IN OTHER HOUSEHOLD	SEX	AGE	NAME	TERMINAL DESCRIPTION	NATIVITY			CITIZENSHIP	OCCUPATION, TRADE OR PROFESSION	EDUCATION			COMPLETION OF SCHOOL
					Place of birth of this person.	Place of birth of father of this person.	Place of birth of mother of this person.			Years of school	Years of college	Years of technical school	
1	M	19	Waller	Male	New Jersey	New Jersey	New Jersey						
2	M	17	John	Male	New York	New York	New York						
3	M	15	Albin	Male	Ireland	Ireland	Ireland						
4	F	91	Leas	Female	England	England	England	15	Messenger	4	4	R	4
5	F	89	Quintie	Female	New Jersey	New Jersey	New Jersey	15	At school	4	4		4
6	F	87	Harry	Female	New York	England	Germany		Messenger	4	4		7
7	F	85	William	Female	New York	England	Germany		Electric Appliances	4	4		8
8	F	83	Mc Kay	Female	New Jersey	New Jersey	New Jersey		Barstman	4	4	R	9
9	F	81	Nettie	Female	New Jersey	New Jersey	New Jersey			4	4		10
10	F	79	Mary	Female	New Jersey	New Jersey	New Jersey		At school	4	4		11
11	F	77	Mary	Female	New Jersey	New Jersey	New Jersey		At school	4	4		12
12	F	75	Mc Dermott	Female	Ireland	Ireland	Ireland	25	Domestic	4	4	R	13
13	F	73	Mary	Female	Ireland	Ireland	Ireland	5		4	4		14
14	F	71	Mary	Female	New Jersey	Ireland	Ireland		At school	4	4		14
15	F	69	Reinick	Female	Germany	Germany	Germany	19	Printer	4	4	R	15
16	F	67	Michael	Female	New York	New York	New York		At school	4	4		16
17	F	65	Joseph	Female	New York	New York	New York		At school	4	4		17
18	F	63	Elizabeth	Female	New Jersey	New Jersey	New Jersey		At school	4	4		18
19	F	61	Bella	Female	New York	Germany	Massachusetts			4	4		19
20	F	59	Helen	Female	New York	New York	New York	20	Teacher	4	4	R	20
21	F	57	Maria	Female	Germany	Germany	Germany	20		4	4		21
22	F	55	Joseph	Female	New York	New York	New York			4	4		22
23	F	53	Josephine	Female	Germany	Germany	Germany		Machine	4	4	R	23
24	F	51	Joseph	Female	Germany	Germany	Germany			4	4		24
25	F	49	Josephine	Female	Germany	Germany	Germany			4	4		25
26	F	47	Josephine	Female	Germany	Germany	Germany		Driver	4	4		26
27	F	45	Josephine	Female	Germany	Germany	Germany		Shoe maker	4	4		27
28	F	43	Josephine	Female	Germany	Germany	Germany		At school	4	4		28
29	F	41	Josephine	Female	Germany	Germany	Germany		At school	4	4		29
30	F	39	Josephine	Female	Germany	Germany	Germany		At school	4	4		30
31	F	37	Josephine	Female	Germany	Germany	Germany		At school	4	4		31
32	F	35	Josephine	Female	Germany	Germany	Germany		At school	4	4		32
33	F	33	Josephine	Female	Germany	Germany	Germany		At school	4	4		33
34	F	31	Josephine	Female	Germany	Germany	Germany		At school	4	4		34
35	F	29	Josephine	Female	Germany	Germany	Germany		At school	4	4		35
36	F	27	Josephine	Female	Germany	Germany	Germany		At school	4	4		36
37	F	25	Josephine	Female	Germany	Germany	Germany		At school	4	4		37
38	F	23	Josephine	Female	Germany	Germany	Germany		At school	4	4		38
39	F	21	Josephine	Female	Germany	Germany	Germany		At school	4	4		39
40	F	19	Josephine	Female	Germany	Germany	Germany		At school	4	4		40
41	F	17	Josephine	Female	Germany	Germany	Germany		At school	4	4		41
42	F	15	Josephine	Female	Germany	Germany	Germany		At school	4	4		42
43	F	13	Josephine	Female	Germany	Germany	Germany		At school	4	4		43
44	F	11	Josephine	Female	Germany	Germany	Germany		At school	4	4		44
45	F	9	Josephine	Female	Germany	Germany	Germany		At school	4	4		45
46	F	7	Josephine	Female	Germany	Germany	Germany		At school	4	4		46
47	F	5	Josephine	Female	Germany	Germany	Germany		At school	4	4		47
48	F	3	Josephine	Female	Germany	Germany	Germany		At school	4	4		48
49	F	1	Josephine	Female	Germany	Germany	Germany		At school	4	4		49
50	F	0	Josephine	Female	Germany	Germany	Germany		At school	4	4		50

STATE: New York DEPARTMENT OF COMMERCE AND LABOR - BUREAU OF THE CENSUS 16 SUPERVISOR'S DISTRICT NO. 6 SHEET NO. 7401
COUNTY: Rensselaer THIRTEENTH CENSUS OF THE UNITED STATES: 1910 - POPULATION ENUMERATION DISTRICT NO. 67 WARD OF CITY 114
TOWNSHIP OR OTHER DIVISION OF COUNTY NAME OF INCORPORATED PLACE Van Pelt DAY OF MONTH 16 YEAR 1910 ENUMERATED BY ME OR THE Mary J. ... ENUMERATOR

LOCALITY	NAME	RELATION	PERSONAL DESCRIPTION	SEX			MARRIAGE			OCCUPATION	EDUCATION		SCHOOLING	
				M	F	Other	Married	Single	Widowed		Never	Male	Female	Years
1	William H. ...	Head	24	M	24	1	0	0	0	Ironer - collar factory	8	0	1	0
2	Mary ...	Wife	19	F	19	1	0	0	0		8	0	1	0
3	Thomas H. Clark	Head	25	M	25	1	0	0	0		8	0	1	0
4	Caroline Clark	Wife	19	F	19	1	0	0	0		8	0	1	0

SEARS, ROEBUCK & CO., (Incorporated), Cheapest Supply House on Earth, Chicago.

MEN'S LINEN COLLARS AND CUFFS.

THE NEWEST, NOBBIEST AND BEST STYLES OF THE SEASON.

HOW TO ORDER COLLARS AND CUFFS. We have the best and latest styles in men's collars and cuffs. Our quality you will find in every detail of our collars and cuffs. We have the best and latest styles in men's collars and cuffs. We have the best and latest styles in men's collars and cuffs.

OUR FAMOUS 9 CENT COLLAR. No. 8125. Our famous 4-style Linen Collar. Guaranteed perfect in workmanship, superb in style and fit. Available for men. Size 14 to 17. Each collar costs 9 cents.

Our Great 18c Linen - All Linen Collars. No. 8126. These collars are made of the finest linen. They are guaranteed perfect in workmanship, superb in style and fit. Available for men. Size 14 to 17. Each collar costs 18 cents.

25c All Linen Collars for 18c. No. 8127. This is a lot of collars and they are a regular 25-cent quality. They are guaranteed perfect in workmanship, superb in style and fit. Available for men. Size 14 to 17. Each collar costs 18 cents.

MEN'S HIGH GRADE LINEN CUFFS, THE VERY LATEST STYLES. SIZES, 10, 10 1/2 AND 11.

No. 8128. Men's High Grade All Linen Cuffs. Made from the finest quality of linen. They are guaranteed perfect in workmanship, superb in style and fit. Available for men. Size 10 to 11. Each pair costs 25 cents.

No. 8129. Men's High Grade 4-Style All Linen Cuffs. Made from the finest quality of linen. They are guaranteed perfect in workmanship, superb in style and fit. Available for men. Size 10 to 11. Each pair costs 25 cents.

The US Thirteenth Census of 1910, for the population of the State of New York, County of Rensselaer, was held in April of that year.

The U.S. Thirteenth Census of 1910 showed Thomas H. Clark as the Head, aged 25 at the last birthday, and Caroline Clark as his Wife, aged 19 at her last birthday. They had been married for one year at the time of the Census. Thomas's occupation shown (as are several on the page) was "ironer - collar factory", his year of immigration to the United States was 1904, and his "nativity" was "Australian - English".

A page from a Sears catalogue of the time when Thomas would have been employed in the industry, one of some 15,000 employees in the collar industry in Troy - working in more than half a dozen vast factories. Source: renselaer.nygenweb.net

Not far below this entry, there is another Van Pelt family, the head being a Charles Van Pelt (one of Caroline's sisters) and his wife, Mary E. Van Pelt, with a nine year old son and two daughters, Anastasia, seven years, and Virginia F., aged four.

[At that time there were dozens of shirt collar and cuff manufacturers in Rensselaer, employing thousands of workers both male and female. These were detached collars and cuffs, fashionable from the 1800's right through to the early 1900's, the shirts being made independently.]

Rensselaer, New York, is located in up-state New York near Albany, on the near east side of the Hudson River, west of the New York, Vermont/Massachusetts borders.

Some time between 1910 and 1911 Thomas and Carrie moved to Springfield Massachusetts, on the eastern bank of the Connecticut River near its confluence with the western Westfield River, the eastern Chicopee River, and the eastern Mill River. Thomas is recorded as working as a "teamster" after moving to Spring Field.

There was a third person enumerated for the household in 1910, and that was Thomas's sister-in-law Virginia Van Pelt, aged 17 who also worked in the collar factory as a "folder".

LIST OR MANIFEST OF ALIEN PASSENGERS FOR THE COMMISSIONER OF IMMIGRATION. List A

Required by the regulations of the Secretary of the Treasury of the United States, under Act of Congress approved March 3, 1893, to be delivered to the Commissioner of Immigration by the Commanding Officer of any vessel having such passengers on board upon arrival at a port in the United States.

S. S. *Oceanic* sailing from *Liverpool* on *May 20*, 1903 Arriving at Port of *New York* 1903 175

No. on List	NAME IN FULL	Age	Sex	Married or Single	Calling or Occupation	Abilities	Nationality	Place of Birth	Last Residence	Final Destination (City, or Town)	Whether in possession of \$20 or equivalent, and if not, how much?	By whom passage paid?	Whether ever taken in the United States, and if so, when and where.	Whether going to join a relative and if so, what relation.	Has a wife or child, and if so, what relation, name and address.	Whether subject to military or naval service in his native country.	Whether able to read and write in his own language.	Condition of Health, Mental and Physical.	Defendant of Criminal Record and Convictions.
1	Phillips James	47	M	M	Journalist	yes	English	England	Worthington New Jersey	Philadelphia	self	\$100	No	yes	Brother	No	No	Good	No
2	Smith Helen	20	F	S	Student	yes	England	Holland	Norman	Philadelphia	self	\$100	No	no	no	No	No	Good	No
3	Hart Victor	19	M	S	Jeweller	yes	England	England	Windsor	New York	self	\$100	No	no	no	No	No	Good	No
4	Beardwood Samuel	34	M	M	Baker	yes	England	England	Windsor	New York	self	\$100	No	no	no	No	No	Good	No
5	Mallison Rufus	27	M	M	Engineer	yes	England	England	Windsor	New York	self	\$100	No	no	no	No	No	Good	No
6	Lucy Lewis	29	F	Wife		yes	England	England	Windsor	New York	self	\$100	No	no	no	No	No	Good	No
7	Born Whithead	6	F	Daughter		yes	England	England	Windsor	New York	self	\$100	No	no	no	No	No	Good	No
8	May Walter	14	M	S	Spool Maker	yes	Ireland	Ireland	Belfast	New York	self	\$50	No	no	no	No	No	Good	No
9	Walker Robert	30	M	M	Proprietor	yes	England	England	Reading	New York	self	\$500	No	no	no	No	No	Good	No
10	Acornett Robert	30	M	M	Wife	yes	England	England	Reading	New York	self	\$500	No	no	no	No	No	Good	No
11	Grantham Leonard	25	M	S	Farm labourer	yes	England	England	Wainfleet	New York	self	\$40	No	no	no	No	No	Good	No
12	Clark Thomas	18	M	S	Farm labourer	yes	England	England	Wainfleet	New York	self	\$40	No	no	no	No	No	Good	No
13	Clark Robert	18	M	S	Farm labourer	yes	England	England	Wainfleet	New York	self	\$40	No	no	no	No	No	Good	No
14	Clough Richard	35	M	M	Traveler	yes	England	England	Wainfleet	New York	self	\$40	No	no	no	No	No	Good	No
15	Jones Wm Roberts	61	M	M	Minister	yes	Wales	Wales	Swansea	New York	self	\$100	No	no	no	No	No	Good	No
16	Harrison William	40	M	M	Engineer	yes	England	England	Leeds	New York	self	\$50	No	no	no	No	No	Good	No
17	Carrigan David	41	M	M	Ministry	yes	England	England	Leeds	New York	self	\$50	No	no	no	No	No	Good	No
18	Gregory Thomas	5	M	S	Ministry	yes	England	England	Leeds	New York	self	\$50	No	no	no	No	No	Good	No
19	Britland John	27	M	M	Plumber	yes	Wales	Wales	Swansea	New York	self	\$50	No	no	no	No	No	Good	No
20	Owen William	23	M	M	Plumber	yes	Wales	Wales	Swansea	New York	self	\$50	No	no	no	No	No	Good	No
21	Levin Thomas	29	M	M	Agent	yes	England	England	London	New York	self	\$50	No	no	no	No	No	Good	No
22	Russell Lulu	27	F	Wife		yes	England	England	London	New York	self	\$50	No	no	no	No	No	Good	No
23	Darwin Norman	22	M	S	Ministry	yes	England	England	London	New York	self	\$50	No	no	no	No	No	Good	No
24	William	60	M	M	Ministry	yes	England	England	London	New York	self	\$50	No	no	no	No	No	Good	No
25	Muir Jane	37	F	Wife		yes	Germany	Germany	London	New York	self	\$50	No	no	no	No	No	Good	No
26	Muller Gertrude	28	F	Wife		yes	Germany	Germany	London	New York	self	\$50	No	no	no	No	No	Good	No
27	Snyder Thomas	26	M	M	Ministry	yes	England	England	London	New York	self	\$50	No	no	no	No	No	Good	No
28	Alphons	23	M	M	Ministry	yes	England	England	London	New York	self	\$50	No	no	no	No	No	Good	No
29	Therion Johannes	27	M	M	Agent	yes	Norway	Norway	Bergen	New York	self	\$50	No	no	no	No	No	Good	No
30	deLorenzo Georges	24	M	M	Agent	yes	France	France	Paris	New York	self	\$50	No	no	no	No	No	Good	No

With reference to Tom's possible arrival in the US, my 2nd cousin Steve Clark sent me a ship's manifest for the SS *Oceanic* sailing from Liverpool, UK on 20 May 1903. It contains an entry for a Thomas Clark, single, aged 18, a farm labourer, whose last residence was Wainfleet (near Ontario, Canada) and ultimate destination was Fairbury, Illinois, USA. Could this have been "our" Tom? The nationality was given as British, although Tom was born in Australia, but that could have been the thinking at the time. And there is one other point – the single gent above Thomas's name on the list came from Teedale, as did Tom's father. A whimsical thought is that two young men from a similar background went together on a grand adventure overseas? Unfortunately, it remains just that – whimsy!

CHAPTER 4 – STARTING A NEW FAMILY

Thomas and Caroline named their first child **Robert William Clark Jr.** (presumably in honour of Thomas's father back home in South Australia) when he was born 28 August 1911 in Springfield, Massachusetts.

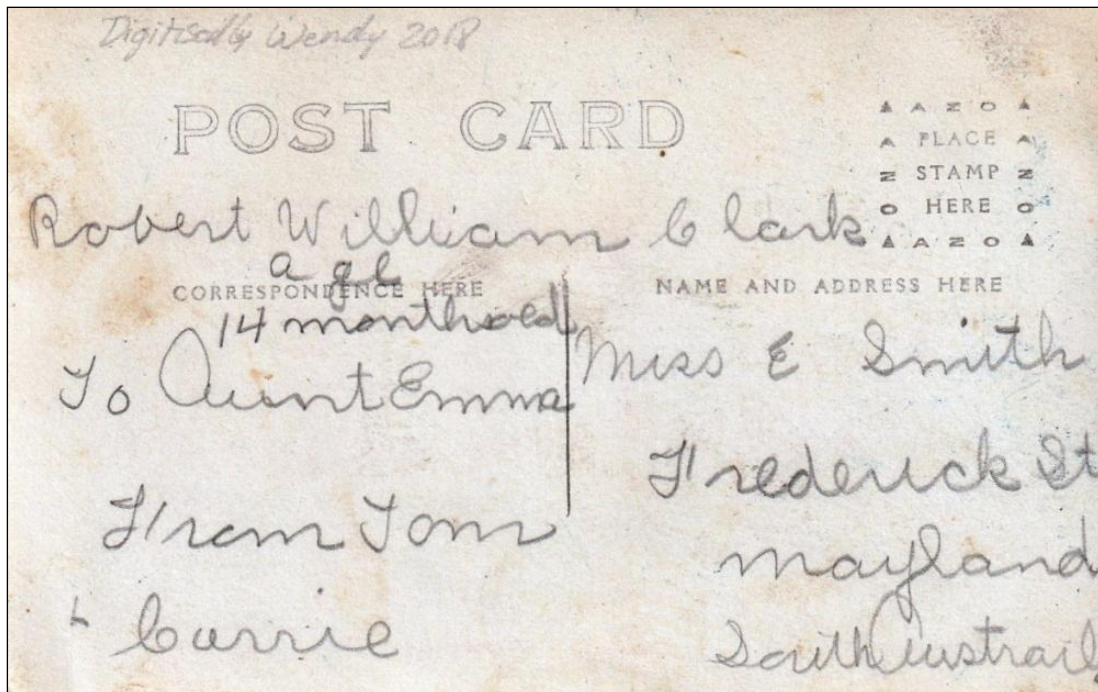
On the reverse of the postcard photo of little Robert we see that it was addressed to Miss E. Smith, Frederick St. Maylands. The brief note read "*Robert William Clark age 14 mths. To Aunt Emma from Tom and Carrie.*" Looking carefully, the "a" in Emma seems almost an afterthought, as though the writer wasn't quite certain whether to write Emma or Emily or just plain Emm. She was Thomas's aunt, and baby Robert's great-aunt. The postcard was in my father's sister's effects and given me by cousin Ian Masters.

The note also clearly shows that Thomas was known as Tom to his family; it suddenly seems to bring him much closer to me. There is no postmark, so perhaps the card was originally sent inside an envelope long since lost, but the age of 14 months puts the time of writing at about October 1912.

In a timeline context, this was six months after the sinking of the Titanic in the North Atlantic. Life has a way of helping balance the books. Lives lost at sea, but everywhere new parents were starting big families.



Robert William Clark Jr. aged 14 months
Photo courtesy Ian Masters.





No. 88 Frederick St, Maylands, SA, in 2018. Carefully restored in recent years.
R.W. Clarke sold the house in 1920.

My great-grandfather Robert William Clark(e) purchased this house at 88 Frederick St, Maylands, (an Edwardian villa built 1904) in 1908. He lived there until 1911, the year his namesake grandson was born. I understand Emily Louise Smith, to whom the postcard photo of the baby was sent, also lived there. [Emily’s middle name appears as ‘Louisa’ on some documents.]

COPY OF RECORD OF BIRTH

I, the undersigned, hereby certify that I am the Secretary of the Commonwealth of Massachusetts; that as such I have custody of the records of birth required by law to be kept in my office; that among such records is one relating to the birth of

ELLIOTT JOHN CLARK

and that the following is a true copy of so much of said record as relates to said birth, namely:-

Name <i>ELLIOTT JOHN CLARK</i>																					
Date of Birth <i>JUN 21 1914</i>																					
Place of Birth <i>SPRINGFIELD MASS</i>																					
Sex <i>M</i>	Color <i>W</i>																				
<table border="1"> <tr> <th colspan="2">Father</th> <th colspan="2">Mother</th> </tr> <tr> <td>Name <i>THOMAS H.</i></td> <td>Maiden Name <i>CARRIE VAN PELT</i></td> <td colspan="2"></td> </tr> <tr> <td>Residence <i>SPRINGFIELD MASS</i></td> <td>Residence <i>SPRINGFIELD MASS</i></td> <td colspan="2"></td> </tr> <tr> <td>Birthplace <i>AUSTRIA</i></td> <td>Birthplace <i>HOBOKEN N.J.</i></td> <td colspan="2"></td> </tr> <tr> <td>Occupation <i>TEAMSTER</i></td> <td>Occupation</td> <td colspan="2"></td> </tr> </table>		Father		Mother		Name <i>THOMAS H.</i>	Maiden Name <i>CARRIE VAN PELT</i>			Residence <i>SPRINGFIELD MASS</i>	Residence <i>SPRINGFIELD MASS</i>			Birthplace <i>AUSTRIA</i>	Birthplace <i>HOBOKEN N.J.</i>			Occupation <i>TEAMSTER</i>	Occupation		
Father		Mother																			
Name <i>THOMAS H.</i>	Maiden Name <i>CARRIE VAN PELT</i>																				
Residence <i>SPRINGFIELD MASS</i>	Residence <i>SPRINGFIELD MASS</i>																				
Birthplace <i>AUSTRIA</i>	Birthplace <i>HOBOKEN N.J.</i>																				
Occupation <i>TEAMSTER</i>	Occupation																				
Date of Record <i>JUN 23 1964</i>																					

And I do hereby certify that the foregoing is a true copy from said records.
WITNESS my hand and the GREAT SEAL OF THE COMMONWEALTH at Boston on this *28th* day of *MAY* 19*64*

John F. X. Davoren
JOHN F. X. DAVOREN
Secretary of the Commonwealth

Year *1914*
Vol. *425*
Page *315*
No. *1464*

FEE \$1.00

On the 5 Mar 1913, Tom and Carrie’s second child, **Thomas Hutchinson Clark Jr.** was born, also in Springfield, Massachusetts, but I have no childhood photographs of any of the children except baby Robert. The couple’s third child was **Elliot John Clark**, born the following year on 21 Jun 1914. His birth certificate states his father Tom’s occupation as “teamster”.

Copy of Record of Birth of Elliot John Clark Sr.,
Thomas Hutchinson Clark’s third son,
born 21 Jun 1914. Courtesy Charles A Clark.

In about 1914 Tom and Carrie returned to New York where Tom worked for McAllister Towing & Transportation on the New York canal system.

Tom and Carrie's daughters were **Arline** born 23 September 1916 in Bronx and finally **Caroline Mildred** 22 Apr 1918 in Bronx. The couple's family was complete and Tom was doing well in his job. He was described as a tug/barge Captain in some records. The company is still in existence, but despite extensive archival enquiries it appears there are no employee records available for that period, more than a century ago.

Various photos of the time show the barges and lighters were big, cumbersome, and heavily laden with their cargoes, including huge loads of coal, on the waterways in all weathers from summer heat to winter snow and ice. The environment was potentially dangerous.

In 1917 -1918 Thomas Hutchinson Clark worked on the barges and lighters of the New York Canal system. He was employed by McAllister Towing. Unfortunately, no employee records remain from that period.

Below is the URL to the history of the company. The time-relevant section of their history is quoted below, along with the company logo.

<https://www.mcallistertowing.com/about-mcallister/history/>



The global situation was also terrible during that time – the deadly influenza pandemic of 1918 would infect 500 million globally and kill an estimated 50 million. Closer to home, Carrie's brother Milton E. Van Pelt enlisted in the U.S. Army in about September 1917, for that was the year the United States entered World War I to join its allies Britain, France and Russia. Another brother, Fred, had enlisted in May. With her brothers in action in France, their welfare must have been an ever-present background worry for Carrie and her family.

And then came the horrific incident that would start to unravel the family at that time.

CHAPTER 5 – FAMILY IN CRISIS

In the words of the Medical Officer, Dr. Tong, in his Report of Death of Tom, “*about a month ago while at work on his boat his foot became entangled in a wire cable and he suffered a compound dislocation at the ankle – he has been in the hospital since – infection developed in the joint – he was taken to the operating room to have a pus pocket cleaned out and died during the operation.*”

OFFICE OF THE CHIEF MEDICAL EXAMINER
OF THE CITY OF NEW YORK

BOROUGH OF Brooklyn CASE NUMBER 1825

Report of Death
By U. V. Long M. D.
Assistant Medical Examiner.

Name of Deceased Thomas H. Clarke
Last Residence 703 West End Ave. N. Y.

Date and Time Of Death June 6, 1918
Examiner Notified 4:30 pm
Body Examined U. V. Long

Reported by Resident Certificate
Place of Death Long Island College Hosp From Long Island Col
Character of Premises
Pronounced Dead by U. V. Long

Removed to
Age 33 Years Months
Place of Birth Australia Days; Color or Race White
How Long Resident in City of New York 15 years How Long in U. S. (if of Foreign Birth) 15 years

Occupation
Father's Name Robert Clark Civil Condition Married
Father's Birthplace England
Mother's Maiden Name Anna Smith Mother's Birthplace England
Identified by Wife Anna Residence

WITNESSES

Tom died on the 6th June, 1918 at the Long Island College Hospital. The family was living at 703 West End Ave, New York.

His wife is recorded as identifying his body. I am concerned about the name given as that of his wife – Anna. Tom's wife's name was Caroline. His mother, who had died in 1893, was recorded as Anna Smith (her maiden name) on the Report of Death.

Was this a mistake by the person writing the Report? Perhaps, having just written "Anna" in the line above, that name instead of "Caroline" was inadvertently repeated below on the Certificate of Death under "Identified by".

First page of Report of Death of Thomas H. Clark

State the circumstances and particulars of death (condition of body and clothing, method of examination) criminal violence, casualty, suicide, suddenly when in apparent health, unattended by a physician, in prison, or in any suspicious or unusual manner.

I hereby certify that on the 7 day of June 1918,
I made an exam of the body of Thomas H. Clark
now lying dead at Long Island College Hospital
and upon investigation of the essential facts concerning the circumstances of the death and history of the case, I
am of the opinion that the cause of death was Chronic endocarditis
Compound dislocation of ankle
about a month ago, while at work on his boat, his foot became
tangled in an iron cable & he suffered a compound dislocation
at the ankle - he has been in the hospital since - infection
developed in the joint - he was taken to the operating room
to have a pus pocket cleaned out & died during the operation.

Second page of Report of Death

STATE OF NEW YORK
Department of Health of The City of New York
BUREAU OF RECORDS
CERTIFICATE OF DEATH

1 PLACE OF DEATH
BOROUGH OF Brooklyn

No. Long Island College Hospital St.

Character of premises (If institution, state name)
Whether tenement, private, hotel, hospital or other place, etc. Hospital

2 FULL NAME Thomas H. Clark Registered No. 12997

3 SEX Male 4 COLOR OR RACE White 5 SINGLE, MARRIED, WIDOWED OR DIVORCED Married
(Write the word)

6 DATE OF BIRTH May 30, 1885 13 DATE OF DEATH June 6, 1918
(Month) (Day) (Year) (Month) (Day) (Year)

7 AGE 33 8 I LESS than 1 day, ... hrs. or ... min.?

9 OCCUPATION (a) Trade, profession, or particular kind of work Boat Captain
(b) General nature of industry, business or establishment in which employed (or employer)

10 BIRTHPLACE (State or country) Australia

(A) How long in U. S. (if foreign birth) 15 yrs. (B) How long resident in City of New York 15 yrs.

11 NAME OF FATHER Robert Clark

12 BIRTHPLACE OF FATHER (State or country) England

13 MAIDEN NAME OF MOTHER Anna Smith

14 BIRTHPLACE OF MOTHER (State or country) England

15 Special INFORMATION required by deaths in hospitals and institutions and in deaths of non-residents and recent residents
Former or usual residence 203 West 154 St. W. Manhattan

16 I hereby certify that the foregoing particulars (Nos. 1 to 16 inclusive) are correct as near as the same can be ascertained, and I further certify that I have this 7 day of June 1918, taken charge of the body of deceased found at Long Is. Col. Hosp. and that I have investigated the essential facts concerning the circumstances of the death.

17 I further certify that I have viewed said body and from Exam. and evidence, that he died on the 6 day of June 1918, at N., and that the chief and determining cause of his death was Chronic endocarditis Compound dislocation of ankle (foot) that the contributing causes were (see above) W. J. Long, M.D.

Approved [Signature]
Assistant Medical Examiner
Chief Medical Examiner

18 PLACE OF BURIAL Woodlawn Cemetery DATE OF BURIAL June 9, 1918

19 UNDERTAKER Geo. F. Lynch ADDRESS 300 West 154 St.

NO MUTILATED CERTIFICATE WILL BE RECEIVED

JUN 7 - 1918

Death Certificate of Thomas Hutchinson Clark, dated 7 Jun 1918

The above report, and the Certificate of Death noted “Chronic endocarditis” as well as the compound dislocation of the ankle joint as the cause of death. Endocarditis can be caused by a faulty heart, or by infection.

Given that many of the Clarks suffered heart problems that caused their early deaths, this could well have been the case for Tom – or perhaps the infection from his smashed ankle caused or exacerbated this bacterial condition. In 1918 there were no life-saving intravenous antibiotic treatments.

What a terrible blow Tom’s death must have been for Carrie and their five children who must have already suffered with him as he languished in hospital for four weeks before he died.

Richard Warren, one of my four second cousins with whom I corresponded for some twelve years, wrote in 2010 “My maternal grand-father Thomas Hutchinson Clark died June 6th 1918. He was a barge capt. working for McAllister Towing (still in business) in N.Y.C. and died of gangrene in Long Island City College after an accident on the barge. Have death cert. Last address was 430 e.154th St. N.Y.C. searching for death notice/obit. Geo. F. Lynch was the undertaker. Buried in Woodlawn Cemetery.”

Back in South Australia, two months after the event, Tom’s father received the dreadful news of his son’s death. The Express and Telegraph (Adelaide SA:1867-1922) reported on Page 1 on Thursday 29th August 1918 the following: (Source: <http://trove.nla.gov.au/newspaper/rendition/nla.news-article209722958>)

“DEATH OF CAPTAIN CLARK Mr. R. W. Clark (Senior - Inspector of -Factories) has received information from America that his son, Captain Thomas Hutchinson Clark, who was in charge of a freight lighter, died on June 6, as the result of an accident. He was hoisting freight when a rope slipped and severed one of his feet at the ankle. The accident happened on March 5, and the sufferer was taken to a hospital, where he remained till his death. A widow and five children are left. Captain Clark was well known and highly-respected in South Australia.”

The above notice also appeared in The [Adelaide] Advertiser on the 30th August and in the [South Australian] Chronicle on 7th September.



8 Dover St, Maylands, South Australia. Built c.1883 as a Victorian villa. Robert William Clark(e) bought the house in July, 1911, and lived there until his death in 1922, when it became his son Herbert's until he sold it in 1925.

Then, as now, press reports were not always exactly accurate. The death certificate clearly stated a compound dislocation of the ankle, which is not quite the same as “severed one of his feet at the ankle.”

My great-grandfather Robert William Clark, Tom’s father, lived in a “Victorian villa” style house at 8 Dover St, Maylands, South Australia, which he had purchased in July, 1911. (Since council’s realignment of street numbering, it is now 20 Dover Street.)

Who imparted the tragic news of Tom’s death to Robert here in South Australia – was it a visit from the police, or perhaps a telegram from Tom’s widow? I do not know. But it must have been a sad time for him, and also for Emily Smith, Robert’s sister-in-law – the aunt who had cared for her five nephews and nieces, and to whom the photo of Tom’s first child had been sent in 1912.

Back in New York, Tom’s widow Carrie was left with her five children and her grief. Her eldest, Robert William Jr, was seven years old; Thomas Hutchinson Jr. was five; Elliot John, four; Arline was a two year old and baby Caroline Mildred had been born only three months before her father died. Carrie and her children lived with Carrie’s parents, Elliot and Mary Elizabeth van Pelt at No. 426 East 151st Street, Bronx NY.

Only about six weeks after her husband’s death, Carrie and her parents were dealt another tragic blow – her brother, Private Milton Van Pelt, at the age of 20, was killed in action in France in the horror of WWI. Carrie received the War Department telegram – both her parents were ill in bed at the time. Milton had only recently sent home a cheerful letter, so what a shock the telegram must have been.

KILLED IN FRANCE SAME DAY FATHER WAS 66 YEARS OLD

Parents of Private Van Pelt Ill
in Bed When Informed
of Son's Death.

Private Milton Van Pelt, Headquarters Company, 23d Infantry, 2d Division, was killed in action in France on the sixty-sixth birthday of his father, Elliott Van Pelt, July 2. The War Department telegram was delivered to-day at the family home, No. 426 East 154th Street.

The parents of the boy—he was only twenty—were both ill in bed, and the message was received by the soldier's sister, Mrs. Caroline Clarke, a widow, who lives there with her five children. Her husband, formerly captain of a lighter, was killed in an accident six weeks ago.

Mrs. Clarke said her brother enlisted a year ago and sailed in September. He had recently sent home a cheerful letter. His brother, Fred, enlisted last May.

The headlines in "Evening World", Wednesday July 17, 1918, Page 3, under "American War News", declared in bold print "KILLED IN FRANCE SAME DAY FATHER WAS 66 YEARS OLD".

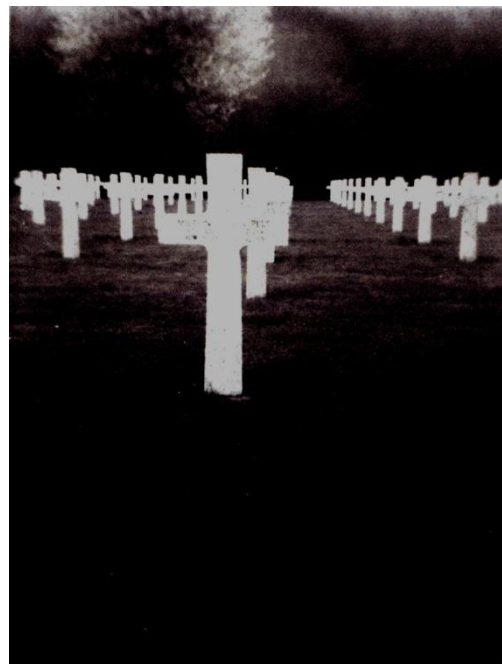
(<https://www.newspapers.com/clip/15528309/the-evening-world/>)

In 2018 I found on the internet the details of Pte. Milton's burial.

(www.interment.net > France > Aisne Marne American Cemetery)

He is at peace in Aisne Marne American Cemetery Belleau, France, Rue des Chevaliers de Colomb, 02400 Belleau, France.

"VAN PELT, Milton E., Death: 1918-07-02, Private First Class, 23rd Infantry Regiment, 2nd Division, State of Enlistment: New York, Plot: A, Row: 1, Grave: 13, U.S. Army, World War I"



Pte. Milton's headstone is the one in the foreground. Unfortunately the quality is poor, but his name can just be seen with a magnifier.

Her other brother, Frederick (Fred), had enlisted only a couple of months before, in May, 1918.

How fearful the family must have now been, for Milton and Fred were the only two boys they had had (apart from baby Walter who had died at about 12 months).



Tom's wife Caroline (Carrie) Clark (nee Van Pelt) is on the right in this photo. It is believed that the soldier beside her is her brother, Frederick (Fred) S. Van Pelt. It's thought that it was possibly taken c. pre-September 1917 when Pte Milton, another of her brothers, sailed with his regiment to France. Photocopied photo courtesy Charles Clark.

As though all the above were not enough for Carrie to bear, on the 11th October 1918 her mother died. Mary Elizabeth Eaton (nee Van Pelt) was "64 years, 5 months and 8 days" old. The Death Certificate (below) stated that she had suffered from "*diabetes mellitus*", the eventual cause of her death, for three years and five months; the contributory factor was "*diabetic gangrene of the left foot*" - duration, one month. She died at home, 430 East 154th St, Bronx.

STATE OF NEW YORK
Department of Health of The City of New York
BUREAU OF RECORDS
STANDARD CERTIFICATE OF DEATH

PLACE OF DEATH Home

REGISTRATION OF DEATH 430 E. 154th St.

7399

Character of person, public tenement, private, hotel, hospital or other place, etc. Private

Registered No. _____

FULL NAME Mary Elizabeth Van Pelt

SEX Female COLOR OR RACE White SINGLE, MARRIED, WIDOWED OR DIVORCED Married (Write the word)

DATE OF DEATH October 11th 1918
(Month) (Day) (Year)

DATE OF BIRTH May 3, 1854
(Month) (Day) (Year)

AGE 64 yrs. 5 mos. 8 ds. or 64 yrs. 5 mos. 8 ds. (If less than 1 day, ... hrs. or ... min.)

OCCUPATION (1) Trade, profession, or particular kind of work Housewife
(2) General nature of industry, business or establishment in which employed (or employer)

BIRTHPLACE (State or country) N. Y.

(1) How long in A. S. (If foreign birth) (2) How long resident in City of New York Life

PARENTS OF DECEASED

I. NAME OF FATHER William Eaton

II. BIRTHPLACE OF FATHER (State or country) N. Y.

III. MARRIED NAME OF MOTHER Elizabeth Hartman

IV. BIRTHPLACE OF MOTHER (State or country) N. Y.

Special INFORMATION required in deaths in hospitals and institutions and in deaths of non-residents and recent residents

Former or usual residence } _____

PLACE OF BURIAL Woodlawn Cemetery

DATE OF BURIAL Oct 14, 1918

UNDERTAKER Geo. F. Heyes

ADDRESS 270 W. 154th St.

Signature P. O. Galy M. D.

Address 940 Tenth Ave.

WITNESSES

I hereby certify that the foregoing particulars (Nos. 1 to 14 inclusive) are correct as near as the same can be ascertained, and I further certify that I attended the deceased from Sept 12th 1918 to Oct. 11th 1918 that I last saw her on the 10 day of Oct 1918, that death occurred on the date stated above at 3 A.M., and that the cause of death was as follows:

Diabetes Mellitus

duration 3 yrs. 1 mos. 14 ds.

Contributory (Secondary) diabetic gangrene of left foot

duration 1 yrs. 1 mos. 14 ds.

Witness my hand this 11 day of Oct 1918

FILED OCT 14 1918

Death Certificate of Mary Elizabeth Eaton (nee Van Pelt), Tom Clark's mother-in-law. Died 11 Oct, 1918

Mary, Carrie Clark's mother, was laid to rest in the Woodlawn Cemetery, Bronx, New York.

STATE New York COUNTY Bronx TOWNSHIP OR OTHER DIVISION OF COUNTY Bronx County NAME OF INCORPORATED PLACE Bronx County New York City DAY OF January 1920. SUPERVISOR'S DISTRICT No. 2 SHEET No. 15 B ENUMERATION DISTRICT No. 55 WARD OF CITY XAM 1140 4524

DEPARTMENT OF COMMERCE—BUREAU OF THE CENSUS
 FOURTEENTH CENSUS OF THE UNITED STATES: 1920—POPULATION

NAME OF INSTITUTION _____ ENUMERATED BY ME ON THE _____ DAY OF _____ 1920. Irma Laskoff ENUMERATOR.

PLACE OF BIRTH	NAME	RELATION	SEX	AGE	CITIZENSHIP	EDUCATION	NATIVITY AND MOTHER TONGUE				OCCUPATION	
							FATHER		MOTHER			
							Place of birth	Mother tongue	Place of birth	Mother tongue		
418 B 406	Elliot Walker Van Pelt	Head	M	31	U.S. born	High school	New York	Irish	New York	Irish	Police	W
	Caroline Mildred	Wife	F	29	U.S. born	High school	New York	Irish	New York	Irish	Homemaker	W
	Robert	Son	M	6	U.S. born	High school	New York	Irish	New York	Irish	Student	W
	Thomas H.	Son	M	4	U.S. born	High school	New York	Irish	New York	Irish	Student	W
	Elliott John	Son	M	3	U.S. born	High school	New York	Irish	New York	Irish	Student	W
	Arline	Daughter	F	2	U.S. born	High school	New York	Irish	New York	Irish	Student	W

U.S. Fourteenth Census, 15 Jan 1920 – showing Elliot Walker Van Pelt as the head, with his 29 year old daughter Caroline (widowed for two years by then) her children Robert, Thomas H, Elliott John, Arline, & Caroline Mildred.

In the 1920 Fourteenth Census of the U.S., State of New York, County of Bronx, Elliott W. Van Pelt was listed as the “Head”. Carrie and her five children were also listed.

Back in Adelaide, Emily Louise Smith, missing any word from Carrie, wrote a long letter, dated 12th March 1922, to Tom’s wife. It is the only token that I have of any correspondence between Emily and Carrie, other than the photo postcard of Tom and Carrie’s first-born, already mentioned. I am indebted to my second cousin Charles Arthur Clark (Tom Clark’s grandson) for sending a copy of this to me.

Below is Charles’ transcript of this 100 year old letter and as I read these words from Emily to her late nephew’s wife, life just seems to spring from the page. It’s about the daily minutiae of the ordinary lives of ordinary people, without mention of the sad events that must have touched her. Her letter paints a panorama of her family’s life in South Australia and her interest not only in the US branch of the family but in the world situation.

8 Dover St
Maylands
South Australia
March 12 1922

My dear Carrie

How are you dear? After all these long years - time rolls on & each day brings its duties & cares - we lost your address one day found your fathers & wrote. Now we have mislaid his letter, but chancing the old address will resend this on. Will Clark has got his second child. Feggie - 11 months Joan Mary is 3

How are things in America I suppose & also hope things are cheaper than since 1914 - we have had a very high cost of living a 2 lb loaf used to be 3. Now it is 5d our Mutton used to be from 2d to 4d lb. Now it is 10d & rump steak 1/4. but everything clothing included, is just half price for this season - write soon & let us know how your children are - Are they bright at school Tom always got on well. did he go in for photography at all? he was also good at his work. although never too strong.

if you happen to have any photo's of yours, the children, or their grandpa send them along - & we will send ours - we have got a nice cool change to day. it is Sunday grandfather is amongst his beloved flowers. Clarice has gone to Paradise with some friends & Paradise is noted for vegetables & fruit - the friend Clarice has gone to visit has an old garden 70 years old - 12 acres is set with oranges & lemons - when out in bloom the smell from the blossom is just sickening for a few weeks, but in a month or two the trees are laden with great oranges - they are beautiful to behold.

The war was a terrible cruel thing & God forbid that we should have another - Ireland seems very unsettled. it seems sad. does it not? every thing appears to be in a tumult. Strikes, unemployed, &c &c every one in power tries to reason with the men - but they are very unreasonable - they take a firm stand, & so do the Masters. I dont know what the end will be - Last year fruit was so plentiful this year it is very scarce. black spot is in the wallnuts this year - Never appeared here before- as a rule we have splendid seasons - Herbert is doing alright on his farm - but he has had an anxious winter - he is on reclaimed land on the banks of the Murray & they expected flood waters to break through & flood the land it would ruin their crops. & would prove disastrous to Many soldiers, & settlers on the land. They think all danger is over A man just a few miles from here

grew grapes, one bunch just weighed 15 lbs-. I think you folks in America grow good fruit too. Mostly all our buildings are of stone. very few are more than 2 storey. Those sky scrapers in your citys would surprise us would they not?

please write soon - we all send our kindest love to you all
your affate aunts Emmie, Rollie - Clarice & Grandfather

You loving Aunt
Emily L. Smith,
c/o Mr. R.W. Clark
8 Dover St - Maylands
South Australia

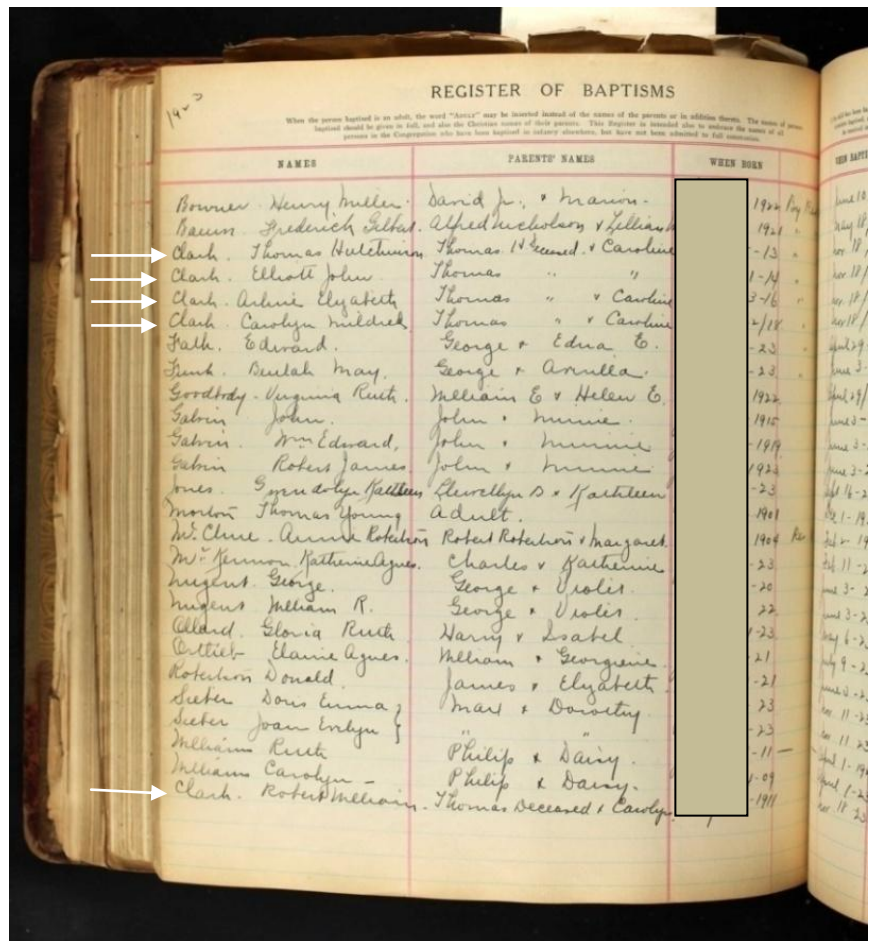
It is the simple, homely writing by this kind woman that brings my great-uncle Tom alive - he was good at his work, though not strong; he got on well at school, and his aunt was keen to know whether he had gone on to photography. Emily was anxious about the education of Tom and Carrie's children. "Grandfather" Robert loved gardens and flowers. (I have one of his delicate flower paintings.) Tom's brother Herb had had an anxious time on his farm during the River Murray floods.

Tom's other brother Will (William Clarence), now had two children, Peggie and Joan Mary. And Emily fervently hoped there would never be another war. She mentioned Clarice – presumably Ada Clarice Clark, Tom's sister, whose name appeared on some documents as Clarice Ada. And behind the words in her last sentence "Please write soon – we all send our kindest love to you all", we can feel a tangible longing for news from her nephew's family. I have no idea to whom "Rollie" refers in that last line.

Given circumstances that were soon to happen, it is possible that Emily did not hear again from the US side of the family.

What led Carrie to have all her children baptised on the 18th November, 1923? Her father, Elliot Walker Van Pelt, was now in his early seventies – was it something she felt obliged to do for his sake? Or did she have some strange presentiment of what was going to happen to her?

For whatever reason, Thomas Hutchinson, Elliot John, Arline Elizabeth and Carolyn (Caroline) Mildred Clark were all baptised, listed near the top of the page; Robert William was the last name on the page. The "Register of Baptisms" noted that Thomas H. was deceased.



The children were baptised into the Presbyterian Church, 137 Street, between Willis and Brooke Ave.

Much more was going to be demanded of Carrie Clark, for on the 2nd January, 1924, she lost her first-born child to "valvular heart disease". Robert William Clark Jr. was stated as being 12 years old on the death certificate filed 4th January 1924.

His body "was found at 375 East 136th St". I had gathered from this that the boy presumably died at home. This was borne out when my second cousin Steve Clark wrote to me on the 8th November, 2018. "According to the story my dad [Elliot John Clark, Snr] told me, he was a 'blue baby' (congenital weak heart / heart defect), and when he was sick they sent for a doctor, but since they had no money the doctor would not come, and his brother died in my father's arms waiting for the doctor to come."

Heart problems seem to have been a weakness in the Clark family; my great-grandfather Robert William died at 63. His son Herb, my grandfather, died at 72. His brother William Clarence died very suddenly from a heart attack at 54. Herb's brother Tom was described as "not strong" by his aunt, and his son Robert William Clark Jr. died at the age of only 12. My father Robert William (Bill) Clark died at 75 from an abdominal aneurysm. And I have medication for atrial fibrillation.

Young Robert was buried at Woodlawn Cemetery on 5th January 1924. In the space of six years Carrie's ageing parents Elliot and Mary had first together mourned their soldier son Milton. Elliot lost his wife Mary only four months after losing his son-in-law Tom. And then Elliot lost his grandson Robert.

15 II-1915
 1 PLACE OF DEATH
 Department of Health of The City of New York
 BUREAU OF RECORDS
 CERTIFICATE OF DEATH
 Registered No. 8946
 2 FULL NAME Carrie Clark
 3 SEX Female
 4 COLOR OR RACE White
 5 SINGLE, MARRIED, WIDOWED OR DIVORCED (Write the word) Single
 10 DATE OF DEATH June 4th 1924
 6 DATE OF BIRTH (Month) (Day) (Year)
 7 AGE 34 yrs. (Month) (Day) (Year)
 8 OCCUPATION (a) Trade, profession, or particular kind of work. Housewife
 (b) General nature of industry, business or establishment in which employed (or employer)
 9 BIRTHPLACE (State or country) Wanted State
 (a) How long in U. S. (if of foreign birth) (b) How long resident in City of New York 6 years
 10 NAME OF FATHER Elliot Van Pelt
 11 BIRTHPLACE OF FATHER (State or country) Wanted State
 12 MAIDEN NAME OF MOTHER Mary Elizabeth Eaton
 13 BIRTHPLACE OF MOTHER (State or country) Wanted State
 14 Social INFORMATION required in deaths in hospitals and institutions and in deaths of non-residents and recent residents.
 Former or usual residence 375 East 136th Street
 Where was disease contracted, if not at place of death?
 I hereby certify that the foregoing particulars (Nos. 1 to 15 inclusive) are correct as near as the same can be ascertained, and I further certify that deceased was admitted to this institution on June 2nd 1924, that I last saw her alive on the 4th day of June 1924, and that she died on the 4th day of June 1924, about 2³⁰ o'clock A. M. or P. M.; the diagnosis during her last illness was: *Acute appendicitis & general peritonitis*
 Contributory causes were
 duration yrs. mos. ds.
 Witness my hand this 4th day of June 1924.
 Signature *John J. Ryckel* M. D.
 House Surgeon
 I hereby certify that I have this day of June 1924, performed an autopsy upon the body of said deceased, and that the findings were:
 Signature *J. D.*
 Pathologist Hospital
 FILED JUN 5 1924
 16 PLACE OF BURIAL Woodlawn Cemetery
 17 UNDERTAKER George J. Ryckel 475 297 Willis Ave
 DATE OF BURIAL June 8 1924
 ADDRESS

Death Certificate of Carrie Clark (nee Van Pelt) (Courtesy Charles Clark)

Only about five months after losing his grandson, Elliot had another grief to bear. On 4th June 1924 their daughter Carrie died at Lincoln Hospital from "acute appendicitis and general peritonitis". She was laid to rest in Woodlawn Cemetery on the 8th June, 1924.

CHAPTER 6 – TOM’S SIBLINGS

Tom’s eldest sister, **Emily Olivia Clark** born 15th February 1883, never married and died as a young woman of only 26 years on the 2nd April, 1909.

When Tom was five years old his sister **Ada Clarice Clark** was born, on the 18th December 1890. All I have been able to find out about Ada is that in October 1925 she purchased a bungalow style house at 27 Albert Street, Payneham, where she lived for 14 years before selling it in December 1939. She remained single all her life, but I understand lived with her aunt Emily Louise Smith for many years. Clarice died on 8th July 1962, aged 72 years. I received a note from Julie Toner, one of Tom’s brother William Clarence’s grand-daughters, saying *“I remember visiting Aunt Ada at Nairne or Verdun, as a child. I remember a dusty lane leading to an old cottage – there was an old pram kept outside to store firewood”*.

Suzanne Laslett, a third cousin descended from the Smith family, wrote to me. *“I know Min (Emily Louise Smith) lived at Verdun as an old lady, with her niece Clarice. This would have been during the early fifties as I stayed with them. I remember Auntie Min as a tiny old lady sitting in a chair. “Aunty” Clarice (Ada) was a jolly woman with white hair. I enjoyed my stay with them. It was such a sad story about Annie Jane dying. My Nanna used to call in to Myer (a city department store) to see her cousin, Bill (William Clarence) who worked there. He would have been the baby of the family.”*

In a kind of role-reversal, Clarice lived with and cared for her aunt Emily into her old age. Emily Louise Smith passed away aged 88 years at Stirling, in the Adelaide Hills. Her residence was given as Verdun, a nearby township.

William Clarence Clark was indeed the baby of the family, born 6th January 1893. In his early 20’s he married Ellen Jane Maddigan on 12th September 1917 in the Roman Catholic St. Ignatius Church, Norwood. The wedding report in the city’s Sunday press noted that Herb filled the role of “best man” for his brother. I have only one photo of William, as a young man.



*“The Mail (Adelaide, SA : 1912 - 1954) Sat 27 Oct 1917 Page 11
Family Notices
WEDDINGS.*

CLARK—MADDIGAN.

*A quiet and pretty wedding was celebrated on Wednesday, September 12, at St. Ignatius’ Church, Norwood, when **Ellen**, .third daughter of Mr. and Mrs. J. Maddigan, of Maylands, was married to **William, youngest son of Mr. R. W. Clark**, of Maylands. The Rev. Father F. Connel officiated. The bride, who was given away by her father, looked dainty in a frock of ivory crepe-de-chine with full court train simply fashioned with true lover’s knots and orange blossom, and carried a shower bouquet of white flowers and fern. The trainbearers—little Jean and Lorna Maddigan, twin nieces of the bride were dressed in white silk and lace frocks, with net caps underlined with pink. The bridesmaids were Miss Lottie Maddigan, sister of the bride, and **Miss Clarice Clark**, sister of the bridegroom, who both wore coats and skirts of champagne taffeta and tagel hats of same colour trimmed with pretty posies and ribbon, and each carried a bouquet of lavender flowers, with streamers of same colour. The bridegroom was supported by his brother, **Mr. Herbert Clark**, and Mr. Jade Maddigan, brother of the .bride, acted as*

groomsman. After the ceremony the reception was held at "Crosby House", Dover Street, Maylands. Mrs. J. Maddigan, mother of the bride, was gowned in black crepe-de-chine, with smart hat of black and white crepe-de-chine. Later in the afternoon Mr. and Mrs. William Clarke left by motor for the honeymoon. The bride travelled in a coat and skirt of cream serge and a black aerophane hat trimmed with ribbon and posies of blue. Among the guests were:— Mr. and Mrs. W. Maddigan, Mr. and Mrs. Martin, Misses Eileen and Kathleen Martin, Mrs. E. O'Callaghan (Crystal Brook), Miss L. Maddigan, Miss K. Maddigan. Mr. J. Maddigan, Mr. and Mrs. Hogan, **Mr. R. W. Clark, Miss E. Smith**, Mrs. Garvie, Mr. and Mrs. J. McAskill, Miss J. McAskill, Mr. S. Sando, Mrs. Burroughs, Mr. and Mrs. Ransom, Miss Carrick, Mrs. Head (Huddleston), Miss M. Ryan, and Mr. and Mrs. Phillips."

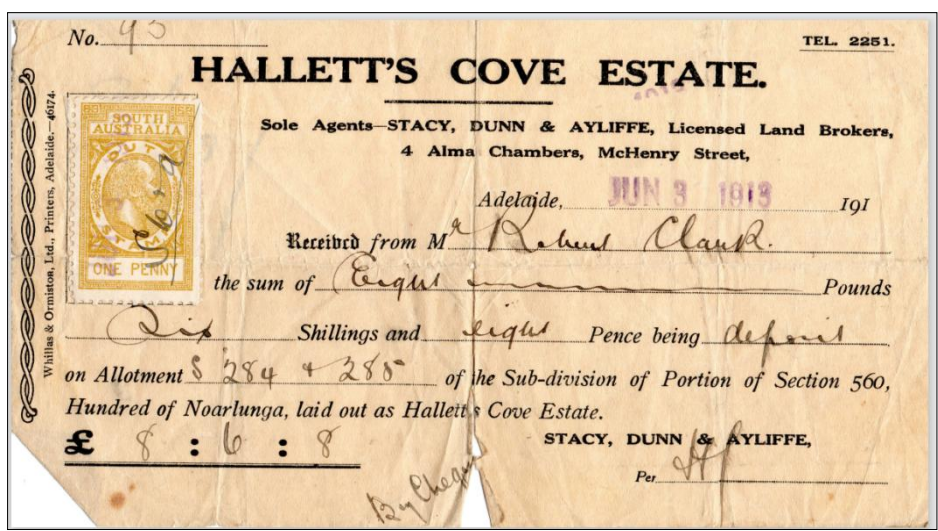
Their children were Joan Mary (married Leigh Gryst) and Margaret (married Jim Stevens). I remember, from many years back, these ladies occasionally visiting my mother Pearl Clark.

Unfortunately William Clarence had possibly inherited the Clark heart weakness, for he died at a comparatively young age, and his death was noted in the daily paper as follows:

"Man Dies Suddenly In City
William Clarence Clark, 55, shop assistant, of Crewe street, Henley Beach, collapsed and died in the Myer men's clubroom, Gresham street, city, yesterday afternoon. A report is being prepared for the City Coroner Mr. T. E. Cleland."

Source: The Advertiser (Adelaide, SA : 1931 - 1954), Tuesday 5 August 1947, page 3
 National Library of Australia <http://nla.gov.au/nla.news-article35991424>

And then there was **Herbert Hinde Clark**, Tom's loving younger brother. Herb, the eighteen year old who had tried to send the photo of himself in his football togs to Tom, pleading for a letter that, for whatever reason, never came. I never heard my grandfather mention Tom.



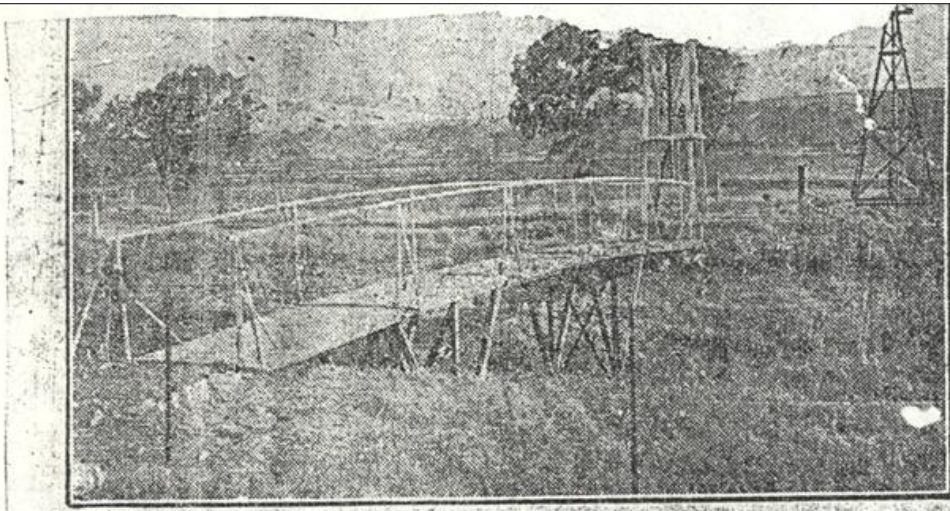
My great-grandfather Robert William Clark(e) was not only an excellent craftsman and tradesman, artist, building planner and designer, but also obviously had an eye on the future. He purchased housing allotments at Hallett's Cove

Estate as soon as they were opened up in 1913; one he later sold and the other he passed to his son Herbert. He also "placed" his son on a dairy farming "block" in the little town of Mypolonga on the banks of the River Murray. Rural production would become a necessary occupation during World War I a year later.



c.1950 – Herbert Hinde Clark, my grandfather and retired dairy farmer, on right. My father, Robert William Clark (Herb's son) on left. Emily Louise Smith seated outside her home, and the writer, Wendy Baker (nee Clark) aged about age 3.

The following press clipping from the *Observer* (Adelaide 1905-1931) dated 18 January 1919 details the initiative, engineering expertise and wisdom of our great-grandfather Robert William Clark(e) and what he did for his son Herb. It also reveals Herb's community spirit in this little town. But I wonder what our great-grandfather's relationship with his other boys, Bill and Tom, was like, as the children grew into their teens.



REINFORCED CONCRETE BRIDGE.

The construction of the bridge depicted above is referred to in the article on this page headed "A Story of Achievement."

A STORY OF ACHIEVEMENT.

INDIVIDUAL AND CO-OPERATIVE ENTERPRISE.

When last year the floodwater swept over the Mypolonga reclaimed swamp lands the settlers were naturally cast down. They saw the results of many months' labour and planning blotted out, and knew not what the ultimate end would be. Considerable financial loss was inevitable and in addition, at the best, they realized that so far as they were concerned time had been pushed back 18 months or two years. Had their faith been weaker, or their hearts less stout many of them probably would have given up in disgust, but events have shown that they merely waited for the waters to subside sufficiently for them to get on their land again, and then once more resumed their operations more than ever determined to achieve success.

—A Happy Trio.—

Some of them, of course, have done better than others. That will always be the case where there are many men of different temperaments and ideals. The majority, however, have utilized their opportunities wisely and well, and are now on the high road to the pleasant goal which they pictured when they took up their blocks. Among the three happiest and most enterprising settlers are Messrs. G. Hall, H. H. Clark, and F. Pickering. The holdings of the two firstnamed adjoin, but there is another block between that of Messrs. Clark and Pickering. That fact, however, has not prevented the trio from working together in the fullest spirit of co-operation, with gratifying advantages all round. Between them the trio have from 50 to 60 dairy cows, and they also deal extensively in pigs. Recently they installed a modern milking machine and a power-driven separator, and the whole of the milking and separating is now completed in a couple of hours. Two of them attend to the milking, &c., and the other devotes himself to the pigs and any other work which may require attention. There is no wasted effort or time.

requirements of the livestock are met by growing barley, oats, wheat, lucerne, and maize. Off swamp land this season Mr. Clark took approximately 4 tons of wheaten hay to the acre, and the land which carried the crop is now being prepared for maize.

—Permanent Improvements.—

One of the first things Mr. Clark did when he took possession of his block was to erect a large wood and iron building of four rooms—three for living in, and the other for church and other public purposes. The latter is capable of accommodating 180 persons, and it has been a distinct boon to the people of Mypolonga. Later a windmill on a 20-ft. stand, was placed in position near to the back channel, so as to provide a supply of fresh water for the livestock and the house. Then a 200-gallon tank was reared on a stand 14 ft. high, and from this the water, which flows into the channel from the river, gravitates to a 400-gallon tank further back whence it runs to the house and a 140-gallon trough regulated with a ballcock. Mr. Clark recognises—not better—the absolute necessity for cows having access to all the water they require. To stint them in this respect is to cut down the profits from the herd.

—A Fine Bridge.—

A work of which not only Mr. Clark, but also the whole settlement, is proud, is a reinforced concrete bridge which has been built across the back channel, and the existence of which is a great convenience, providing, as it does, direct access from the homestead to the front of the block, and saving a long round-about journey. Like most of the other improvements practically the chief credit of this belongs—not to Mr. Clark, but to his father, Mr. R. W. Clark, the Senior Inspector of Factories, who resides at Maylands. When Mr. Clark, sen., was able to place his son on Mypolonga he realized one of his most ardent ambitions.

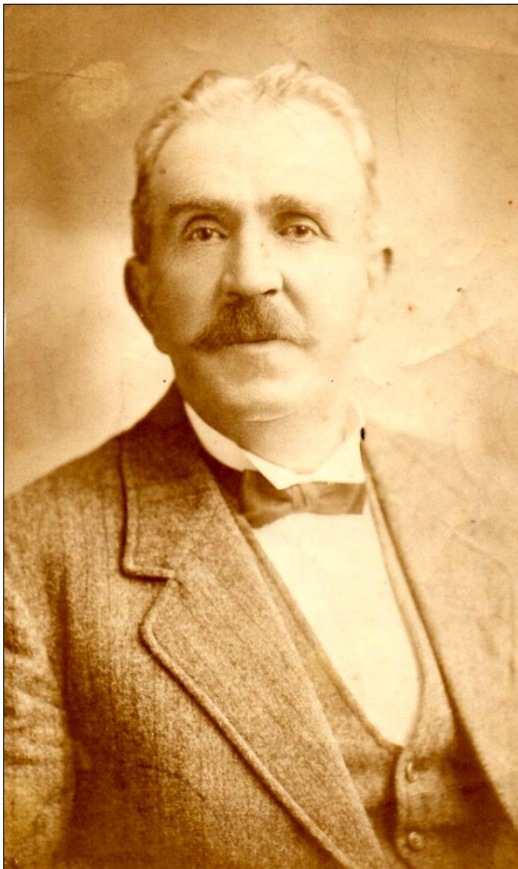
He had always taken a keen interest in agricultural and horticultural pursuits. The bridge is 45 ft. long and 5 ft. wide, and it is formed of old tramrails, which were removed from the Magill road during the process of electrifying the Adelaide tramway system. Mr. Clark secured a quantity, and had them stacked in his yard at Maylands. He prepared his plans for the bridge, and worked on the rails on Saturday afternoons and holidays. With an 8-in. hacksaw he cut the rails into the required lengths, and bored the necessary holes in them—about 140—with a hand ratchet brace. The operations occupied a long, long time, but eventually they were completed, and the rails sent to the swamp, where they were deposited on either side of the channel. About bags of cement were purchased, and

stone was obtained from the high land at the rear of the block to make the concrete. So accurately had everything been planned that within two hours of starting the iron work of the bridge was firmly fixed in position, and bolted together. The reinforcing was then done, and the concrete introduced. For the hand or guardrails 1½ in. black iron piping was used, and on one side this support is utilized to convey the water from the tank near to the windmill to that at the rear. Officials of the Irrigation Department have pronounced the structure to be admirable, and so it is.

When Steve Clark visited us in 2018, our daughter Valerie took him to Mypolonga. Herb's original farm house and dairy no longer exist. But there amongst rank grass and the now-silted up back channel they found the bridge – still intact, though sadly no longer needed. At almost a century old, it was indeed, as the press had noted in 1919, an "admirable structure".



Steve Clark with the writer Wendy Baker (L) and her daughter Valerie (R), on the “admirable structure” of our great-grandfather’s prefabricated bridge still standing after 99 years in 2018



Robert William Clark passed away on the 1st August 1922 at only 63 years. This highly respected native of Yorkshire had been promoted to the position of Chief Inspector of Factories, South Australia, only two years previously.



Headstone (at Payneham Cemetery, South Australia) of Robert William Clark Snr & daughter Emily, daughter Clarice Clark, his mother-in-law Sarah, and her daughter Emily Louise Smith. Photo courtesy Steve Clark

Robert’s direct descendants in South Australia, to me, were Herbert Hinde Clark who married Ruby Gladys Moore. Their children were Robert (Bill) William Clark (my father), and Clarice Lucy Clark. Bill Clark married Pearl Hastwell who had two daughters – me and my sister Lyndell, eight years my junior, who has one daughter and one grand-daughter. Clarice married Reginald Masters and they had two

daughters and a son – my cousin Ian (who gave me much of my information), and Susan and Deidre. All in my generation married and have children and grandchildren.



Left: Herbert Hinde Clark (Tom H. Clark's brother, and Wendy Baker (nee Clark's) grandfather; Centre: Robert William (Bill) Clark (Herb's son and Wendy's father); Right: Clarice Lucy Masters (nee Clark), Bill's sister.

CHAPTER 7 – CARRIE'S SIBLINGS

Caroline (Carrie) Van Pelt was one of the ten children born to Mary Elizabeth Van Pelt (nee Eaton) and Elliot Walker Van Pelt. Their first-born was **Charles Spencer**, born 1876, followed by a daughter, **Cora**, born three years later in 1879. Cora died when only 12 years old. Her sister **Arline** arrived in 1882 and **Eunice** in 1884. Then came **Frederick** in 1887, and Caroline (**Carrie**) in 1890. **Ida Virginia** was born the following year in 1891. Two children seem to have been born in 1893 – **Walter**, who died as a baby only a year later, and **Edna**, who died when a two year old. **Milton** was the last born, in 1897.

Charles Spencer Van Pelt was a three year old on the census - Schedule 1, dated 25th June, 1880, Inhabitants, County of Hudson, New Jersey. His father Elliot Walker Van Pelt was a "druggist's clerk", and his mother "kept house". He was enumerated on the 1885 New Jersey State Census in the City of Hoboken, Hudson County, along with his sisters Arline and Eunice and their parents. The Twelfth Census of the US (schedule 1 – Population) had no record of Charles, but his parents and siblings Arline, Eunice, Frederick, Caroline, Ida and Milton were recorded. Elliot, age 47, was a "packer" for a "sauce manufacturer", and 18 year old Arline was a "labeller" for a "bottling manufacturer". 16 year old Eunice was a *saleswoman (ribbons)* and Frederick at 12 years old was a "cash boy". Caroline (Carrie) and Ida were at school and Milton was only two years old.

Charles Spencer registered for military service on 12th September, 1918. According to his Draft Registration Card, at 42 years of age he was still tall and slender with brown hair and blue eyes. His work as a teamster for B. Cooper Ice Co. at Bond & Turner, Troy Rensselaer

New York, would have kept him fit. His nearest relative was his mother, Mary Van Pelt (nee Eaton).

REGISTRATION CARD

Serial Number: 2011, Order Number: 1262

1 Name in full: Charles Spencer Van Pelt (Print name)

2 Present home address: 366-44th Troy Rens NY

3 Date of birth: July 18 1876

4 Place of birth: Troy Rens NY

5 U.S. Citizen: Yes

6 Present occupation: Fireman, Employer: B. Cooper Ice Co

7 Nearest relative: Mrs. Mary Van Pelt, Address: 366-44th Troy Rens NY

8 Signature: Charles Spencer Van Pelt

REGISTRAR'S REPORT 31-2-24-C

1 Full, medium, or short: Tall

2 Color of eyes: Blue

3 Color of hair: Brown

4 Signature: Theodore B. Mertens

5 Date of registration: Sept 12 - 1878

6 Local Board Div. No. 3, City of Troy, State of New York, Fire Headquarters, Fifteenth St. North, Troy, N. Y.

Charles Spencer Van Pelt - United States World War I Draft Registration Cards, 1917-1918

Charles later married Mary E. Van Slyke (or possibly Van Sylke) (1879 – 1958) and their children were Anastasia (1902 – 1988), Virginia F. (1906 – 1960), Charles S. Jr. (1912 – 1988), and Eben Elliott (b.1901). Charles S. Van Pelt Jr. was registered at age 27 on the Sixteenth Census Population Schedule in the state of New York, dated 2nd April 1940, as was his wife Marion. She was a “schoolteacher - public school”, and he was a “purchasing agent - Insurance”

In the 1905 New Jersey State Census, Charles Spencer’s 17 year old brother **Frederick’s** occupation was “insurance clerk”. Frederick’s WWI draft registration was on 5th June 1917. Aged 30 at the time, he was married with one child and was a “floatman” employed by N.Y. Central at 6 Beaver St. From a small amount of research it appears that a “floatman” had the task of floating cargo barges on the New York canal system to connect with rail freight. This was only four years after the opening of New York Central train station.

REGISTRATION CARD

Form: 614, Serial: 2039, Order: 207

1 Name in full: Frederick Van Pelt (Print name), Age in yrs: 39

2 Home address: 310 E 11th, New York NY

3 Date of birth: July 10 1887

4 Place of birth: Hoboken N.J., U.S.

5 Where were you born? Hoboken N.J., U.S.

6 What is your present trade, occupation, or office? floatman, N.Y. Central, 6 Beaver St.

7 By whom employed? N.Y. Central, 6 Beaver St.

8 Where employed? N.Y. Central, 6 Beaver St.

9 Have you a father, mother, wife, child under 18, or a sister or brother under 18, wholly dependent on you for support? specify which? wife & child

10 Married or single - which? married (specify which) - one child

11 What military service have you had? Rank: None, branch: None

12 Do you claim exemption from duty (specify grounds)? None

13 Signature: Fred Van Pelt

REGISTRAR'S REPORT 31-9-10-A

1 Full, medium, or short: Tall

2 Color of eyes: Blue

3 Color of hair: Brown

4 Signature: Max Levy

5 Precinct: 33-33

6 City or County: Bronx

7 State: New York, Date of registration: June 5 1917

Frederick Van Pelt – United States WWI Draft Registration card

Charles' and Frederick's brother, **Milton E. Van Pelt**, was detailed previously in this story. He was a *Private First Class, 23rd Infantry Regiment, 2nd Division*, at the time of his death in action in WWI in France, where he was buried.

HonorStates.org, on Milton's military profile, reads "He was a *World War I Era* casualty on July 2, 1918. ★ He served with honor in the *United States Army*. ★ He is remembered by the people of *New York* ★ May his positive example inspire us, as global citizens. ★ When we work together, we can help one another."
<https://www.honorstates.org/index.php?id=147659>

Milton Van Pelt, a member of the Headquarters Company, 23d Infantry, was killed in action in France on the sixty-sixth birthday of his father, Elliott Van Pelt, of 430 East 154th Street. Both the boy's parents were ill when the official notification from the War Department was received.

Photo and text from New York Tribune, 1 Sep. 1918, P.2

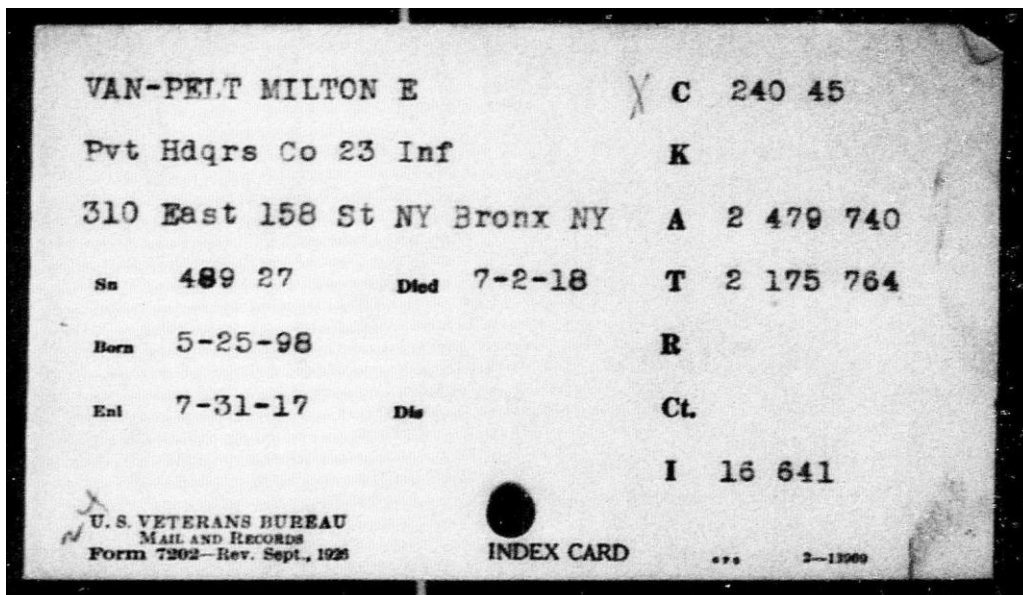


Private Milton E. Van Pelt, 23d Inf., Bronx, N. Y. Killed in action.

Aisne-Marne
American Cemetery and Memorial
(American Battle Monuments
Commission)

<https://militaryhallofhonor.com/honoree-record.php?id=13527>





Citation: “United States, Veterans Administration Master Index, 1917-1940,” database, FamilySearch (<https://familysearch.org/ark:/61903/3:1:3Q9M-C3MH-KQ4K-F?cc=2968245> : 8 August 2019), image 1 of 1; citing NARA microfilm publication 76193916 (St. Louis: National Archives and Records Administration, 1985)

The fourth boy born to Elliot Walker Van Pelt and Mary Elizabeth was **Walter**, the baby who died the year following his birth in 1893.

CHAPTER 8 – TOM AND CARRIE CLARK’S DESCENDANTS

The Van Pelt boys’ sister Caroline (Carrie) Van Pelt was only eighteen years old when she married my great-uncle Thomas (Tom) Hutchinson Clark, five years her senior.

Looking now more closely at their five children, the eldest, **Robert William Clark Jr**, b. 1911, died from heart disease on the 2nd January 1924 at the age of twelve.

Thomas Hutchinson Clark Jr, b. 1913, appeared on the 1930 US Census as a Lodger-dependant with William & Theresa Urstadt, Second St, Monmouth, New Jersey. He had not attended any school or college since September 1929, the previous year, and he had turned 16 a month before the Census. His occupation was given as salesman for a grocery chain.

According to the U.S., Social Security Applications and Claims Index, 1936-2007, Thomas, born in Springfield, Massachusetts, passed away on the 24th May, 1992, aged about 79, in Orange, Florida. It would have been the day before his and his wife Dorothy Marie (nee Joseph)’s 53rd wedding anniversary. Dorothy passed away in 1995, aged about 75-76 years, and their memorial plaque is in Woodlawn Memorial Park, Gotha, Orange County, Florida, USA. <https://www.findagrave.com/memorial/86554771/thomas-h-clark>



Available provenance as cited by Charles Arthur Clark:

“There is an entry in the Van Pelt family bible, Births: Thomas Clark – March 5, 1913.

Also:

<https://www.findagrave.com/memorial/86554771/thomas-h-clark>

Thomas H Clark

BIRTH 1913

DEATH 1992 (aged 78 -79)

BURIAL Woodlawn Memorial Park

Gotha, Orange County, Florida, USA

MEMORIAL ID 86554771

Find A Grave, database and images (<https://www.findagrave.com> : accessed 9 February 2019), memorial page for Thomas H Clark (1913–1992), *Find A Grave* Memorial no. [86554771](#), citing Woodlawn Memorial Park, Gotha, Orange County, Florida, USA ; Maintained by Sharon Rogers-Fabris (contributor [47376092](#)) .

Find A Grave, database and images (<https://www.findagrave.com> : accessed 9 February 2019), memorial page for Dorothy M Clark (1919–1995), *Find A Grave* Memorial no. [86554793](#), citing Woodlawn Memorial Park, Gotha, Orange County, Florida, USA ; Maintained by Sharon Rogers-Fabris (contributor [47376092](#)) .

XX

NAME: **Thomas Hutchinson Clark**

GENDER: **Male**

RACE: **White**

BIRTH DATE: **5 Mar 1913**

BIRTH PLACE: **Springfield, Massachusetts**

DEATH DATE: **24 May 1992**

FATHER: **Thomas H Clark**

MOTHER: **Caroline M Vanpelt**

SSN: **128017863**

NOTES: **May 1938: Name listed as THOMAS HUTCHINSON CLARK; 03 Jun 1993: Name listed as THOMAS H CLARK**

HOUSEHOLD MEMBERS

NAME

[Thomas Hutchinson Clark](#)

[Thomas H Clark](#)

[Caroline M Vanpelt](#)

The next piece of the jigsaw puzzle, with regard to Robert William Jr.'s and Thomas Hutchinson Jr.'s siblings, slotted in neatly, courtesy of Rick Warren. He sent me an email attachment showing that on 2 June, 1926, Tom and Carrie's orphaned children - **Elliot John** (twelve years old) – later to be referred to as Elliot John Sr., **Arline Elizabeth** (ten) and **Caroline Mildred** (eight) were taken to the Wartburg Orphan's Farm School by their aunt, Eunice W. Lewis.

This followed various medical, dental and "mental" examinations which resulted in Elliot and Arline being referred to the eye and ear hospital for glasses and chronic otitis of the ear; they both had tonsillectomies. From other records it appears Elliot was evidently bright and good at his schoolwork. The children were listed as "free" on their admission documents, due to the straitened financial situation of extended family.

Wartburg was a Lutheran non-profit children's home and from correspondence I have seen they seem to have been sincere in their concern for these three children's welfare and well-being.

DEPARTMENT OF COMMERCE-BUREAU OF THE CENSUS
 FIFTEENTH CENSUS OF THE UNITED STATES: 1930
 POPULATION SCHEDULE

State New York Incorporated place Mount Pleasant Ward of city Thousand Block No. 1308
 County Westchester Unincorporated place Thousand Institution Wartburg Orphan's Farm Enumeration District No. 60-195 Supervisor's District No. 20 Sheet No. 26 A 198

Place of birth of each person enumerated and of his or her parents. If born in the United States, give date of birth. If foreign birth, give country by which territory or possession, and date of acquisition. For territories, possessions, French West Indies, English, and Dutch West India Colonies, give date of acquisition. For United States, give date of birth.

PLACE OF BIRTH	NAME	RELATION	HOME DATA	PERSONAL DESCRIPTION	EDUCATION	PLACE OF BIRTH			MOTHER			FATHER			CITIZENSHIP	OCCUPATION AND INDUSTRY		EMPLOYMENT	VETERAN
						PERSON	MOTHER	FATHER	PERSON	MOTHER	FATHER	PERSON	MOTHER	FATHER					
1	Carrie Anne H.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	57	11
2	William H.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	58	12
3	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	59	13
4	Elliot J.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	60	14
5	Arline E.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	61	15
6	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	62	16
7	Elliot J.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	63	17
8	Arline E.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	64	18
9	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	65	19
10	Elliot J.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	66	20
11	Arline E.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	67	21
12	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	68	22
13	Elliot J.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	69	23
14	Arline E.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	70	24
15	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	71	25
16	Elliot J.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	72	26
17	Arline E.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	73	27
18	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	74	28
19	Elliot J.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	75	29
20	Arline E.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	76	30
21	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	77	31
22	Elliot J.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	78	32
23	Arline E.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	79	33
24	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	80	34
25	Elliot J.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	81	35
26	Arline E.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	82	36
27	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	83	37
28	Elliot J.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	84	38
29	Arline E.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	85	39
30	Caroline M.	Wife	77 11 22 22 22 22			Germany	Germany	Germany	Germany	18 12 1	1922 12	1922 12	1922 12	U.S.	Unemployed	Unemployed	U.S.	86	40

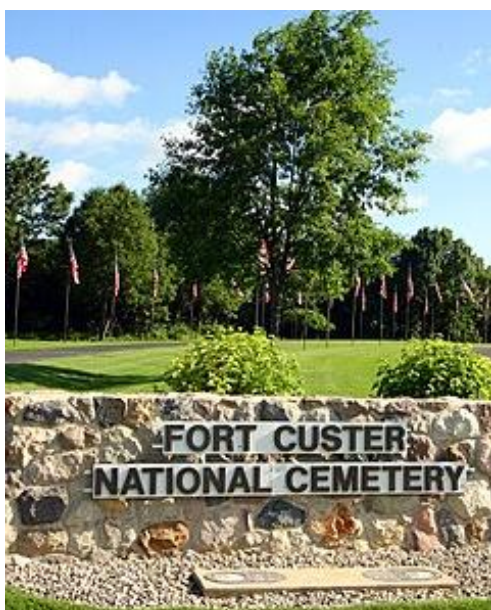
These are the enumerations of the Wartburg Orphan's Farm School

The three Clark children.

1930 Fifteenth US Census - Wartburg Orphan's Farm, School, Mount Pleasant, Westchester, New York. Showing Elliott J. Clark, Arline E. Clark and Caroline M. Clark

It seems that only a year later, when Robert was 23, he was drafted into the US Army.

SERIAL NUMBER 993	I. NAME (Print) Robert - BAIN - Tellier		ORDER NUMBER 2953
2. ADDRESS (Print) 63 West 90 Street 63 W. 91ST N.Y. N.Y.			
3. TELEPHONE	4. AGE IN YEARS 23	5. PLACE OF BIRTH CHICAGO ILL.	6. COUNTRY OF CITIZENSHIP U.S.A.
DATE OF BIRTH 10-25-1917			
7. NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS MRS. ARLEEN - Tellier		8. RELATIONSHIP OF THAT PERSON wife	
9. ADDRESS OF THAT PERSON 63 W. 91ST N.Y. N.Y.			
10. EMPLOYER'S NAME Crowell Publishing Co			
11. PLACE OF EMPLOYMENT OR BUSINESS 330 W. 92ST. N.Y. N.Y.			
I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.			
REGISTRATION CARD D. S. S. FORM 1	(over)	16-17105	<i>R. Tellier</i> (Registrant's signature)



(Photo - Wikipedia 2022)

Robert B. Tellier passed away 2 October 1985, aged 67 years, and is buried in the Fort Custer National Cemetery, Augusta, Kalamazoo County, Michigan, US. The plot is recorded as Section MA, Site 413.

Arline Elizabeth Tellier (nee Clark) remained a widow for 17 years until she passed away 13 April 2002, aged 85, and is buried in the same cemetery as her husband in Section 6, Site 488.

In March 2022 I received an email from Bill Tellier, (another of Wendy Baker (nee Clark)'s second cousins,) and the youngest of the six children born to Robert and Arline. He wrote *“Arline is the sister of Caroline Clark and the aunt of Carol Ann Rediger.*



Arline is in the top row second from right and her husband is in the top row far right. Their children are Jeanne Marie Koren, Robert Elliot Tellier, Mary Margret (KC) Satan, Deborah Campbell Martinez, Clinton Daniels Tellier and me, William (Bill) Martin Tellier.

Robert is in the front row middle; I, William am the little “squirt” to his right, and Clinton is to my right. Mary (KC) is top left and Deborah is two right of KC. Jeanne is missing and we believe she is in Germany to follow her dancing career.”

The youngest of Tom and Carrie's five children, **Caroline Mildred Clark** deserves a focus on her story and that of her eight children and their families. She was apparently a troubled child, probably not surprising given that she had grown up without a father (she was born only weeks before he died), and was only six years old when she lost her mother to appendicitis. Then becoming resident at the Wartburg Orphans Farm School with two siblings, Caroline was discharged from Wartburg in 1936 at eighteen years of age – her aunt

Eunice had been urged to take her in at one point but because of her own family and lack of facilities, this had not been possible.

Caroline Mildred gave birth to eight children. On Christmas Day 1947 her son **Thomas Clark** was born. On 19 October 1948, the ten month old baby was adopted by Meyer and Clara Warren, a compassionate Jewish couple who changed his name to **Richard Jeffrey Warren (Rick)** – the first of my second cousins in the States who have given me the keys to finding out so much more about my great-uncle Tom’s family. Karren is the late Richard’s widow; in 2022 she resides in Canton, Ohio.



Caroline Mildred’s son **Wayne Clyde Clark** was also adopted as a baby by Robert Francis Hutchison and Mary Hutchison (nee Jackman) who renamed the baby **John Hutchison**.

Caroline Mildred’s daughter **Arline Clark** was born in May, 1938 in the Bronx. Arline lived with her mother for a few years and saw the birth of her sister, **Kathleen Clark**. In New York, both girls were surrendered for adoption and lived for a short time at the New York Children’s Hospital, until they were placed with John Hyatt and Katherine Sanders, of Short Hills, NJ.

Kathleen’s name was changed slightly, to Katherine, Sanders, and Arline was given a new name, **Ruth Ann Sanders**.

[Baby John Hutchison with his adoptive mother](#)

Ruth’s daughter Carolyn’s understanding is that little Katherine contracted meningitis at about two years old and died, leaving Ruth Ann an only child until several years later when the Sanders adopted a boy. Although much younger than Ruth Ann, they bonded as siblings. The Sanders died in 1964 and are buried together with little Kathy in St Stephen’s Cemetery, Short Hills, New Jersey.

Ruth’s daughter **Carolyn Stieh Cawthon**, in contact with Wendy Baker in 2022, continued her story via email:

*“Ruth Ann married Ronald W. Stieh of Teaneck, NJ in 1964. His parents were William Michael Stieh Jr and Edith Elizabeth Graef Stieh, both of German descent. My sister **Kathryn Edith Stieh** was born in 1965, with me following in 1967 and our brother, **William Hyatt Stieh** in 1968. All of us were born in Hackensack, NJ, but my parents moved to Wyckoff, New Jersey, a little further north.*

“In 1970 our family moved to St. Petersburg, Florida. At this time, Ruth Ann dropped the Ann from her name and started going by Ruth. Ruth became a realtor ... she really loved working in real estate and she was very successful. My father, Ron was a stock broker with Merrill Lynch.

“My sister, Kathryn Edith Stieh, “Kathy” was a born scientist and went to Auburn University in Auburn, AL where she received two Master’s Degrees, and then completed Veterinary School to become a DVM ...” Kathy later “went to work for a company that buys and

supports local animal hospitals throughout the US, Canada, Australia, as well as several other locales around the world ... in her role she has travelled extensively working with animal hospitals around the world."

Carolyn herself has always had a career in travel, with experience on a cruise ship and in retail travel. Carolyn married Michael Maitland Cawthon in 1991 and in 2013 they moved to Alabama so that their daughter Jacqueline and later their two sons, William (known as Michael), and Donald, could be closer to Auburn University. The two younger children have graduated and the eldest, Michael graduated in May 2022. Jacqueline is married and lives in Eatonton, GA, and currently the boys are in Alabama. Carolyn and Michael are now in Jacksonville, FL, so they are about the same distance to all their family scattered throughout Florida, Georgia and Alabama.



Auburn University, Montgomery, Alabama

William (Bill) Hyatt Stieh— Carolyn’s and Kathy’s brother - has worked in many career fields, and held a captain’s licence for a time on gambling cruise ships and other vessels. Carolyn wrote *“Billy is a very colourful character; always full of stories to tell ... he’s a special person, in many ways.”*

Carolyn’s mother Ruth was a widow for twenty years and, having been *“surrendered for adoption”* she always deeply yearned to know her own family background. After her husband’s death she frequently visited family in New Jersey and always went to Atlantic City where she could indulge her love of gambling.

As Carolyn wrote *“Another irony, to learn that all those times through the nineties when she was on the boardwalk in Atlantic City, she was very likely in the midst of her mother and sister.”* It is sad that Ruth, adopted as a small child, suffered for most of her life the emotional struggle of never knowing about her birth mother.



Caroline Mildred later **married John O’Zemko Jr.** (born in 1916) who was a military man when she married him in July 1952 at Elkton, Cecil County, MD, US. He had enlisted in the US Army as a Private, 1st Class on 30 November 1945. Born in 1916, as a civilian he was skilled in the manufacture of electrical machinery and accessories.

John O’Zemko Jr. died six years later in 1958 at Fort Devens, Middlesex, Massachusetts and is buried at Beverley, Burlington County, NJ, US. He was only 42.

The widowed Caroline raised, as a single mum between 1958 and 1971, her children **John**

Kenneth, Clark and Carol Ann. History, it would seem, was being repeated – bereaved, single parents raising their families.

I have found baptism records for **Clark Ozemko**, as a six month old baby, on the 8th February 1954.

The baptism was in the Simpson Memorial Methodist Church.

RECORD OF BAPTISMS					RECORD OF BAPTISMS		
NAME OF SUBJECT	NAME OF PARENTS	ADULT OR INFANT	DATE OF BIRTH	PLACE OF BIRTH	DATE OF BAPTISM	PLACE OF BAPTISM	OFFICIATING MINISTER
Charles William Kingstox Kemp	William Joseph & Esther	Adult	1925	Long Branch, N.J.	Oct. 29, 1953	Simpson Memorial Methodist Church	E. Emanuel Burkman
John George Yost	Geo. Louis & Georgiana Josephine	Infant	1953	Vine Land, N.J.	Nov. 8, 1953	"	E. Emanuel Burkman
William S. Brightman	Alexander & Charity S.	Adult	1881	Fall River, Mass.	Dec. 26, 53	"	E. Emanuel Burkman
Pollie C. Brightman	James J. & Margaret E.	"	"	Englishtown, N.J.	"	"	E. Emanuel Burkman
Kendra Jeanne Herberg	Kenneth & DeLores	Infant	1953	"	Dec. 27, 53	"	E. Emanuel Burkman
Mary Ann McKay	John Francis & Betty	"	1953	Long Branch, N.J.	Jan. 10, 53	"	E. Emanuel Burkman
James Vincent Sassano	Louis Arnold & Susan Theresa	"	1953	Neptune, N.J.	"	"	E. Emanuel Burkman
Susan Theresa Sassano	Louis Jourdant & Theresa Jourdant	Adult	1929	Spring Lake, N.J.	"	"	E. Emanuel Burkman
Thomas Keithair Heritape	Robert Bradley & Mary Elizabeth	Infant	1953	Philadelphia, Pa.	Jan. 24, 53	"	E. Emanuel Burkman
John Kenneth Ozemko	John Jr. & Caroline Mildred	Child	1950	New York, N.Y.	Feb. 2, 54	"	E. Emanuel Burkman
Clark Ozemko	John Jr. & Caroline Mildred	Infant	1953	FL. Monmouth, N.J.	Feb. 8, 54	"	E. Emanuel Burkman
Crease, Charles Harold	Edward Charles & Ethel Marie	Child	1949	Long Branch, N.J.	Feb. 21, 54	"	E. Emanuel Burkman
Crease, Barbara June	"	"	1952	"	"	"	E. Emanuel Burkman
Crease, Allen Wayne	"	Infant	1953	"	"	"	E. Emanuel Burkman
Trapani, Ruth Grace	Leopold & Sara	Adult	1893	New York, N.Y.	Feb. 23, 54	Monmouth Mem. Hospital, L.I.	E. Emanuel Burkman
Garces, Mercedes Yasuko	Eleanor Parrot & Halesuk Yasuko	Infant	1952	To Kyo, Japan	Mar. 7, 54	Simpson Memorial Methodist Church	E. Emanuel Burkman
Garces, Lydia Yasuko	"	"	1953	FL. Monmouth, N.C.	"	"	E. Emanuel Burkman

Baptism register for Simpson Memorial Methodist Church, showing baptism dates for John and Clark Ozemko; the officiating minister was E. Emanuel Burkman. (Birthdates of living persons deleted for privacy)



Clark Ozemko, 1970 – photo from school year book

In November 1971, Caroline Mildred’s son Clark lost his life in a car accident in Rumson, New Jersey.

I understand there was another child born to Caroline Mildred, a daughter **Mary**, but as yet I have been unable contact her.



John Kenneth O'Zemko (Photo: courtesy John K. O'Zemko)

John Kenneth O’Zemko was baptised as a four year old on 7th February 1954 by Caroline Mildred and John Jr. (his father was also named John).

John married Laura E. Rees in 1987 and their two children were Jayne O’Zemko Stone and John C. O’Zemko. Jayne has a son Elwood and John has a son John Dylan.



John K. O’Zemko (left), & Carol Ann Rediger (nee Clark) – half siblings of Rick Warren (born Thomas Clark) (centre) – photo courtesy Rick Warren.

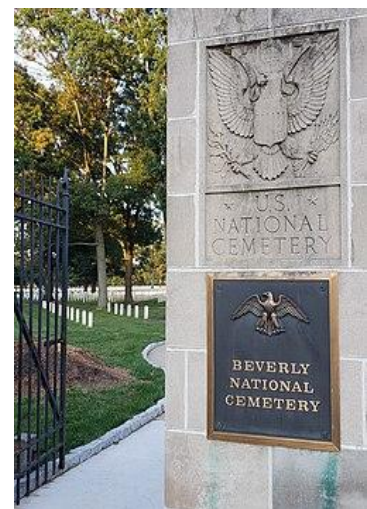
Carol Ann Clark, with whom Wendy made contact in 2021, married Anthony Adam Rediger in 1975. Carol and Anthony have 2 children, Anthony Clark Rediger and Jana Anne Rediger. Carol wrote that *“Anthony is our families’ historian, he is the one that found Rick my half brother. Rick In search of his biological mother has given us a lot of family history that we were not even aware of.”*

Carol Ann and Anthony Adam Rediger’s son Anthony Clark Rediger married Gloria Farnig and have a little girl Sophia and a boy, Eli. Jana lives with her parents and has three lovely little boys – James, John (Bubba) and Jacob.

I have Carol Ann to thank, indirectly, for copies of the pages of the family bible that she had been able to send to Rick several years ago and which he, in turn, sent to me.



My great-uncle Thomas Hutchinson Clark and his wife Carrie (Van Pelt)’s youngest child Caroline Mildred O’Zemko (nee Clark) died in Atlantic City, New Jersey, on 15th January, 1997 at 78 years; her eight children have spread her branch of the family tree across the States.



Caroline is buried in the same cemetery as her husband, in Beverley, Burlington County, NJ, US

At this point I shall leave Caroline Mildred's part in the story of Tom and Carrie's descendants, and return to Tom and Carrie's third son - the last of their children to be discussed in this story.

Elliot John Clark Sr., was born to Tom and Carrie Clark on the 21st June, 1914 in Springfield, Massachusetts. In the words of his eldest son, Charles Arthur Clark (a second cousin of the writer of Tom's story, Wendy Baker) *"My father, enlisted in the U.S. Army Coast Artillery Corps in 1937 and served overseas during World War II. He retired at the U.S. Army Garrison Fort Ord California in 1960, Combat Experimentation Development Command (CEDC).*

I was born August 11, 1956 an American Citizen in the American Hospital (U.S. Army Hospital) of Paris, Neuilly-sur-Seine, France, at the Supreme Headquarters Allied Powers (SHAP). In 1957 my father was then stationed at the U.S. Army Garrison Fort McArthur, San Pedro California, before being assigned to Fort Ord. After my father's retirement from the Army, the family moved to the East Coast, Arlington Virginia, and then to Washington D.C., before returning to the Monterey Peninsula in 1966, Marina/Fort Ord and then to Pacific Grove California in 1967."

[Elliot John Clark Sr & bride Helen Valaria Wierzbowski, 11 October 1942](#)



Elliot John Clark Sr. wed Helen Valeria Wierzbowski on the 11th October, 1942 in the Roman Catholic Church of Saint Stephen, Perth Amboy, New Jersey.

Elliot John Clark Sr.'s wife Helen was from a Polish family. In September 2019, Stephen Clark, one of Elliot's sons, wrote of Stephen's mother Helen's family:- *"My grandparents (surname Wierzbowski) first settled in Wilkes Barre, when they migrated to the US in 1909.*

"I have the 1910 US Census listing them, and my eldest Aunt, less than a year old - They lived on 91 North Sherman Street, Wilkes Barre. Supposedly there was other family in PA. I do know of one great Aunt - Michalena Lubiejewski nee Bromirski, married to a Pawel (Paul) Lubiejewski. They ended up in Philadelphia, PA. My grandparents didn't stay long - by 1915 they had relocated to Perth Amboy, NJ, where there were other family. They lived out their lives there".

A copy of the marriage certificate is included here, courtesy of one of their sons, Charles Arthur Clark.

Certificate of Marriage



Church of
Saint Stephen
Perth Amboy, N. J.

— This is to Certify —

That Eliot J. Clark

and Helen Wierzbowski

were lawfully — Married —

on the 11th day of October 1942

According to the Rite of the Roman Catholic Church

and in conformity with the laws of the State of

New Jersey, Rev. Edward Flaszka

officiating, in the presence of Lee Baldwin

and Jan Wierzbowski Witnesses, as appears

from the Marriage Register of this Church.

Dated October 11, 1942



Rev. Edward Flaszka
Pastor



Elliot John Clark Sr and Helen Valaria, 1986 - only a couple of years before Helen's death on 28 June, 1988



Headstones of Elliot J Clark and Helen his wife in the Arlington National Cemetery

Details courtesy of Charles A. Clark

Obituaries

Published Tuesday, June 5, 2001

DATE OF DEATH, MAY 31, 2001



Elliot Clark Sr.

Elliot J. Clark Sr., 86, a retired Army master sergeant, died Wednesday at his home in Virginia Beach, Va.

He was born June 21, 1914, in Springfield, Mass., and lived in Pacific Grove for 30 years before moving to Virginia Beach in 1997.

Mr. Clark served in the U.S. Army for 23 years, retiring with the rank of master sergeant at Fort Ord in 1960.

He is survived by a daughter, Helen C. Johnson of Virginia Beach, Va.; four sons, Elliot J. Clark Jr. of Richmond, Robert T. Clark of Corvallis, Ore., Charles A. Clark of San Diego, and Stephen J. Clark of San Francisco; a sister, Arlene Tellier of Detroit; and seven grandchildren. His wife, Helen, died in 1988.

Obituary for Elliot John Clark (1914 – 2001) in the Herald. He was thirteen years a widower.



Elliot John Sr. and Helen had five children. (Coincidentally, this number of children in the family seems to keep recurring over generations!)

They were **Elliot John Clark Jr.**, born 1944 in New Jersey; **Helen Caroline Clark**, born 1944 in Pt Townsend, Washington; **Charles Arthur Clark**, born 1956 in France; **Stephen J. Clark**, born 1964; and **Robert T. Clark**.



Elliot John Jr. sadly died as a result of illness. An obituary for him reads in part as follows, and gives an account of a wonderful life and a celebrated military history:

“CLARK, LTC Elliot J. Jr., U.S. Army (Ret.), age 72, of Midlothian, lost his courageous battle with Parkinson's on April 3, 2017. He was preceded in death by his son, Matthew Brennan Clark. He is survived by his loving wife, Susan Clark; daughter, Stephanie; son, Elliot; sister, Helen Johnson (Ken); brothers, Robert Clark (Kathy), Charles Clark (Tara) and Steven Clark (Faustino); and many other loving in-laws, cousins, nieces, nephews, family, friends and co-workers. Born in New Jersey in 1944 to parents, Elliot Clark and Helen Clark (deceased). Elliot earned his bachelor's degree

from Mississippi State University in 1967 and married the love of his life, Susan Brennan, in 1970, in Hartsdale, N.Y. After his graduation, he was commissioned in the U.S. Army as a 2nd Lieutenant. Among other numerous military awards and honors, he completed Jump Master School, Ranger School and Special Forces School. He served his country for two tours in Vietnam with the 5th Special Forces Group. He was the recipient of the Purple Heart, the Bronze Star and the Meritorious Service Medal. After returning from his second tour in Vietnam in 1971, he earned his JD from the University of Mississippi in 1976 and completed Judge Advocate General School in 1976. Elliot spent the next 12 years in the JAG Corps and retired from the U.S. Army in 1988 after 20 years of service to his beloved country. He worked at Magnavox Defense Systems in Indiana as a Defense Contracts Attorney for nine years, before joining the Defense Commissary Agency at Ft. Lee, Va., in 1997, as Deputy Counsel. He practiced law for the U.S. government for the next 17 years before fully retiring in 2014. Elliot was an avid gardener who loved nature. He found passion in history, geography and classical music. He volunteered his time coaching youth sports and was an active member of his church as a Eucharistic Minister. His kind soul touched many lives.”

Elliot John Clark Jr. was buried with full military honours in Arlington National Cemetery.

<https://ancexplorer.army.mil/publicwmv/#/arlington-national/search/results/1/CgVjbGFyaxIHZWxsaW90IBoHam9obiBqcg--/>



Elliot John Clark Jr.'s **sister Helen Caroline Clark**, born at Port Townsend, Washington, married Kenneth Ross Johnson born in Alexandria, Virginia on 28th June, 1967 at Ft. Myer, Virginia U.S. At the time of their marriage Helen was teaching at McKinley Elementary School and Kenneth was 2nd Lt. in the U.S. Army. The Certificate of Marriage (Commonwealth of Virginia) on the following page states that the couple were married by Joseph S. Chmielewski, a Roman Catholic priest.

CERTIFICATE OF MARRIAGE
COMMONWEALTH OF VIRGINIA

CITY COUNTY OF Arlington 67 023845

FULL NAME OF GROOM KENNETH ROSS JOHNSON CLERK'S No. 1342

PRESENT NAME OF BRIDE HELEN CAROLINE CLARK MAIDEN NAME SAME

GROOM				BRIDE			
AGE	RACE	SINGLE, WIDOWED, OR DIVORCED	NO. TIMES PREV. MARRIED	AGE	RACE	SINGLE, WIDOWED, OR DIVORCED	NO. TIMES PREV. MARRIED
25	Cau.	Single	0	23	Cau	Single	0
OCCUPATION		INDUSTRY OR BUSINESS		OCCUPATION		INDUSTRY OR BUSINESS	
2nd Lt.		U.S. Army		Teacher		McKinley Elem. School	
BIRTHPLACE				BIRTHPLACE			
ALEXANDRIA, VIRGINIA				PORT TOWNSEND, WASHINGTON			
FATHER'S FULL NAME				FATHER'S FULL NAME			
SAMUEL THOMAS JOHNSON				ELLIOT JOHN CLARK, SR.			
MOTHER'S MAIDEN NAME				MOTHER'S MAIDEN NAME			
DOROTHEA ROSS				HELEN VALERIA WIERZBOWSKI			
RESIDENCE: CITY OR COUNTY MAILING ADDRESS				RESIDENCE: CITY OR COUNTY MAILING ADDRESS			
P. O. Box 657 Killmarnock, Virginia				5550 Columbia Pike Arlington, Virginia 106			
Proposed Date of Marriage				Proposed Place of Marriage			
June 28, 1967 151				Ft. Myer, Virginia			
Given under my hand this 27 day of June, 1967.							
H. Bruce Green, Clerk				Clerk of Circuit Court.			
CERTIFICATE OF DATE AND PLACE OF MARRIAGE							
I, Joseph S. Chmielewski, a Priest of the Roman Catholic Church, 106							
or religious order of that name, do hereby certify that on the 28 day of June 1967, in the county, city, or town of Arlington, Virginia, under authority of this license I joined together in the Holy State of Matrimony the persons named and described therein. I qualified and gave bond in the county or city of Arlington, year 1966, which authorizes me to celebrate the rites of marriage in the Commonwealth of Virginia.							
Given under my hand this 28 day of June, 1967 16							
Address of celebrant Post Chapel, Ft. Myer, Va. Joseph S. Chmielewski (Person who performs ceremony sign here.)							

MARGIN RESERVED FOR BINDING
The minister or other person celebrating this marriage is required within five days to fill out and sign both copies of the Certificate of Date and Place of Marriage, and deliver them to the clerk who issued the license. The copy with the license on the back is for the clerk, the other for the Bureau of Vital Statistics.

V. S. 3

1967 - Marriage Certificate for Helen Caroline Clark & Kenneth Ross Johnson

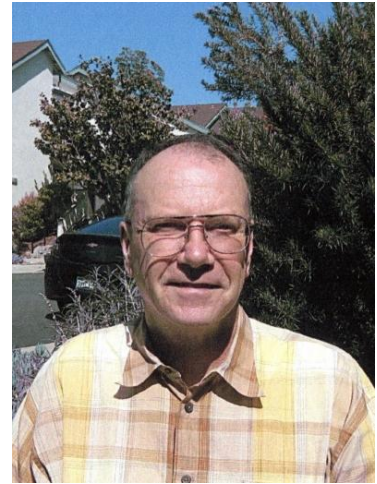
Charles Arthur Clark was born an America Citizen in the US. Army Hospital of Paris, Neuilly-sur-Seine France in 1956 at the Supreme Headquarters Allied Powers (SHAP). Charles' full biography, updated 2022, is published as Appendix No. 1 at the end of this work. An extract from his biography reads in part "In 1957 his father was then stationed at the U.S. Army Garrison Fort McArthur, San Pedro California, before being assigned to Ford Ord. After his father's retirement from the Army, the family moved to the East Coast, Arlington Virginia, and then to Washington D.C., before returning to the Monterey Peninsula in 1966, Marina/Fort Ord and then to Pacific Grove California in 1967.



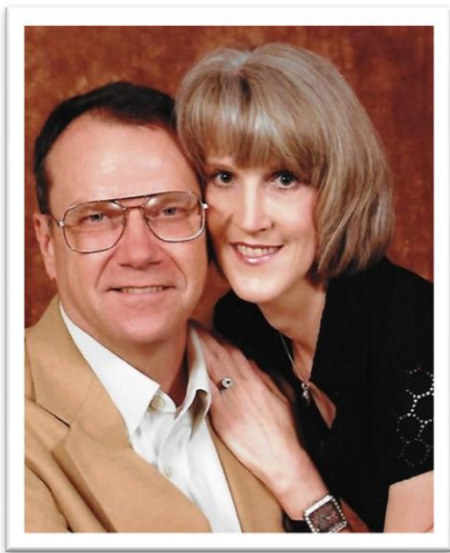
Charles is a graduate of Pacific Grove High School class of 1974, a member of the PGHS Alumni Association, and the Pacific Grove Heritage Society. He attends all of his high school class reunions, held every five years. Throughout his high school years he worked as a car-parking valet on Cannery Row in Monterey (made famous by writer John Steinbeck).

His extracurricular activities in exploration and high adventure in the great outdoors and coastal marine environment included: scouting, camping, hiking, rock climbing, boating, fishing, athletics, golf, cycling, martial arts, 4WD off-road driving, scuba diving and skydiving. After graduating PGHS Charles completed a road trip across the continental U.S. and back to California, as well as a driving/camping expedition through the Pacific northwest before enlisting in the USAF in 1976."

Charles made his first parachute jump at Fort Ord, Fritzsche Army Airfield, and received his First Jump Certificate in 1976 from the U.S. Parachute Association. He participated in static-line and freefall skydiving jumps. He completed scuba diving training from the National Association of Scuba Diving Schools in Monterey. In 1971 and 1972 Charles earned Lifeguard and Swimming Certifications from The American Red Cross at the Naval Postgraduate School, Monterey.



In 1973 Charles Clark received the Eagle Scout Award and earned the Universal Arrow Badge Award in scouting's honour camping society, the Order of the Arrow, and is also a recipient of the Arrow-of-Light Lion-Webelos Award. Additionally, he served as a Junior Assistant Scoutmaster in Troop 120 Pacific Grove.

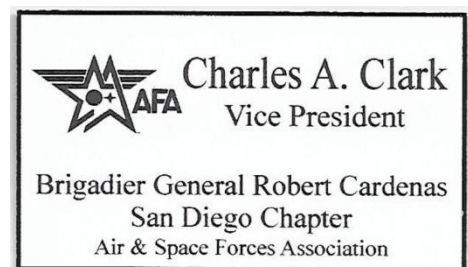


Charles Arthur Clark married Tara Marie Clark (not related!) on 15th August, 1981 in Reno, Nevada, USA

7th March 2020 - Air Force Association Awards:
Charles A Clark (centre)



20th January 2022 - Charles (Left), San Diego Chapter, Air Force Association
In July 2022 Charles advised "I was recently elected the Vice President of my Chapter, (rebranded) Air & Space Forces Association."



Stephen J. Clark, Charles' brother and eight years his junior, married Faustino and they live in California. As previously mentioned, Steve seized an opportunity to visit the Clark descendants in South Australia in October, 2018. The following five photos were taken during his visit.



Steve Clark with a koala “bear” at Cleland Wildlife Park, South Australia in October 2018.

The writer, Wendy Baker (nee Clark), Steve, & Wendy’s daughter Valerie Bubner, outside the ruins of Steve’s great-uncle Herbert Hinde Clark’s second Mypolonga home.



Family Tree cake made by Valerie's daughter Carmen, (12 years old at the time) to welcome Steve to the Clark descendants in South Australia.



Beachport Railway Station, in 2018, now the Beachport Bowling Club rooms. Tom Clark would have known this station, & the workshops where his father worked.

John, Wendy's husband, with Steve, on the seaward end of Beachport jetty in 2018. Did Tom H. Clark embark on a coastal steamer from here in 1902-1903 for an interstate overseas departure point towards New York?



Robert T. Clark is brother to Elliot John Clark Jr, Helen Caroline, Charles Arthur and Stephen J, but as yet I have little information about Robert except that he married Katherine and has two children, Erin and Lauren.

CHAPTER 9 – THE YOUNGER GENERATIONS

What now of Thomas Hutchinson Clark’s descendants in 2022?

It’s well more than a century now since Tom set foot on North American soil for the first time, leaving his homeland and immediate kin thousands of miles away.

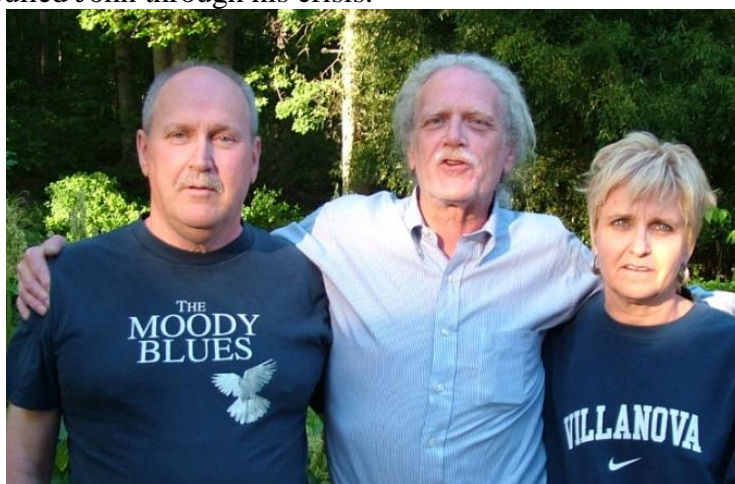
But Tom – and his wife Carrie – live on in the DNA and the memories of all his descendants. Some of my understanding I have been given by family members in the US, or discovered myself through research. In summary, their first child, Robert, died in childhood, as already stated. Their second, Thomas Hutchinson Clark Jr, evidently married and had, I believe, one child. Their fifth baby and eldest daughter Arlene/Arline, married Robert Bain Tellier and as previously described, had six children.

From Tom and Carrie’s third son Elliot John Clark Sr.’s marriage to Helen Valaria Wierzbowski came Charles Arthur and Stephen J Clark, the other two second cousins with whom I am in contact. Clark, Elliot John Jr. passed away five years ago, leaving his wife Susan and three children.

Caroline Mildred Clark, Tom & Carrie’s second daughter and youngest child, gave our family eight children. Of these, three were adopted out as babes – Richard Warren (birth name Thomas Clark), John Hutchison (birth name Wayne Clyde Clark) and Ruth Ann Sanders (birth name Arline Clark). Ruth’s daughter Carolyn and her husband Mike have three young-adult children. Rick’s half-sister Carol Ann Rediger (nee O’Zemko) has, in 2022, five grandchildren.

What a wonderful spreading of the US branch of the Clark family tree!

Rick and Carol’s half-brother John Kenneth O’Zemko was hospitalised in January this year with Covid and pneumonia; Rick emailed me to let me know John was in hospital - he was desperately worried about him. Later, he was thrilled to send me an email to tell me medical intervention had pulled John through his crisis.



2010 - L-R - John K. O’Zemko, Richard (Rick) Warren, Carol Ann Rediger (nee O’Zemko) Photo courtesy Rick Warren

But tragically, only about a month later in mid-February 2022, Rick himself passed away in hospital from cancer. From here in South Australia I felt the heartache of my extended family in the United States.

The circle of birth, life and death is infinite. The Clark roots of our families, from that tree that grew in a Yorkshire village in England, came across 14,000 miles to Australia, and then across another ocean to the USA, that circle goes on. And of course those roots are inextricably intertwined with those who came across the seas to the US from Europe, growing ever more branches on our tree. And Tom's branch has indeed spread wide. His father Robert William Clark(e) Snr. was only one of eight children born to Thomas and Mary Ann in Yorkshire. How far have they all spread?

May all our next generations be truly blessed with the spirit, the initiative and faith in the future, which their ancestors possessed.



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# ADDENDUM 1

## BIOGRAPHY OF CHARLES A. CLARK (RET)

(GRANDSON OF THOMAS HUTCHINSON CLARK, WHO EMIGRATED TO THE USA FROM HIS BIRTHPLACE IN SOUTH AUSTRALIA c.1903)

BY CHARLES A. CLARK (JULY 2022)

Charles A. Clark retired in 2012 after 30 years in the aerospace and defense industry. He is currently independently engaged in project and resource management. His interests includes: Lifelong learning, exploring, education, aerospace and defense, aviation, maritime, technology, engineering, science, the arts, history, conservation of resources, good stewardship of the environment, self-reliance, community-service, topics concerning the military, veterans, and seniors.

Presently, Mr. Clark serves on the Executive Committee of The Brigadier General Robert Cardenas San Diego Chapter, Air & Space Forces Association, as the Vice President. Additionally, he is a member of the Navy League San Diego Council. He participates in health and wellness educational programs at the U.S. Department of Veteran Affairs Healthcare System Hospital in La Jolla California.

Mr. Clark has an accomplished career as a Hardware/Mechanical Design Engineer. At Lockheed Martin Information Systems & Global Solutions Defense in San Diego California he held the position of Hardware Engineer Sr. Staff Lead, in Systems Engineering, on the Airborne Maritime/Fixed Joint Tactical Radio System program. Under his leadership, he managed and oversaw Subcontractors (Northrop Grumman, Raytheon, BAE Systems, and General Dynamics) products development and Supplier Data Requirements List (SDRL) deliveries of Hardware Configuration Items (HWCI) and Engineering Technical Data Packages to the prime contractor Lockheed Martin.

Before joining Lockheed Martin IS&GS, Mr. Clark's career encompassed high-technology firms: Lockheed Martin Information & Technology Services, Northrop Grumman/TRW, Teledyne Ryan Electronics, General Dynamics Electronics (now BAE Systems), Convair and Space Systems Divisions in San Diego; as well as security alarm and microcomputer systems companies: Radionics in Salinas and Pro-Log Corporation in Monterey California where he began his career in drafting, electro-mechanical design, and printed circuit board design in 1978.

Mr. Clark has participated in numerous military engineering development and production programs that includes: AMF – JTRS, the Deep Sea Rescue Vehicle, Avionics & Communications, Navigation and Identification (CNI) for the F-22 and JSF-35, the Hunter Unmanned Aerial Vehicle, Single Channel Ground and Airborne Radio System, Automatic Test Equipment for the F-16 and B-1B, the Atlas Shuttle/Centaur and Ground Launched Cruise Missile programs.

Raised in the historic city of Pacific Grove located on the Monterey Peninsula of the Central Coast of California, Mr. Clark graduated from San Diego State University in 1982, earning a Bachelor's Degree in Applied Arts and Sciences in the College of Industrial Studies and Technology. He received honors in Epsilon Pi Tau, the honor society for professional technologists. He is a graduate of Monterey Peninsula College achieving Associate Degrees in Drafting–Mechanics Technology in 1979 and General Studies 1981. He obtained his Lifetime Community College Instructor Credential completing requirements at the University of California San Diego – Extensions in 1987. He earned an Associate Degree in Real Estate from San Diego Mesa College in 2003.

Mr. Clark is a former member of the original Park Mesa Homeowners Association Board of Directors established in 1986 and continues to serve on various volunteer committees providing cost effective oversight, advice, and management of community resources to the Board of Directors and the HOA's Management Company. He provides assistance to veterans, seniors, and neighbours as need. The Park Mesa HOA consists of 152 condominium townhomes in San Diego.

Airman Clark is a U.S. Air Force service-connected veteran, post-Vietnam era, 1977. He served in the 93d Bombardment Wing, Field Maintenance Squadron (FMS)—Strategic Air Command (SAC) at Castle AFB California as a crew member in the jet engine maintenance and repair service facility for B-52 Stratofortress Bombers. He completed basic training at Lackland AFB Texas and graduated from the USAF School of Applied Aerospace Sciences at Chanute AFB Illinois. In technical school he served in the Chanute AFB Honor Guard Rifle Drill Team. In 2011 Mr. Clark received the Cold War Recognition from Secretary of Defense, Robert M. Gates, for service during the period of the Cold War (1945 to 1991).

Additionally, Mr. Clark is the son of an Army Master Sergeant who in enlisted in the U.S.



Charles, 1960

Army Coast Artillery Corps in 1937, his father served overseas during World War II, and retired at the U.S. Army Garrison Fort Ord California in 1960, Combat Experimentation Development Command (CEDC). His family and ancestry has a long-history of military service.

Mr. Clark's early life and schooling, he is a natural born American Citizen in the American Hospital (U.S. Army Hospital) of Paris, Neuilly-sur-Seine, France in 1956, at the Supreme Headquarters Allied Powers (SHAP). In 1957 his father was then stationed at the U.S. Army Garrison Fort McArthur, San Pedro California, before being assigned to Fort Ord. After his father's retirement from the Army, the family moved to the East Coast, Arlington Virginia, and then to Washington D.C., before returning to the Monterey Peninsula in 1966, Marina/Fort Ord and then to Pacific Grove California in 1967.



Charles, 1974

Mr. Clark has life-long ties to the Monterey Peninsula. He is a graduate of Pacific Grove High School class of 1974, a member of the PGHS Alumni Association, and The Pacific Grove Heritage Society. He attends all of his high school class reunions held every five years. Throughout Mr. Clark's high school years he worked to earn a living valet parking cars on Cannery Row in Monterey (made famous by John Steinbeck). His extracurricular activities in exploration and high-adventure in the great outdoors and coastal marine environment included: Scouting, camping, hiking, backpacking, rock climbing, boating, fishing, sailing, athletics, golfing, cycling, martial arts, 4x4 off-road driving, scuba diving, and skydiving. After graduating PGHS Mr. Clark completed a road trip across the continental United States to the East Coast and back

to California, as well as a driving/camping expedition through the Pacific Northwest before enlisting in the USAF in 1976.

Among Mr. Clark's young accomplishments, he made his first parachute jump at Fort Ord, Fritzsche Army Airfield, and received his First Jump Certificate in 1976 from the U.S. Parachute Association. He participated in static-line and freefall skydiving jumps. He completed scuba diving training from the National Association of Scuba Diving Schools in Monterey. He earned his Lifeguard and Swimming Certifications from The American Red Cross in 1971 and 1972 at the Naval Postgraduate School in Monterey. He completed training in intermediate swimming, junior and senior courses, in lifesaving and water safety.

Mr. Clark is an Eagle Scout Award recipient, 1973. He earned the Universal Arrow Badge Award in scouting's honor camping society the Order of The Arrow and is a recipient of the Arrow-of-Light Lion-Webelos Award. Additionally, he served as a Junior Assistant Scoutmaster in Troop 120 Pacific Grove. He received the Scout Leader Development Training Award from the Boy Scouts of America Monterey Bay Area Council in 1982 after graduating from SDSU.

Today, Mr. Clark enjoys an occasional round of golf, car camping, amateur photography, fine art composition oil painting, tinkering with tools and fixing things. He has a small collection of old photographs and paintings of Pacific Grove and Monterey. Additionally, he studies his family genealogy, genetics, and history.



## ADDENDUM 2

# NEW YORK HARBOR AND THE VICIOUS CIRCLE OF THE WINTER OF 1917–1918


BY GERARD FITZGERALD

**Citation:**

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<https://www.environmentandsociety.org/arcadia/new-york-harbor-and-vicious-circle-winter-1917-1918>

2020 Gerard J. Fitzgerald

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# **New York Harbor and the Vicious Circle of the Winter of 1917–1918**

by Gerard Fitzgerald

The severity of the extraordinary winter of 1917–1918 in the United States remains an important but relatively unexplored chapter of the First World War. Beginning in December 1917, and continuing through January and February of 1918, a powerful series of unrelenting and formidable ice storms and blizzards wreaked havoc across the nation, reaching from as far west as Omaha, Nebraska, and as far southwest as Memphis, Tennessee, to the port cities of the Atlantic Seaboard, and as far south as Norfolk, Virginia.

This unprecedented winter onslaught caused civilian food and coal shortages in some north-eastern states, coupled with the simultaneous inability to send critical logistical support to the Allied war effort on the Western Front. In particular, the storms paralysed New York Harbor, the logistical centre for support for the war in Europe in the eastern US.

A useful historiographic framework for understanding the winter storms that incapacitated New York Harbor is Lisa Brady's analysis of acoustical shadows, which conceptualize meteorological phenomena as both historical actors possessing agency and also as an extension of Clausewitz's concept of nature as friction to understand the relationship between war and the environment.



**Fig. 1. Oceanic traffic leaving New York Harbor was fed by 12 railroads that either loaded freight cars on car-floats or offloaded material onto lighters or barges, a time- and labour-intensive process. More than nine thousand vessels travelled to the harbor each year making it one of the busiest, and without question, one of the most inefficient transportation hubs in the world. The combination of unprecedented weather and extreme wartime rail volume led to congestion and eventual gridlock.**

The blizzards and subzero conditions stretching from the Midwest to the Eastern Seaboard struck when the American transportation system was already in disarray and on the verge of complete collapse because of freight car shortages, a national coal shortage, and the mismanagement of east-west rail-freight traffic. In short, the national rail systems simply could not handle the unprecedented flow of food, munitions, and supplies into East Coast ports. On 1 November 1916, railroads experienced a shortage of 115,000 empty freight cars of various types. Only three months later, in February 1917, 145,000 freight cars accumulated at eastern points producing increased congestion that became self-reinforcing and ultimately led to paralysis across the entire national transportation system. Some rolling stock stayed put because of various “competing” railroads’ reluctance to ship empty - and

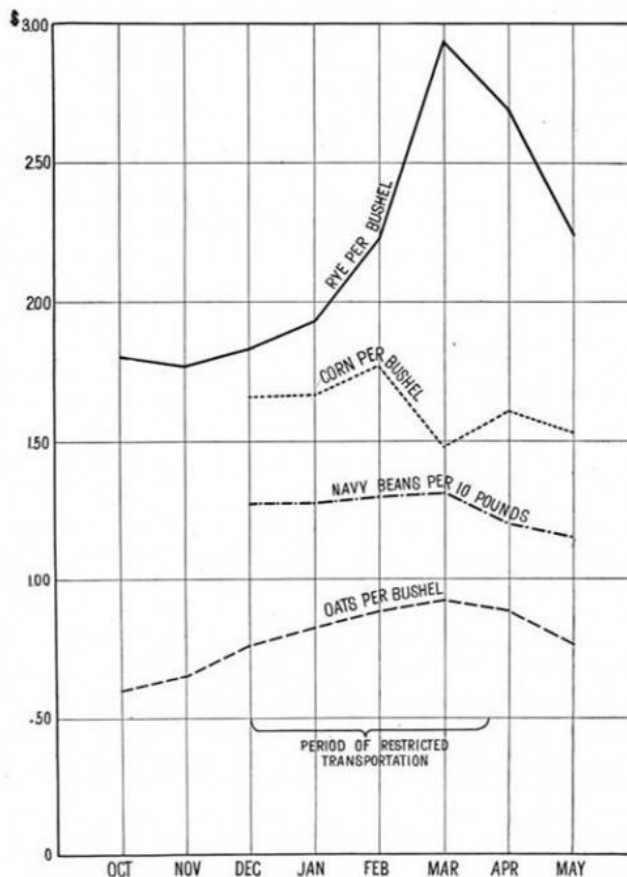


therefore revenue free - freight cars back to their point of origin while other cars simply became trapped in gridlocked yards and on industrial sidings. Once the storms arrived freight cars became frozen in place, which trapped others behind them, eventually bringing the system to a standstill.

**EFFECT OF RESTRICTED RAILROAD TRANSPORTATION ON THE PRICE OF STAPLE COMMODITIES.**

It is a well-known fact that the restriction of railroad transportation in the United States during the winter and early spring of 1917-18 had the effect of raising the prices of many staple food commodities. This restricted railway transportation was due to bad weather conditions and certain other factors. The following diagram shows graphically the effect on the price of four staple commodities—rye, corn, navy beans, and oats—of this diminished freedom of movement.

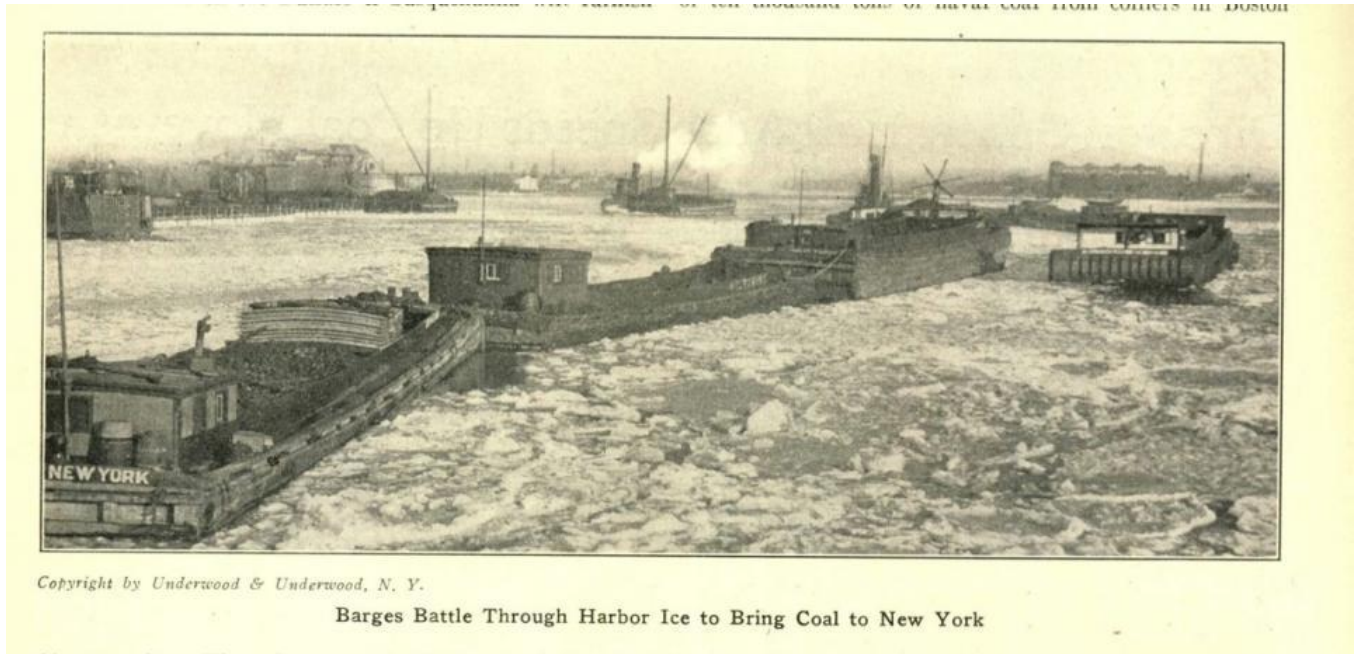
It will be perceived that in each case the price rose from the beginning of the period of restricted transportation, at about December 1, to February 1, and in the case of three of the commodities—rye, oats, and beans—this rise continued until March 1. Then with the beginning of freer transportation, the price of all commodities began sharply to decline, and has continued in this direction to the present time. This diagram will make plain to those who have found the prices of last winter inexplicable the reason why this abrupt and considerable change in the price level occurred. It was fundamentally due to difficulties of internal transportation.



**Fig. 2. On 10 August 1917, President Wilson issued an executive order controlling the distribution of food and fuel across the United States. The order, approved by Congress, allowed him to set a price floor for food and fuel to ensure that farmers received adequate revenues despite increased rail rates. With the combined crises of railroad congestion and paralyzing winter storms, as the chart and analysis show, commodity prices spiked during the winter freeze and only dropped once the spring thaw set in and railroad traffic resumed some semblance of normal operations.**

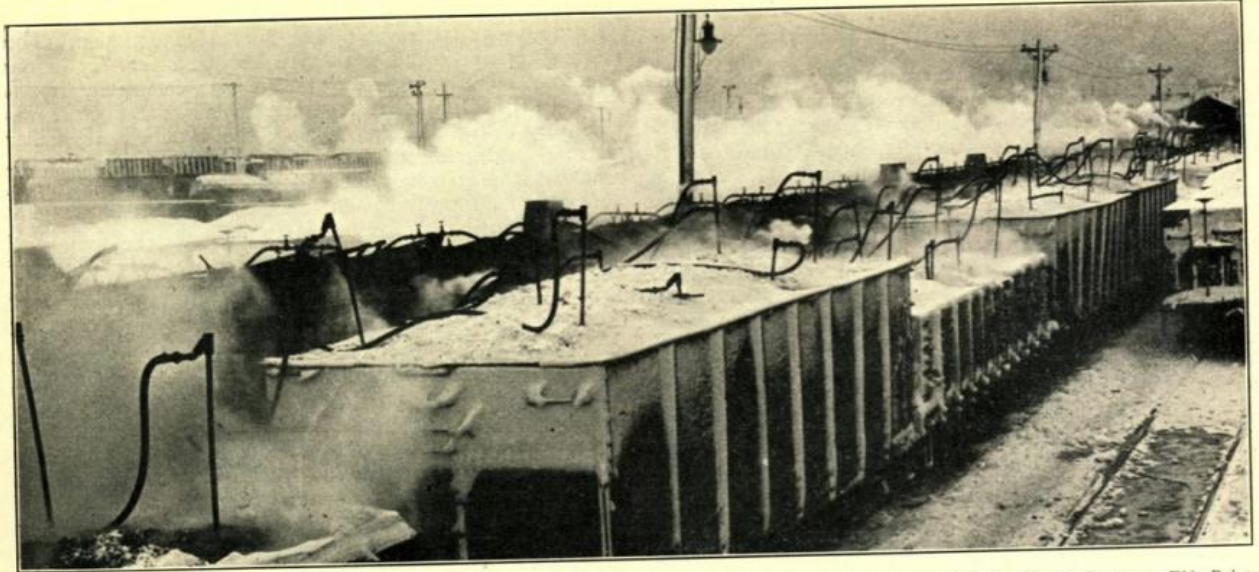
The railroads and docks of Manhattan were especially susceptible to ice as New York Harbor was primarily a lighterage port and relied on a system of car floats, barges, and lighters—small ships that transferred small amounts of cargo from land to water or from ship to ship—to move freight or coal to ships across the harbor or moored in the various rivers and inlets surrounding the metropolitan area. The absence of large dockside cranes, standard to harbors across the rest of the world, made Manhattan unique, as did the absence of any tunnels or bridges allowing freight trains to directly enter Manhattan from New Jersey and points south, an infrastructure problem that continues to exasperate policy experts today. (See Figure 1) An editorial

entitled “The Real Tug of War” in the 26 October 1917 edition of *Railway Age Gazette* predicted the possible collapse of operations on the Eastern Seaboard due to the combination bad weather and infrastructure deficiencies, a viewpoint similar to testimony given by the president of the Pennsylvania Railroad before the Interstate Commerce Commission in March 1917.



**Fig. 3. The railroads and terminal companies supporting New York Harbor employed more than 1,800 vessels including barges and lighters that became trapped in the ice once the harbor and river froze. Unable to move, these vessels were unable to supply fuel to anchored ships, furthering gridlock in the harbor and eventually leading to a complete shutdown.**

Once the Hudson River became choked with ice, it became impossible for lighters and barges to coal ships that lay at anchor, and the merchant fleet soon became as immobile as the surrounding rail yards. In time, the movement of railroad rolling stock by car-floats, barges, and the transfer of coal to barges between New Jersey, Staten Island/Port of Richmond, Brooklyn, and New York City completely stopped (see Figure 3). As the storms continued, paralysis on both land and sea made the loading of cargo for the Western Front all but impossible. In addition, coal from southern mines was also unable to reach New England cities. Dr. Harry A. Garfield, the leader of the US Fuel Administration, explained the situation as follows: “At tidewater the flood of freight has stopped. The ships were unable to complete the journey from our factories to the war-depots behind the firing line ... The wheels were chocked and stopped, zero weather and snow bound trains; terminals congested; harbors with shipping frozen in; rivers and canals impassable ...” (*Railway Age*, 199.)



*Thawing Out Coal at South Amboy, N. J. A Large Part of the Coal Supply for New York City Is Transferred from the Cars to Barges at This Point.  
Copyrighted by the International Film Service, Inc.*

## Director General McAdoo Speeds Up Coal Movement

The Extremely Cold Weather of the Past Week Has  
Seriously Complicated the Fuel Problem

**Fig. 4. Steam lines inserted into coal hoppers were used to thaw loads so they could be off-loaded to barges to supply anchored vessels with fuel to leave the frozen harbor.**

In response to these conditions, President Woodrow Wilson nationalized American railroads and various riverine and coastal transportation systems on 26 December 1917 using the Army Appropriations Act of 1916. Wilson appointed William McAdoo, the first Director General of the Railroads, two days later, and McAdoo quickly found himself and the national transportation system unprepared for three months of historic winter storm systems. McAdoo noted: “The harbors on the Eastern Seaboard were crowded with ships that could not depart ... on account of a lack of coal ... the coal could not be brought to the ports because of the congestion on the railroads. Things were moving in a vicious circle.” (457) The simultaneous collapse of both rail and river freight movement temporarily brought the harbor to a standstill.

In early spring, as the weather stabilized, strict military mobilization timetables were re-established but not before convincing transportation leaders that the lifeline to the Western Front was susceptible to breakdown due to infrastructure weaknesses. Events in New York Harbor illustrate the power of weather to stymie large technological systems and the usefulness of examining a military-logistics crisis through an environmental lens.

## ADDENDUM 3

LETTER WRITTEN BY EMILY LOUISE SMITH, IN SOUTH AUSTRALIA, TO  
CARRIE CLARK IN NEW YORK

*(Transcript of this letter is on page 35)*

DATED 12 MARCH, 1922

By courtesy of Wendy Baker's first cousin Ian Masters, of Mildura, Victoria.



Emily Louise Smith (1863 – 1951) as an old lady, c.1950.

8 Drive Rd  
 Maylands  
 South Australia  
 March 12 1922

My dear Carrie

How are you dear? After all these long years - time rolls on & each day brings its duties & cares - we lost your address one day found your father & wrote. Now we have mislaid his letter. but chancing the way across we found this on - Will Clark has got his second child, Peppie - 11 months from Mary is 3

How are things in America I suppose & also hope things are cheaper than since 1914 - we have had a very high cost of living a 2 lb loaf used to be 3. Now it is 5d our mutton used to be from 2d to 4d lb. Now it is 10d & Mump Steak 1/4 but every thing clothing included, is just half price -

The long, quite revealing letter, from the spinster aunt in Maylands, Adelaide, South Australia (she previously lived in Beachport) who raised her dead sister's five children, including her nephew Thomas Hutchinson Clark, to Caroline Clark (nee Van Pelt), mother of "Aunty Em's" 5 great-nephews and nieces. Unfortunately the notepaper would have been thin and in the photocopying process, the writing "bled" through from the other side. This is why, for clarity, only the transcription appears in the main story.

The war was a terrible cruel thing  
& God forbid that we should have  
another - Ireland seems very unsettled  
it seems sad, does it not?  
every thing appears to be in a  
tumult. Strikes, unemployed, &c &c  
every one in power tries to  
reason with the men - but they  
are very unreasonable - they  
take a firm stand, & so do  
the masters, I don't know what  
the end will be -  
last year fruit was so plentiful  
this year it is very scarce.  
black spot is in the walnuts.  
this year - never appeared here  
before - as a rule we have  
splendid seasons -  
Herbert is doing alright - on his  
farm - but he has had an  
anxious winter - he is on reclaimed  
land on the banks of the Murray  
& they expected flood waters to  
break through & flood the land  
it would ruin their crops. &  
would prove disastrous to many  
soldiers & settlers on the land.  
they think all danger is over

for this season - write soon  
& let us know how your children  
are - are they bright at school  
& Tom always got on well.  
Did he go in for photography  
at all, & he was also good  
at his work, although never  
too strong.

if you happen to have any photos  
of yours, the children or their grandpa  
send them along - & we will send  
ours - we have got a nice look  
change to day. It is Sunday  
grandfather is amongst his  
beloved flowers - Claire has  
gone to Paradise with some  
friends & Paradise is noted for  
vegetables & fruit - the friend Claire  
has gone to visit has an old garden  
70 years old - 12 acres is set with  
oranges & lemons - when out in  
bloom the smell from the blossom  
is just sickening - for a few  
weeks, but in a month or  
two the trees are laden with great  
oranges - they are beautiful to behold.

a man just a few miles from  
here grew grapes, one bunch just  
weighed 15 lbs. I think you folks  
in America grow good fruit too.  
Mostly all on buildings are  
of stone, very few are more than  
2 story. Those sky scrapers in  
your city would surprise us  
would they not?

please. Write soon - we all send  
our kindest love to you all  
from Auntie Annie, Emma,

Rollie - Blaine + to all of you.

Your loving Aunt

Emily L. Smith,

C/O Mr R. W. Clark

8 Dover St - Maryland

South Australia

lots of love & kisses to our dear children

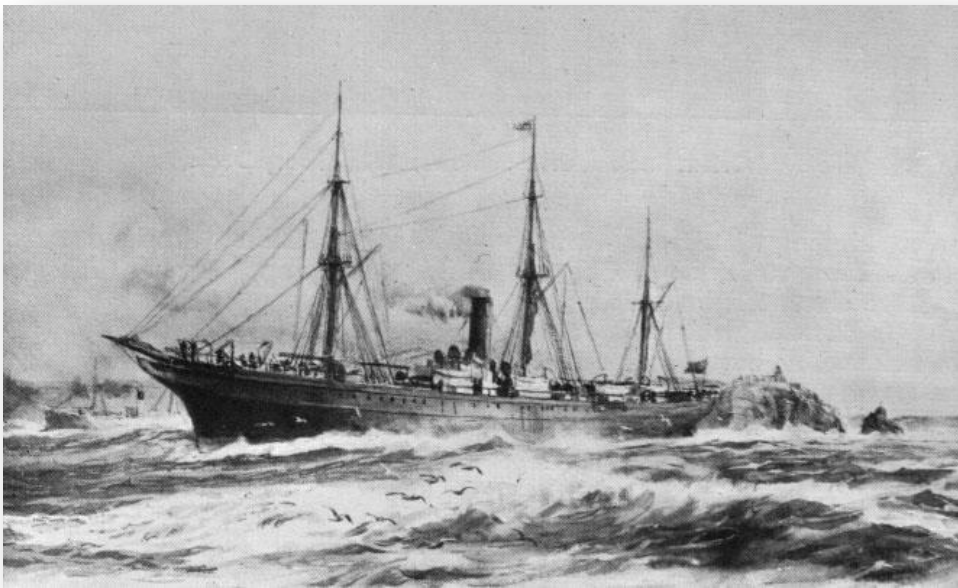


## ADDENDUM 4

### THE STEAMSHIP GARONNE

*BY*

*STEVE CLARK 2012*



**SS Garonne - SA Maritime Museum**

*Please continue on to read Steve's wonderful article ...*

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## A SHIP AND A LIFE IN TRANSITION

By Steve Clark © 2012 <sup>(see endnote - i)</sup>

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Part of the enjoyment of family history and genealogy is the opportunity to learn about some facet of general history related to an ancestor's life. In the case of my great-grandfather, Robert William Clark, one such opportunity relates to his migration from England to Australia in 1878 aboard the Steamship Garonne.

Like Robert William Clark, the S.S. Garonne in 1878 was "young" and in "transition". He was not yet 20, she was not yet seven. The year he transitioned from a life in England to a life in Australia, she transitioned from an Atlantic service (England to South America) to a South Indian Ocean service (England to Australia).

The Garonne was a ship in transition in other ways as well. She was iron-hulled, the transition stage between wooden and steel-hulled ships. Her builders outfitted her with traditional masts and sails as well as a modern steam engine for propulsion. Even her means of propulsion was in transition, a single screw (propeller) and compound engine, the transition stage from a side-mounted paddle wheel and boiler to the more powerful and efficient twin screw and triple-expansion engines.

### A One-way Ticket

On September 14, 1878<sup>1</sup>, slightly less than two months before his twentieth birthday, Robert William Clark – born November 11, 1859<sup>2</sup> at Barnard Castle, Yorkshire<sup>3</sup>, and died July 31, 1922<sup>4</sup> – disembarked from the Steamship Garonne at Port Adelaide<sup>5</sup>, South Australia<sup>6</sup> to start his new life. At the time of his voyage, the S.S. Garonne was just six and a half years old, and had just recently begun on the Orient Steam Navigation Company's England-Australia Service.

Anderson, Anderson & Co. in conjunction with Frederick Green & Co. formed the Orient Steam Navigation Company on February 12, 1878 to "*...engage in and develop the steam trade with Australia*"<sup>7</sup>

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<sup>1</sup> "Inspector of Factories Appointed," *The Register*, Vol. LXXXV, no. 22,918, April 22, 1920, pg. 6, col. 6, accessed 15 Aug 2012, <http://nla.gov.au/nla.news-article62622352>, (National Library of Australia).

<sup>2</sup> "Inspector Appointed."

<sup>3</sup> "Inspector Appointed."

<sup>4</sup> "Personal," *Barrier Miner*, Vol. XXXV, No. 10,519, August 1, 1922, pg. 2, col. 4, accessed 15 Aug 2012, <http://nla.gov.au/nla.news-article45579366>, (National Library of Australia).

<sup>5</sup> "Shipping Intelligence," *South Australian Register*, Vol. XLIII, no. 9934, September 16, 1878, pg. 4, cols. 1-3, accessed 12 Aug 2012, <http://nla.gov.au/nla.news-article42991496>, (National Library of Australia).

<sup>6</sup> "Inspector Appointed."

<sup>7</sup> "Abridged Prospectus," *The Railway News*, Vol. 33, (June 1880), May 29, 1880, pg. 739, col. 1, accessed 16 Aug 2012, <http://books.google.com/books?id=bec0AQAAIAAJ&pg=739>.

as well as to compete in the Australian trade against the industry leader, the Peninsular and Oriental Steam Navigation Company (P&O). They created the company's initial fleet for the Australia service by purchasing four ships from the Pacific Steam Navigation Company including the iron screw steamer Garonne.<sup>8</sup>

Prior to her work on the Australian trade, the Garonne ran the Liverpool– South America service for the Pacific Steam Navigation Co.<sup>9</sup> The Garonne, a single screw steamship capable of 12 knots, started her maiden voyage on June 29, 1871 from Liverpool to South America, with stops at Rio de Janeiro, Montevideo and Valparaiso.<sup>10</sup>

### Her Construction

Scottish Ship manufacture Robert Napier and Sons, of Govan on the river Clyde (Glasgow, Scotland) built the Garonne at yard no. 152 for the Pacific Steam Navigation Company. The shipbuilder launched the passenger and cargo ship of 3,876 gross register tonnage (grt), with a length of 382.1 feet and breadth of 41.4 feet, on Saturday, April 22, 1871.<sup>11</sup>

On Thursday, September 28, 1871, the Hokitika, New Zealand newspaper *West Coast Times*, published the following article "Shipping Extracts: The New Steamer Garonne" (a reprint from *European Mail*, dated July 14) describing the newly launched ship;

*The Magnificent new screw steamship Garonne, built in the Clyde [...] arrived in the Mersey [Liverpool] on June 21 [...] an important portion of the steam fleet of vessels owned by this company [Pacific Steam Navigation Company]. The Garonne is impelled by compound engines on the high and low pressure principle, of 600-horse power nominal, but capable of being worked up to 2,500 indicated. She has two cylinders: the low-pressure one is 104 inches and the high-pressure one is 60 inches in diameter, worked with a four-foot stroke. The engines are fitted with surface-condensing and superheating apparatus, and are supplied with all the latest and most favorite improvements. Besides the principal engines above referred to, the Garonne is furnished with four steam-winchies for loading and unloading cargo, and for otherwise assisting in working the ship. She is also supplied with J. D. Napier's patent steam windlass for working the anchors, and with Normandy's patent condensing apparatus, capable of yielding 800 gallons of fresh water per day. She is very strongly framed, and braced on each deck from stem to stern; and for further security and strength she is divided into seven water-tight compartments by strong iron bulkheads reaching from the keel to the main deck. She is barque-rigged and from the length of*

<sup>8</sup> David M. Williams, "Market Pressures and Innovation: The Orient Steam Navigation Co. and the Development of Pleasure Cruising, 1888-1900," *The Northern Mariner/Le Marin du nord*, Vol. X, no. 4, (October 2000), pgs. 1-2, accessed 15 Aug 2012 [http://www.cnrs-scrn.org/northern\\_mariner/vol10/tnm\\_10\\_4\\_1-12.pdf](http://www.cnrs-scrn.org/northern_mariner/vol10/tnm_10_4_1-12.pdf), (Canadian Nautical Research Society / Société canadienne pour la recherche nautique)

<sup>9</sup> David M. Williams, "Market Pressures," pg. 2.

<sup>10</sup> Stuart Cameron, "S.S.Garonne," Clydebuilt Ships Database, Bruce Biddulph, ed., accessed 12 Aug 2012, <http://www.clydesite.co.uk/clydebuilt/viewship.asp?id=8636>.

<sup>11</sup> Stuart Cameron, "S.S.Garonne."

*spars carries a large spread of canvass. The passenger accommodation of this splendid ship is of the most admirable description, that for first-class passengers being superb in the extreme. The bath, closet, and other sanitary provisions are ample throughout the ship, and they are all easily accessible, yet all of them are secluded, and in every respect perfect, On her trial trip the Garonne obtained an average of 13 knots.<sup>12</sup>*



B 7902

**Figure 1:** The Steamship Garonne.<sup>(see endnote – i)</sup>

F. C. Gould, photographer, "S. S. 'Garonne'," ca. 1900, accessed 16 Aug 2012, <http://images.slsa.sa.gov.au/mpcimg/08000/87902.htm>, (State Library of South Australia – B 7902).

### A New Start

Starting in 1874, with the financial challenges due to an over-reaching Liverpool-South America service, the Pacific Steam Navigation Company was willing to part with excess capacity in the form of four ships from its fleet, including the Garonne.<sup>13</sup>

Once formed on February 12, 1878, using the ships it acquired from the Pacific Steam Navigation company, the Orient Steam Navigation Company's first sailing for Australia was less than one month

<sup>12</sup> "Shipping Extracts: The New Steamer Garonne," *West Coast Times*, No. 1871, September 28, 1871, pg. 2, cols. 1-2, accessed 15 Aug 2012, <http://paperspast.natlib.govt.nz/cgi-bin/paperspast?a=d&d=WCT18710928.2.3.2>, (National Library of New Zealand).

<sup>13</sup> David M. Williams, "Market Pressures," pg. 2.

later on March 7, 1878. Thereafter the company kept ships going to Australia at intervals of one ship per calendar month through the balance of 1878.<sup>14</sup> The book, *Bibliography of Australia: Volume VI*, first entry under "Loftie, W. J.," states "... for the voyage between England and Australia [...] On 7th March, 1878 the Garonne left London flying the new flag of the Orient Steam Navigation Co., Limited."<sup>15</sup>

The article titled "The S.S. Garonne" in the Rockhampton, Queensland newspaper *The Morning Bulletin*, dated May 9, 1878, describes the Garonne's first voyage to Australia taking 41 days, under the command of Captain de Steiger;

*"Another of the splendid vessels of the Orient line arrived [at Rockhampton] from Plymouth on Saturday [May 4, 1878], via the Cape of Good Hope [South Africa], Adelaide, and Melbourne. Like the other steamers employed on the Cape route, she is remarkable for splendid fittings and conveniences for the comfort of passengers. The Garonne had been laid up for some three years [since about 1875, while under the ownership of the Pacific Steam Navigation Company], when it was determined by her owners [Orient Steam Navigation Company] to send her to Australia, and within a week she was ready for sea. She was built and engined by Messrs. Napier and Co. Her dimensions are – 382 feet long, 41 feet beam, depth of hold 35 feet. The engines are compound, with inverted cylinders and surface condenser, and are of 3000-horse power. Steam is applied to the steering gear, winches, &c. Prior to arrival at Adelaide, Captain de Steiger was presented with a purse of fifty sovereigns, for the purchase of a piece of plate, as a souvenir of the pleasant passage. A different course of procedure has been adopted on the present voyage, and instead of calling in at St. Vincent for supplies of fuel and fresh provisions, the Garonne put in at the Cape [of Good Hope, South Africa], where a stay was made of two days twelve hours, and 1000 tons of coal taken in. This arrangement, it is said, is likely to be permanent, and the Cape people are jubilant accordingly. Concerning the voyage, Captain de Steiger reports leaving London on the 6th ultimo [March, 1878], and Plymouth on the 8th, Teneriffe [Canary Islands] being sighted on the 13th. The Equator was crossed on the 19th in longitude 8-17 W., and on the 30th [March, 1878] the steamer anchored in Table Bay [Cape Town, South Africa]. Some good steaming was done north of the line [the equator], and from the 11th to the 19th [March, 1878] she logged over 300 miles each day. After coaling, and taking in a quantity of live stock and other necessaries, the Garonne left the Cape on the 1st instant [April, 1878], and some excellent going was accomplished in crossing the Southern [Indian] Ocean, the best day's work being 341 miles. Cape Borda [Kangaroo Island, South Australia] was made on the morning of the 21st instant [April, 1878], and in the evening of the same day the steamer was anchored at Port Adelaide, 44 days out from Plymouth. If from this be taken the detention at the cape, it will be seen that the steaming time at sea was only a little over 41 days – not very bad work,*

<sup>14</sup> "Abridged Prospectus."

<sup>15</sup> John Alexander Ferguson, *Bibliography of Australia: Volume VI. 1851-1900 H-P*, (Facsimile reprint, Canberra: National Library Australia, 1977; Originally published, Sydney: Angus & Roberson, 1965), pg. 463, accessed 17 Aug 2012, <http://books.google.com/books?id=epQy-bymzRwC>.

*considering that the Garonne was only five days in getting ready for sea after some years' inactivity."*<sup>16</sup>

Despite a successful initial voyage, Captain de Steiger's luck did not hold on the return trip via the Suez Canal. The Garonne left Port Adelaide at midnight on May 14, 1878, steaming across the Indian Ocean towards the Horn of Africa, with the intention to enter the Red Sea, and steam towards the recently opened Suez Canal. At about 10:00 pm, on June 6, 1878, the Garonne ran aground in the South Bay of Ras Hafun on the east coast of Africa, approximately 22 miles west of the east most point of Ras Hafun. Over the next two days, efforts were made to refloat the Garonne but with no success. On June 8, a long boat manned by the ship's crew and six passengers put ashore to determine what resources would be available if necessary. While attempting to return to the Garonne, the long boat capsized and two passengers drowned. After dumping about 150 tons of cargo, the Garonne refloated on June 9, and ultimately made its way back to London.<sup>17</sup>

On July 12, 1878, the British Board of Trade held a formal investigation into the matter at Westminster. The court found that the stranding of the Garonne was due to the negligence of her Captain, Rowland de Steiger. As punishment, the court suspended his master's license for six months.<sup>18</sup>

Because of the grounding of the Garonne in June and subsequent suspension of the Captain's license in July, when the Garonne set out for Australia in August with Robert William Clark aboard, she was under the command of a new Captain, William Fredrick Owen.<sup>19</sup> Besides her captain, the Garonne had a crew of over 100 on that voyage, including officers, servants, cooks, bakers, butchers, engineers, firemen and trimmers.<sup>20</sup>

### Her Accommodations

The Garonne provided for 72 first-class, 92 second-class and 265 third-class passengers.<sup>21</sup> In 1888, fares from London to ports of call of the line in Australia were graduated by class – £52.10.0 and up for first-class, £30 and up for second-class, and £16.16.0 and up for third-class.<sup>22</sup> In addition, the Orient Steam Navigation Company allowed first-class passengers to bring 40 cubic feet of baggage with each

<sup>16</sup> "The S.S. Garonne," *The Morning Bulletin*, Vol. XXI, No. 3152, May 9, 1878, pg. 2, col. 1, accessed 17 Aug 2012, <http://nla.gov.au/nla.news-article52398276>, (National Library of Australia).

<sup>17</sup> Board of Trade, "Wreck Report for 'Garonne', 1878", No. 293., pg. 261, accessed 12 Aug 2012, <http://www.plimsoll.org/resources/SCCLibraries/WreckReports/14295.asp>.

<sup>18</sup> Board of Trade, "Wreck Report," pg. 261.

<sup>19</sup> "Garonne," *Mariners and Ships in Australian Waters*, scan of original ship's manifest, accessed 12 Aug 2012, <http://mariners.records.nsw.gov.au/1878/09/scan.asp?filename=080gar.jpg>, (*State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; SRNSW: NRS 13278, [X141-142] Reel 438*).

<sup>20</sup> Tamea Willcocks, transcriber, "Garonne," *Mariners and Ships in Australian Waters*, transcription of ship's manifest, 2002, accessed 12 Aug 2012, <http://mariners.records.nsw.gov.au/1878/09/080gar.htm>.

<sup>21</sup> Lionel Arthur Gilbert, *The Little Giant: The Life & Work of Joseph Henry Maiden, 1859-1925* (Sydney: Kardoorair Press, 2001), pg. 379, accessed 16 Aug 2012, <http://books.google.com/books?id=PY4PAQAAMAAJ>.

<sup>22</sup> W. J. Loftie, ed., *Orient Line Guide: Chapters for Travellers by Sea and by Land* (London: Maclure & Co., 1888), pg. xxxii, accessed 16 Aug 2012, <http://books.google.com/books?id=LwgPAAAAQAAJ>.

adult; second-class passengers 20 cubic feet each adult; and third-class passengers 15 cubic feet each adult.<sup>23</sup>

A shipping advertisement "Orient Line of Steamships, for London", in the November 19, 1878 Christchurch, New Zealand newspaper *The Press*, quotes return fares to London via the Garonne "Fares: First saloon [first class], 60 to 75 guineas; second saloon [second class], 35 guineas; third class (enclosed cabins), 20 to 22 guineas; open berths, for men only, 16 pounds."<sup>24</sup>

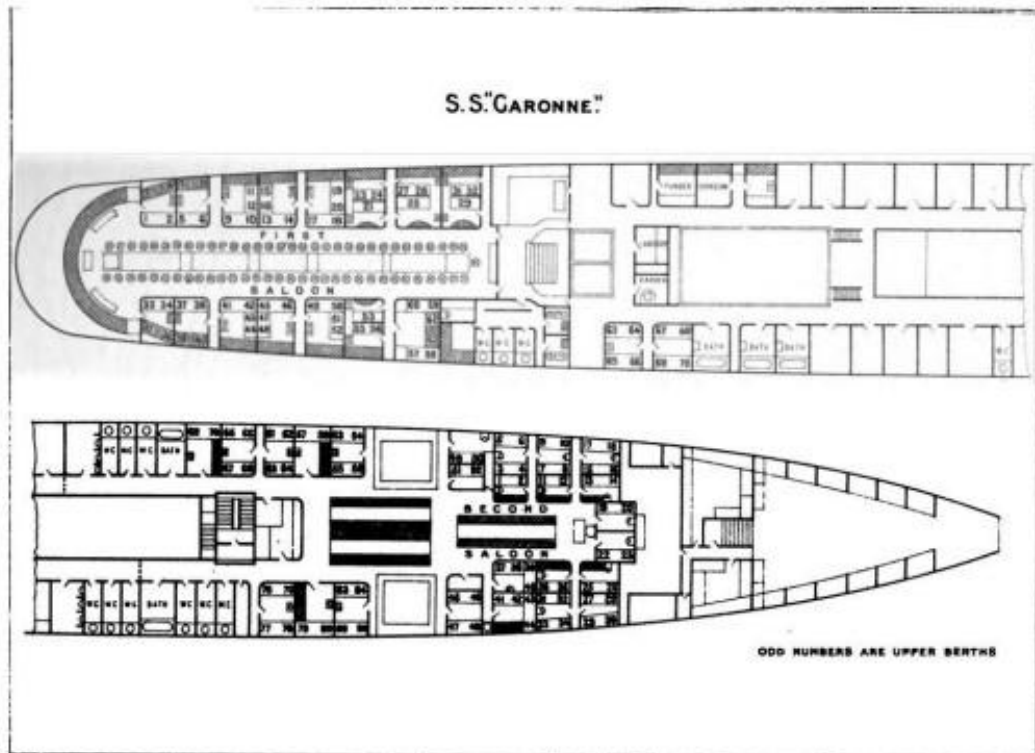


Figure 2: Deck plan of the Steamship Garonne. (see endnote - i)  
 W. J. Loftie, ed., *Orient Line Guide: Chapters for Travellers by Sea and by Land* (London: Maclure & Co., 1888), pg. 283, accessed 16 Aug 2012, <http://books.google.com/books?id=LwgPAAAAQAAJ>.

### Her Passengers

In a September 14, 1878 article, titled "Immigrants to Arrive," the *South Australian Register* lists 40 names of "single men", with ages and occupations as "Per Garonne, which sailed from London on July 30,

<sup>23</sup> W. J. Loftie, ed., *Orient Line Guide*, pg. xxxiv.  
<sup>24</sup> "Orient Line of Steamships, for London," *The Press*, Vol. XXX, No. 4,154, November 19, 1878, pg. 1, col. 2, accessed 16 Aug 2012, <http://paperspast.natlib.govt.nz/cgi-bin/paperspast?a=d&d=CHP18781119.2.2.2>, (National Library of New Zealand).

and may be hourly expected..." The seventh name listed is R. Clark, 20, whose occupation is joiner, one of seven joiners named in the article.<sup>25</sup>

Although it is unknown what class Robert William Clark booked on the Garonne in 1878, it is unlikely to be first- or second-class. The September 16, 1878 edition of the *South Australian Register*, announced the arrival of the Garonne in Port Adelaide in its "Shipping Intelligence" column. The article goes on to list "... Passengers for Adelaide ... in the saloon ... [and] in the second saloon," by name, and Robert William Clark is not among them. The article goes on to mention that "... 40 immigrants and 21 in the third class and steerage." also disembarked at Port Adelaide.<sup>26</sup>

It is likely that the group of 40 immigrants noted in this column is the same list of 40 single men named in the "Immigrants to Arrive" article. It is also highly likely that the individual R. Clark is in fact Robert William Clark.

The "Shipping Intelligence" column goes on to list first- and second-class passengers by name who were destined "for other colonies" and notes there were an additional 247 third-class passengers.<sup>27</sup> Based on this article, including Robert William Clark, the Garonne carried a total of 453 passengers on her second voyage to Australia – 73 first-class (8 for Port Adelaide, 65 for other ports), 72 second-class (9 for Port Adelaide and 63 for other ports) and 308 third-class passengers (61 for Port Adelaide and 247 for other ports).

### The Voyage

The Garonne's departure dates were "from London, July 29, Plymouth August 1, Table Bay August 25" arriving at Port Adelaide, Saturday, September 14, 1878.<sup>28</sup> This roughly aligns to the timeframes of her first voyage to Australia – two days from London to Plymouth, 21 days from Plymouth to Table Bay (assumes a three and a half day lay-over in Table bay), and 21 days from Table Bay to Port Adelaide. It is unknown in which English port Robert William Clark boarded the Garonne, but since he was from northern England, it is reasonable to assume it was London. If so, he would have been at sea for 44 days.

The "Shipping Intelligence" column of the *South Australian Register* under the sub headline "Miscellaneous" provides additional details of this journey of the Garonne;

*"The Garonne, of the Orient Line, arrived [Port Adelaide] in due course on Saturday [September 14, 1878], having made another passage via the Cape [of Good Hope, South Africa] tending to establish the reputation of the vessels [of the Orient Steam Navigation Company] for high steaming power as well as excellent endurance. She left Plymouth [England] on August 1, [1878] and but for a couple of days detention at the Cape for purposes of coaling the engines have kept up their work most uniformly, the result being that from Plymouth to the Cape the speed reached*

<sup>25</sup> "Immigrants to Arrive," *South Australian Register*, Vol. XLIII, No. 9933, Supplement, September 14, 1878, pg. 25, col. 3, accessed 18 Aug 2012, <http://nla.gov.au/nla.news-article42993139>, (National Library of Australia).

<sup>26</sup> "Shipping Intelligence," *South Australian Register*.

<sup>27</sup> "Shipping Intelligence," *South Australian Register*.

<sup>28</sup> "Shipping Intelligence," *South Australian Register*.



11 ½ knots per hour. When last here [Port Adelaide] she was commanded by the old colonial trader Captain de Steiger, but the accident to the ship on the home voyage caused him to be superseded, and in his stead Captain Owen has charge. The captain is in high favour with the passengers, as is evidenced by the flattering testimonials presented to him on arrival. Their good-will has also been secured by the purser, Mr. Hay, and the other officers of the vessel. The Garonne not only brings a lot of passengers but cargo for all the ports and besides this she has some valuable horse stock on board. Some ostriches from the Cape are the property of Captain Wilson, a gentleman who has been Port-Captain there for a number of years but who now seeks fresh field and pastures new in South Australia, and intends starting an ostrich farm in the colony. The Garonne was detained at the Cape by a strong south-east gale, which blew with such violence that she was delayed some three days before the coaling was finished. Captain Owen reports leaving Plymouth on August 1 [1878] at 2:30 p.m. During the first two or three days very fine weather prevailed, but afterwards strong head winds marked the passage to the Cape, where she arrived on Thursday, the 22nd [August, 1878] making the first stage of the passage in 20 days 22 hours. Then there occurred the detention in coaling, which was only completed on Sunday afternoon [August 25, 1878], when at 5:30 p.m. she sailed. Directly after leaving she encountered a fresh gale accompanied by a heavy tumbling sea, which continued for some time, but subsequently very fine weather marked the vessel's progress. From England to the Cape Miss Ada Ward, the actress, was a passenger, but she there met with an engagement, which will detain her till the following vessel of the same line. Mr. Champion, who has been absent on a visit to the old country for a few months was a passenger by her. The Garonne was signaled on Saturday morning [September 14, 1878], and the boarding officers made a long start and had an excellent offing. The steamer shaped a course directly for the boat, and stopped in so good a position that there was none of the customary delay in boarding. The South Australian mails were first passed along, and then those for Victoria and New South Wales were put into the boat ready for transshipment to the South Australian, which steamer was advertised to start at 3, and reached the roads in due course, and not only took on board the mails above alluded to, but remained a short time while a couple of passengers were transshipped. The Garonne had no sooner delivered her mails than with Pilot Walsh in charge she turned ahead on a cruise outside the Wonga Buoy, and then demonstrated most practically how well vessels could be moored in Largs bay [Port Adelaide]. Passing from the heavy sea running in 11 fathoms of water, where she was first boarded, the steamer went into comparative quiescence, and when at anchor there was little trouble in visiting her. Mr. Duffield, the Immigration Agent, was in early attendance to take the muster of the Government immigrants on board, who were transshipped to the steam-tug and conveyed to the Port. The work of discharging cargo was early entered on, but Sunday intervening operations were suspended until Monday morning, when the remainder of the cargo would be transshipped. Sunday proved a boisterous day or doubtless some strangers might have been induced to visit a vessel the proportions and apartments of which are well worth seeing."<sup>29</sup>

<sup>29</sup> "Shipping Intelligence: Miscellaneous," *South Australian Register*, Vol. XLIII, no. 9934, September 16, 1878, pg. 4, col. 2, accessed 12 Aug 2012, <http://nla.gov.au/nla.news-article42991496>, (National Library of Australia).

It is possible that Robert William Clark knew an actress was on board the Garonne, and may have possibly seen her, but it is much more likely, especially if he was in third-class to have seen the ostriches, or at least been aware that live stock was on board.

It is also possible that Robert William Clark was one of the Government immigrants whose arrival in Port Adelaide was met by the Immigration Agent, Mr. Duffield. If so, this implies that Robert William Clark immigrated to Australia under a government-assisted program, meaning the government financed his passage – a not uncommon practice of the 1800s designed to bring skilled labor to Australia.<sup>30</sup>

### Her Later Years

The Garonne's first voyage to Australia was in April 1878, and her last voyage to Australia, before she began to operate as a cruise ship was in July 1889.<sup>31</sup> The Garonne was one of the pioneering ships for the Norwegian fjord holiday-cruise industry.<sup>32</sup>

In her later years, her ownership passed to V. Porter of Liverpool, England, in 1897, who turned around and sold her in the same year to F. Waterhouse of Seattle, Washington State,<sup>33</sup> for use during the Alaska gold rush.<sup>34</sup> Two years later in 1899, the American government used her as a troopship during the Spanish-American war.<sup>35</sup> In 1905, she met her ultimate fate – to be scrapped in Genoa.<sup>36</sup>

### His Later Years – A Genealogical Summary

1. **ROBERT WILLIAM CLARK** (Thomas, Jr.<sup>A</sup>) was born 11 November 1859<sup>37</sup> at Barnard Castle, Yorkshire<sup>38</sup>, and died 31 July 1922.<sup>39</sup> He was the son of Thomas Clark, Jr. and Mary Anne Simonetta.<sup>40</sup> Prior to his immigration to Australia, he worked for the Midland Railway Company in Leeds, England. On 14 September 1878, he arrived in Port Adelaide aboard the Steamship Garonne. Once in Australia, he worked for the Mellor Brothers in Franklin Street. Next, he worked for the South Australian locomotive department and based successively at Port Wakefield, Beachport and Naracoorte. He was primarily a carriage builder.<sup>41</sup>

<sup>30</sup> Adelaide Proformat, "Understanding SA Shipping Records 1," *Proformat News*, ISSN 1833-9514, No. 31, September 2008, accessed 18 Aug 2012, <https://www.jaunay.com/newsletter/newsletter31.html>.

<sup>31</sup> "A Man Carrying a Large Christmas Pudding, from a Menu from the Orient Line's SS Garonne," PortCities London, accessed 17 Aug 2012, <http://www.portcities.org.uk/london/server/show/conMediaFile.4036/A-man-carrying-a-large-Christmas-pudding-from-a-menu-from-the-Orient-LinesSS-Garonne.html>.

<sup>32</sup> Stuart Cameron, "S.S.Garonne."

<sup>33</sup> Stuart Cameron, "S.S.Garonne."

<sup>34</sup> "A Man Carrying," PortCities London.

<sup>35</sup> "A Man Carrying," PortCities London.

<sup>36</sup> Stuart Cameron, "S.S.Garonne."

<sup>37</sup> "Inspector Appointed."

<sup>38</sup> "Inspector Appointed."

<sup>39</sup> "Personal," *Barrier Miner*.

<sup>40</sup> Wendy Baker, *Leaves on the Tree: Part 1 – Bridging the Gap, The Story of the Clarks*, (self-published: 2012), pg. 1.

<sup>41</sup> "Inspector Appointed."

Robert William Clark married **ANNIE JANE MCEWEN SMITH**, daughter of John Henry Smith and Sarah Hinde, at Beachport, South Australia on 10 January 1881. She was born about 1861, died 30 March 1893, and buried in the Naracoorte Cemetery.<sup>42</sup>

On 10 June 1901, Robert William Clark was appointed an Inspector of Factories. On 1 July 1911, he made Senior Inspector.<sup>43</sup> By 11 December 1919, after the death of J. Bannigan, the Chief Inspector of Factories, he was appointed Acting Chief, while the government began a search for a permanent replacement.<sup>44</sup> On 21 April 1920, the Executive Council formerly made him Chief Inspector of Factories.<sup>45</sup>



**Figure 3:** Robert William Clark (sitting, front row, far left).<sup>(see endnote - 1)</sup>  
 "Studio view of nine men and two women," A studio portrait of the South Australian Chief inspector of Factories and his staff. Standing, left to right: Inspectors W. E. Ellis; T. G. Ward; J. E. Searcy (Chief Clerk); W. S. Hamilton; J. T. E. Foote; S. P. Bannister (Clerk). Sitting, left to right: Senior Inspector R. W. Clark; Inspectress L. Bosanko; Chief Inspector J. Bannigan; Inspectress I. O. MacGillivray; G. E. Anderson (Junior Clerk), ca.1913, accessed 18 Aug 2012, [http://images.slsa.sa.gov.au/searcy/07/PRG280\\_1\\_7\\_453.htm](http://images.slsa.sa.gov.au/searcy/07/PRG280_1_7_453.htm), (State Library of South Australia – PRG 280/1/7/453).

<sup>42</sup> Wendy Baker, *Leaves on the Tree*, pg. 2.

<sup>43</sup> "Inspector Appointed."

<sup>44</sup> "Concerning People" *the Register*, Vol. LXXXIV, No. 22,805, December 11, 1919, pg. 6, col. 9, accessed 18 Aug 2012, <http://nla.gov.au/nla.news-article63118866>, (National Library of Australia).

<sup>45</sup> "Inspector Appointed."

The five children of Robert William Clark and Annie Jane McEwen (Smith) Clark were:

- 2 i. **EMILY OLIVIA CLARK**, born 15 February 1883, and died 2 April 1909.<sup>46</sup>
- 3 ii. **THOMAS HUTCHINSON CLARK**, born 30 May 1885,<sup>47</sup> and died 6 June 1918 in Long Island College Hospital, Brooklyn, New York.<sup>48</sup> In 1904, he migrated to New York and by 1910, he was married to Caroline Van Pelt.<sup>49</sup> They had five children.<sup>50</sup>
- 4 iii. **HERBERT HINDE CLARK**, born 15 May 1888. He married Ruby Gladys Moore in Christ Church strathalbyn, on 2 July 1919. They had two children.<sup>51</sup>
- 5 iv. **ADA CLARICE CLARK**, born 8 December 1890, and died 3 July 1962.<sup>52</sup>
- 6 v. **WILLIAM CLARENCE CLARK**, born 6 January 1893, and died 4 August 1947. He married Ellen Jane and had two children.<sup>53</sup>

## Conclusion

Transitions whether for a ship or an individual, are part of life, and like anything in life, they can provide opportunities to learn. Learning about the transition of my great-grandfather, Robert William Clark, from a life in England to a life in Australia, provided an opportunity to learn about the steamship Garonne – a ship in transition both in her own history, and as part of the general history of shipping.

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<sup>46</sup> Wendy Baker, *Leaves on the Tree*, pgs. 2-3.

<sup>47</sup> Wendy Baker, *Leaves on the Tree*, pg. 2.

<sup>48</sup> State of New York, Department of Health of the city of New York, Bureau of Records, Certificate of Death, Thomas H. Clark, Registered no. 12997.

<sup>49</sup> "United States Census, 1910," Thomas H Clark, Troy Ward 13, Rensselaer, New York, index and images, FamilySearch, accessed 23 July 2012, <https://familysearch.org/pal:/MM9.1.1/M55F-TGD>.

<sup>50</sup> Personal knowledge, Steve Clark.

<sup>51</sup> Wendy Baker, *Leaves on the Tree*, pgs. 2, 4 & 8.

<sup>52</sup> Wendy Baker, *Leaves on the Tree*, pgs. 2 & 4.

<sup>53</sup> Wendy Baker, *Leaves on the Tree*, pg. 2.

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