

**Life Notes: Our Hubert Line in Jersey
including
John (Jean) Hubert (1832-1867) and
Horatio John Hubert (1864-1926)**

Compiled in 2017-8 by Anne Freeth Molver (née Hubert)

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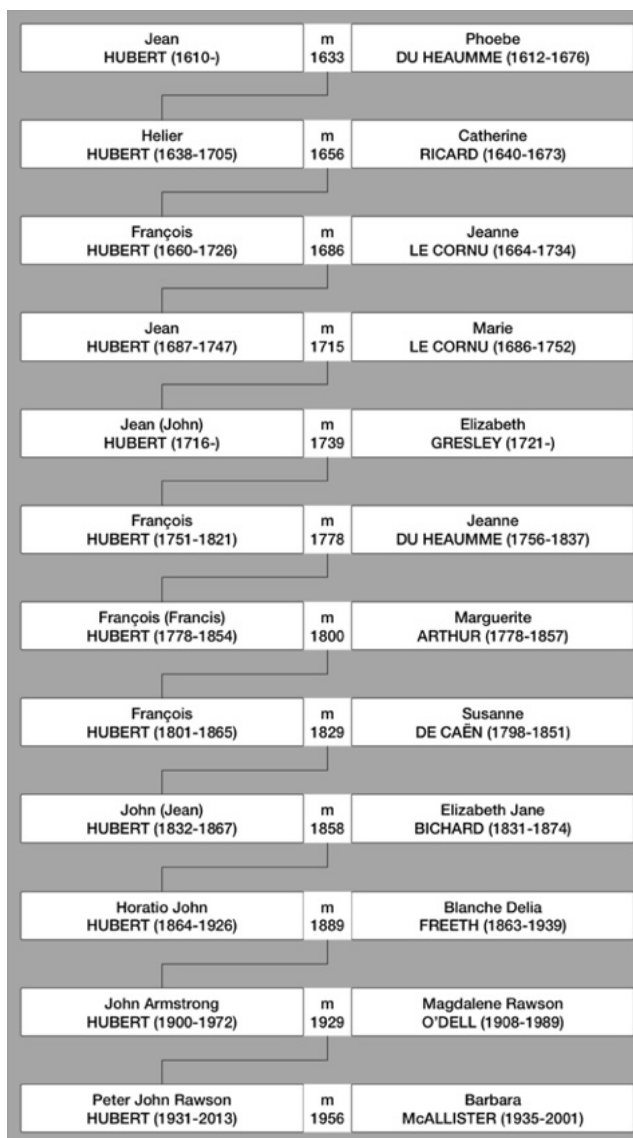
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John (Jean) Hubert
(1832-1867)
– my great-grandfather



Horatio John Hubert
(1864-1926)
– my grandfather



Our Hubert Line from Jean (born 1610)
to my brother Peter (born 1931) –
showing descendant males and their wives

Introduction

The compilation of these Life Notes has depended on a number of sources. Family photographs, memories, diaries and letters have helped considerably. Letters that have been transcribed are indicated by italic text within a box.

Much of the information has been supported by various internet searches and genealogy studies. Many grateful thanks go to the Channel Islands Family History Society for assistance.

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1 Jersey – a brief history

Our Hubert Line can be traced back to 1610, all the first generations being born on the Channel Island of Jersey, now a self-governing Crown Dependency of Great Britain.

Jersey is situated in the English Channel approximately 100 kms from the coast of the Manche department of Normandy in north-west France and south of the Cherbourg Peninsular. The island is the largest of the Channel Islands, but its small size - only approximately 15 km (west to east) by 8 km (north to south) has led to much emigration once the workable land had been populated.

It is an ancient land with a long history of settlement both by nomadic peoples and others after the Vikings arrived and the events of many wars, leading to changes of allegiance between Normandy and rulers on the English throne. Most of the land is flat, except for a rising rugged north coast and many raised rocky peninsulas on which old fortifications were built in the past.

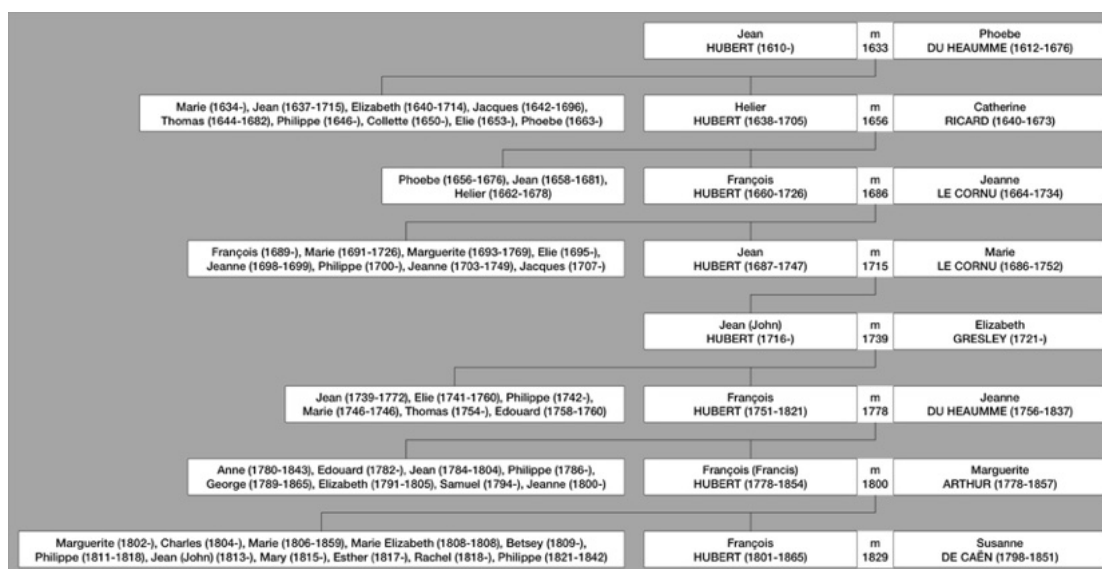
The first known records for the Huberts in our line date back to 1610. Earlier generations had settled in the St Ouen parish on the island, situated towards the north-west of Jersey, and inland from the long St Ouen Bay facing the English Channel, the south-west coast of England and the Atlantic Ocean. Parish records have been a prime source of information, followed later by population censuses and research at the Jersey Archives. There appear to have been several lines of Huberts possibly all descended from Huguenot families fleeing from France.

The early peoples of Jersey would have been farmers and fishermen, living a hand-to-mouth self-sufficient existence in small settlements, not moving too far from home. Around them there was periodic intrigue and changing sympathies, with fighting and some major battles, but unless they joined the military most of those activities passed them by. Their cattle supplied many of their needs, from milk and meat to draught animals and hides from about 1700 when cattle were introduced by the Normans. The English Civil War led to the Parliamentarians recapturing Jersey in 1651, there were attempted invasions by the French during 1779, and the island had two opposing underground networks during the Napoleonic wars ending in 1815.

In the 16th century, Jersey fishermen had begun fishing off Newfoundland, sailing across the Atlantic in the spring, to return to Jersey in the autumn in time to plough for their next season's crops. After 1780 some islanders renewed trade with Newfoundland and Canada and started small settlements with a regular flow of sailing vessels back and forth. This activity led to ship building becoming a major industry in Jersey. St Helier harbour was built in 1786 and became the principal port in the island, taking over from the small port at St Aubin.

Immigration from mainland Great Britain began after steamers became the chief means of transport, leading to an addition in population of 5,000 English residents by 1840 – this had increased to 52,000 by 1900. The second half of the 1800s was a period of increasing modernisation and growth of towns, government and activities. The Jersey cow breed was officially registered in 1833 and the famous Jersey Royal potato was exported in volume in the 1890s. It was valued as a very early and productive variety.

2 Our Hubert line from 1610 to 1801



Our Hubert Line from Jean (born 1610) to Francois (born 1801) – showing descendant males, their wives and siblings

The earliest record of a Hubert in our line was Jean, who was born in 1610 in the Parish of St Ouen. He married Phoebe du Heaumme in 1633 of the same Parish. They had eight children of whom seven survived to adulthood, the eldest was a girl who married a soldier, while the youngest boy Philippe may have emigrated. Their first son Jean was born in 1637 and may have lived with his parents as there are no further records. Their second son Helier was born in 1638 and married Catherine Ricard in 1656 at St Ouen where they lived with their four children.

Helier's first son Jean died at the age of twenty-two. Their second son Francois was born in 1660 and lived to the age of 66. Francois married Jeanne le Cornu in 1686 and they had eight offspring of whom four lived to adulthood. Francois and Jeanne le Cornu may have moved with their children from St Ouen to St Mary, where Francois was buried. Their eldest son was given the name Jean and was born in September 1687 living to the age of 60.

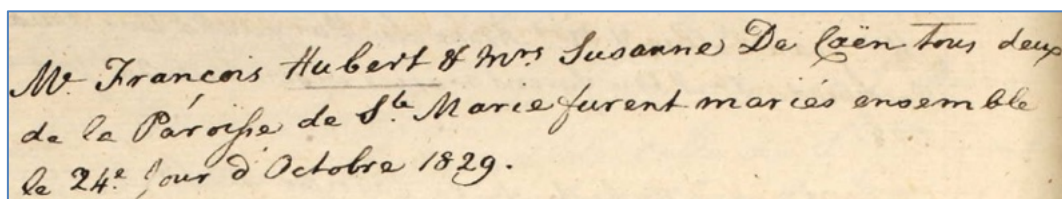
Jean (1687-1747) married his first cousin, Marie le Cornu in May 1715, and had one child Jean who was born in 1716. He was baptised in St Ouen where Marie's family resided. The child Jean (1716-) married Elizabeth le Gresley (who was born in St Ouen) in July 1739 in the Parish of St Brelade, in the south-west of Jersey. They had seven children but only two reached adulthood, the fifth being the only one to reach old age, named Francois.

Francois (1751-1821) married Jeanne du Heaumme at St Saviour in 1778. The church of St Saviour existed as early as 1087 and is located a short distance from Government House. The parish of St Saviour is north of St Helier, in central southern Jersey. Francois' descendant Horatio John Hubert was buried at St Saviours in November 1926, where his own father Jean (the master mariner) and mother were married. Francois and Jeanne du Heaumme are recorded to have had nine children, of whom four lived to adulthood.

Their eldest child Francois (junior) (1778-1854) married Marguerite Arthur (1778-1857) in 1800. They lived in the Parish of St Mary well into their 70s, where they had twelve children of whom three are known to have survived as adults, the youngest boy dying in Newfoundland at the age of 21 in 1842. Their eldest son Francois (1801-1865) married Susanne de Caen in October 1829 and lived most of his life at the farm Oakdale in St Peters. This property seems to have become the foremost residence of the Jersey Hubert line until 1971 when it passed out of the family in the will of the last remaining relative on the island.

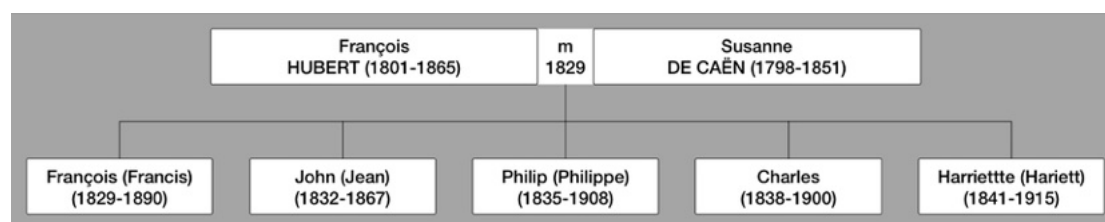
3 Francois Hubert (1801-1865) – my great-great-grandfather

My great-great-grandfather Francois was born in 1801 and seems to have been brought up in a reasonably prosperous family for the time. His marriage to Susanne de Caen (1798-1851) in 1829 at St Mary's Church was a 'good' one as they were able to live with their five children on the adequately sized property Oakdale which had a substantial granite house and outbuildings. The earliest date is 1702 which is inscribed on a lintel of one of the buildings.



Marriage Record Francois Hubert and Susanne de Caen, 24 Oct 1829

In the Channel Island census, Francois is described as a carpenter. The farm later certainly reared pedigree Jersey cattle for sale, grew good potatoes and apples and employed farm labourers. His wife Susanne was the daughter of Jean de Caen who died in 1850 and Marguerite de Syvret who died the same year. They both lived in the parish of St Mary.



Francois Hubert, Susanne de Caen and their 5 children

Francois and Susanne had five children, the eldest of which Francois was born in 1829. He married and lived away from home until his father died in 1865, after which the young couple moved to Oakdale. Francois and Susanne's other children were Jean (John), the master mariner, Philippe, Charles and Harriet - the youngest child who was born in 1841.

'Oakdale' is situated on the border between St Peter and St Mary parishes, in the vingtaine of 'Les Augueres'. Susanne's tombstone inscription in St Mary's Churchyard describes her death in French as with "*Christian courage and resignation, on 30 July 1851, at Les Augueres aged 52 years*". It continues by mentioning that she was the best mother, who always gave her God fine service, while remaining in good humour throughout her affliction, and acting with grace. Finishing with "*rest in peace dear mother, your children and your friends always loved you and will never forget you. This last loving tribute is written to you, dear mother, by your second and third sons*". Correspondence between the two brothers Jean (John) and Philippe only mentions the property by the name 'Les Augueres'.

Sometime after Susanne de Caen's death in 1851, and certainly by the end of 1857, there was a major rift between father (Francois) and his sons, stemming from their father taking into the home two women of dubious character as well as their offspring.

This caused so much perceived horror for their reputation, as well as problems for the younger siblings still living in the house, that the children moved away as soon as they were able, after a decision to erect a tombstone memorial to their mother. As some of the siblings were unable to contribute to the cost at the time, it was decided that it would only mention the two sons Jean and Philippe until the others were able to pay their share, when the inscription would be changed to 'and family'. The memorial and wording angered father very much and he threatened to have it destroyed or re-inscribed, however nothing eventuated. The rift was irreparable leading to all his children making their lives elsewhere. Their exploits are covered more fully later.

*Inscription on our Grandmother's Tomb
in St Mary's Churchyard Jersey*

*In memoire de Susanne de Caen femme
de Mr. Hubert laquelle quitta ce monde
à la suite d'un cancer qui'elle eut
avec courage et résignation Chrétienne
Le 30 Juillet 1851,
Les Angerey St Pierre, âgée de 52 Ans
une mère pleurée de qui Dieu s'est
servi. Pour elle il fut toujours un asile,
un appui,
Affligée de sa perte, se réconforta d'un bonheur
qui par grâces elle posséda à la droite
du Sauveur*

*"Repose en paix chère mère, repose à jamais
Tes enfants, les amis T'aimeront toujours
Ils ne T'oublieront Jamais"*

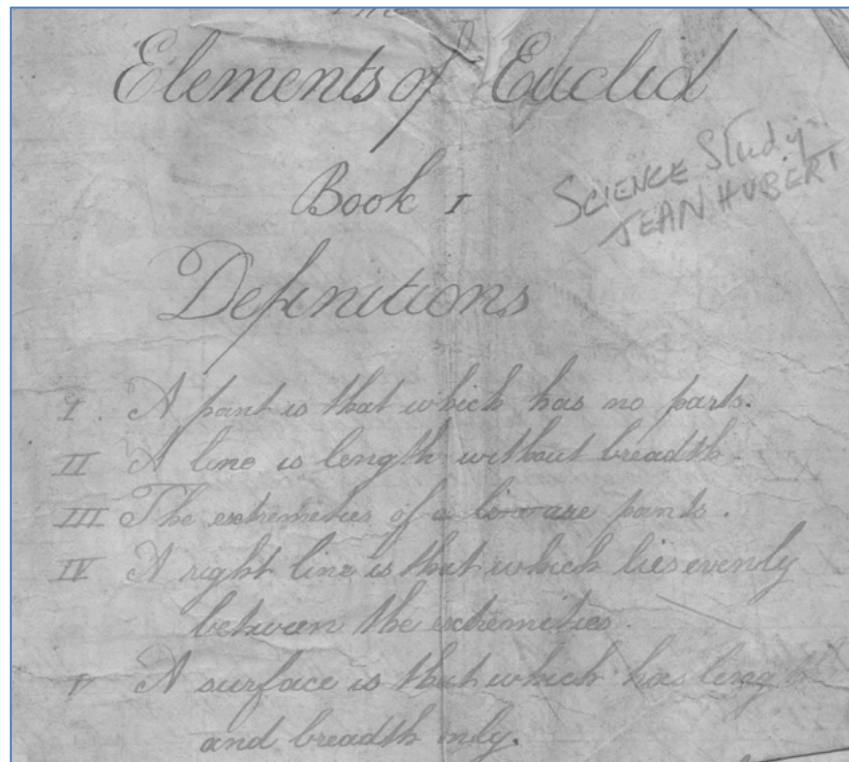
*Le dernier tribut d'amour est
érigé à la plus tendre mère par
son second et troisième fils*



Grave of Susanne de Caen who died 30 July 1851, in St Mary's Churchyard, Jersey (right), and (left) a transcription of the headstone (now illegible) probably made by her grand-daughter Adeline Hubert

4 Jean (John) Hubert (1832-1867) Master Mariner – my great-grandfather

Jean (John) had a very active but short life. His forebears have been mentioned earlier and all that requires mentioning is that from his early days he was interested in becoming a seafarer and exploring the world. He was intelligent and methodical, gleaning information and science through whatever sources were available, be it schooling, apprenticeship or his own researches. We have a notebook in his own copper-plate writing of 'The Elements of Euclid' Book 1 which had obviously travelled around the world with him a few times, copied from some reference book. It is well thumbbed. He understood astronomy, navigation and the communication systems of the day, all vital in his travels, and had studied countries which had recently emerged into the limelight with their trading possibilities.



Part of the front page of "Elements of Euclid – Book 1" copied by Jean and well thumbbed

Jean was brought up bi-lingual, his parents spoke Jersey French, but all his business dealings were in English which took over as the prime means of communication in the British Empire. For this reason, he related to the name John, but he is often described as Jean in this document to identify him more clearly.

From documents and letters kept in his antique 'writing box and lap-desk' his short life can be described in more detail from 1856. He was

then chief mate on the brig 'Nameless' of 126 tons, registered in Jersey. His Certificate of Discharge was signed by the Master of the 'Nameless', Francis De Faye, and was for a contract of six months. He became a Captain on the 'Alice', a brig of under 200 tons, and perhaps other vessels operating from the British Isles for a Mr George Asplet and others. The 'Alice' had proved herself by being the most reliable vessel to trade with Vera Cruz – Jean wrote in April 1859:

"I am happy to inform you of my arrival here (on the 'Rhine'), after a passage of 44 days from Tampico, one day less than my first return in the 'Alice'. Without flattery, I must state that the 'Alice' is a superior vessel to the 'Rhine' as regards their sailing qualities – was the 'Alice' 200 tons Register few would surpass her. If she was in Liverpool now she would not have to wait for a Freight. She is quite a favourite at Tampico as she always delivered her cargo dry and is much enquired after."

Jean married Elizabeth Jane Bichard on the 29th October 1858 at St Saviours Parish Church. Elizabeth was born in Quebec on the 18th June 1831, the eldest child of another master mariner Jean Martel Bichard and his wife Elisabeth Robert, who were both from Jersey but had lived in Canada where they were married. They had four other children the last two, Caroline and Horatio, being mentioned in correspondence.

EXTRACT FROM THE REGISTER OF MARRIAGES
Of the Parish of *Saint Saviour* in the Island of Jersey.

ANNO DOMINI 1858 [PAGE 59] ANNO DOMINI 1858

Marrriages solemnized in the Parish of Saint Saviour in the Island of Jersey.

No.	When Married.	Christian and Family Names of the Parties.	Age.	Condition.	Rank, Trade or Profession.	Place of Residence at the time of the Marriage.	Place of Birth.	Father's Name and Surname.	Rank, Trade or Profession of the Father.
267	October 29 th	John Hubert	26	Bachelor	Mariner	St Mary	St Mary	Francis Hubert	Carpenter
		Elizabeth Jane Bichard	25	Spinster	—	St Helier	Quebec (Canada)	Jean Martel Bichard	Mariner

Married in the Parish of *Saint Saviour* in conformity with the Rites and Ceremonies of the Church of England, by me, *by special licence*

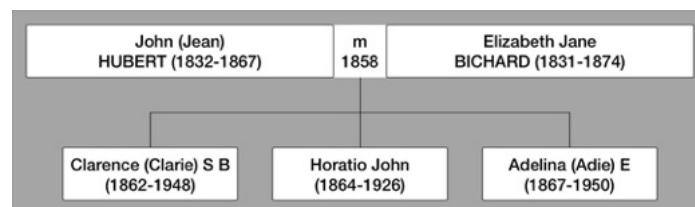
This Marriage was solemnized between us } *John Hubert* In the presence of } *William Head* Witnesses. *William Robert de Bosc*
Elizabeth Jane Bichard } *Elizabeth Jane Bichard*

I hereby Certify that the above is a true and faithful Extract from the Register of Marriages of the Parish of *Saint Saviour* in the Island of Jersey.

Witness my hand, this 29th day of October 1858.

William Robert de Bosc Rector of Saint Saviour
Dean of Jersey

Marriage Certificate of Jean Hubert and Elizabeth Jane Bichard, St Saviour, Jersey, 29 Oct 1858



Jean Hubert, Elizabeth Jane Bichard and their 3 children

4.1 1858-9

The couple did not have much time together before Jean set sail on the 5th November 1858 as skipper of the schooner 'Rhine'. It was a dangerous journey to Vera Cruz (Mexico) and back via Tampico to Liverpool, documented in his log

book. He best describes some of the journey in a letter dated 20th January 1859 to Mr Asplet:

"I am happy to inform you of our safe arrival at Vera Cruz after a long and dangerous passage of 66 days – owing much to the bad Stowage and Trimmage of Cargo and Vessel. You will not be surprised when you know much cargo has been damaged, for, on every tack the vessel took a great list, and even in a light breeze we had to be at a standby on the Halliards. It is pronounced a disgrace to whoever superintended it, and whoever the parties are, they should have risked their lives on board. As is the case it was not only endangering the vessel and property but what is more the lives on board and should a survey have come on board £300 would not have paid the damages in England, it would have been the base. It is my impression that whoever superintended the stowage superintended all, for much of the Provisions was not stable. We are partly discharged and would be left for Tampico – owing to Northerns (ships from North America) nothing has been done since last Friday. I am sorry to say I shall be obliged to take so much ballast at the price of 55 dollars for a lighter about 15 tons, when much time and money might have been saved by putting a little more in at Liverpool – also the Provisions are at a higher rate owing to a fleet of 16 men of war that are in the harbour. Meat is one real per pound and everything else in proportion. Labour wages £3 a day."

The return journey did not prove much better although he had arranged for repairs and re-supply of lost items such as the bulwark boards, lost headrail and collision lantern in Vera Cruz. They shipped a great deal of water on 17th March 1859, had to use the pumps most of the voyage, and had a collision with a schooner in the Mersey after the pilot had boarded, which carried away the gangway, jib-boom and quarterpiece. On arrival in Liverpool on the 7th April John advises Mr Asplet that he wanted to leave the 'Rhine', so a new master must be found before he can move.

On 3rd May 1859 John was still waiting to be paid what he was owed and was having trouble having the account cleared by a Mr Dean. In writing to George Asplet, he forcefully says:

*"I am tired of being humbugged from day to day and certain hour to certain hour till I suppose he is ashamed of himself and told me tonight what he might have told me before, that he could not settle with me, though I have shown him your letter, his want of giving me due notice has prevented me availing myself of another vessel. I beg you will answer this by return that I may know how to proceed for time is money to me at present. Yours respectfully, John Hubert
PS I have had my accounts inspected by several parties before to take them to the office and the general opinion is that they are moderate and correct".*

At the end of April 1859 Jean heard from Philip Garvey in Jersey while he and Elizabeth were staying in Liverpool with Mr le Maistre, and on 20th June he heard from Rob J Francis in a letter sent to an address in Shropshire, that Mr Pirouet of Chas. Pirouet & Co. had been trying to contact him regarding employment as a ship's captain on le Maistre's recommendation. Jean replied giving them his terms and mentioned that he would be open later to an arrangement to take a share in a vessel on the understanding that he should command it, should it suit all parties. By the 25th June Jean was engaged to be the master of the brig 'Geffrard', approximately 350 tons, which did not arrive back from its previous journey until 17th July, and by the end of August he was having the vessel loaded

in Liverpool, destined for Colombo. They were to carry a passenger costing £40 for 100 days' passage with basic cabin fare.

Jean received several letters from Chas. Pirouet & Co giving instructions for the voyage and cargo up to mid-September:

"We have seen your brother-in-law and will look out for a situation for him (referring to Horatio Bichard). If you can secure a suitable carpenter for 60/- per month we think it advisable for you to ship one at Liverpool as you will have a better choice there. We will therefore not engage one before hearing from you again; you will also do well to select your crew from alongside. We trust you will find no difficulty in procuring them at 40/- with two months advance".

"We recommend you to get quite ready for sea with the exception of bending sails as soon as your other stock allows you to do so, even to bending at least one of the chains, which should not be left to the last day".

"As it is impossible for us to give you such instructions as will meet the exigencies consequent on the uncertainty and fluctuations of the freight market, you will have the advantage of consulting with your consignees whom we will address to this effect but it will still be left to you to decide on such suggestions and advice as they may have to tender you. Our object is to return from Colombo to Liverpool if possible or London at ruling rates. Should unforeseen circumstances operate so as to prevent your loading there, which we however do not expect, you will use the best of your judgement as to what port you should proceed to seeking, bearing in mind that time is money, and that the sooner you can get away and bring the voyage to a successful termination the more it will be likely to turn out favourably."

"We therefore urge on you the necessity of calculating and reflecting on whatever understanding you make. The stowage of the cargos you may take will claim all your attention seeing that such goods as may damage, others are stowed separately with as little loss of stowing room as possible".

Various other instructions were given in the letters dealing with the maintenance and care of the vessel.

According to Jean's log book for his first voyage on the 'Geffrard', it began on 24 September 1859, "*beating down St George's channel*". Both on the outward and return journeys various sightings and signalling of passing vessels took place to establish the times taken for their various schedules. The 'Geffrard' arrived off Colombo on 7th February to be met by the pilot boat. Jean's letter dated 15th February 1860 written in Colombo details the voyage and later some items of freight to be carried:

*"to Messrs Chas Pirouet & Co
Gentlemen*

I beg to inform you of our arrival here – following are some of the particulars of our voyage –

Left Liverpool on the 24 September, had strong adverse winds with fog in Channel, on the 2nd Oct weathered the Tuskar Rock, thence the wind continued strong from the WSW to SW till we sighted the Island of Teneriffe (Canary Islands off NW Africa) on the 23rd October. Next day took the NE Trade winds which favoured us though light till the 4th of November in Lat. 9N longitude 25W. Afterwards had light variable up to the 11th. Then

southerly till the 16th when we crossed the Equator in Longitude 29.40. Since then had a fine heady breeze of SE winds inclining towards the East to the 24th November when we sighted the Island of Trinidad (NW of Venezuela). On the 17 Dec passed the Meridians of the Cape of Good Hope; had variable breezes to the 3rd January when we sighted the Island of Amsterdam, winds having prevailed for the last few days from the NE. Up to this time the chronometer was about right. The winds drew more from the North, West, South, and finally SE till the 10th. Lat. 20S Long. 81E then had variable winds with calms to the Equator, we crossed on the 24th – where one of our passengers by the name of Rev ER Clarke jumped overboard and was drowned (they spent one and a half hours looking for him in the dark). Thence had light NE and Northerly winds till we reached Colombo on the 7th inst. With our chronometer 8 degrees wrong. Thus, perusing so far you will be able to form an idea of our passage. To the exception of our main Top Mast sprung, one channel broke, Headrail gone, we have had no damage and vessel pretty tight.

We are discharging as fast as possible as freights are fair, had we been ready 8 days sooner to take in cargo I might have had £4 for some part of the cargo.”

4.2 1860

On 29th February 1860, Jean still in Colombo, wrote:

“Gentlemen,
Since my last dated 15th instant, we have not made so much progress as I expected. We had a quantity of Asphalt we had to quarry with crowbars which prevented us from discharging so fast as I expected. We finished on Monday and now are loading pretty fast. I hope to sail by the end of next week. I have engaged 300 bags (coffee) @ 30/- per ton and the remainder @ 27/6, Coir @ 20/- per ton of 12 cwt, for broken storage with the small quantities of different kind. Freights are still fair, vessels are yet booking as little @ £3/15.- but as there are some vessels due here Merchants are not in haste to engage. Yet I hope I will be able to get £4 for the small quantity I might require, but I cannot engage till I know what I want.
Gentlemen, I enclose a Bill on Cotesworth Lyne & Co for £250.
As I do not know what may I require here I thought it was best to send that sum as soon as possible and the remainder I will send when my accounts are closed – that is next post.
Hoping ere this reaches you to be advanced on our homeward passage.
I remain, Gentlemen, Yours obediently – John Hubert
PS As I do not know your Agents in London I should be glad if you were to send a note for me at the London Dock Post Office before my arrival there, as I intend to go in those docks.”

Five weeks were spent in Colombo unloading and reloading cargo. Just before leaving on 15th March Jean wrote:

“Gentlemen,
I beg to inform you that we are loaded and hope to sail in the morning with 4438 tons altogether on board, and making a freight of 1371.5. - the vessel drawing 14ft 6 aft and 13 for heads and I believe in good trim for sailing.
I cannot admire these people here for the interest they take in ships consigned to them, they rather try to lower the freights than to raise them, and shipmasters must be on the lookout not to be entangled by them.
Gentlemen, as for the balance of freight due after all expenses paid and the Bill of £250 I sent you last mail, which is £72, Messrs G Wall & Co will remit it to you next mail, as it was impossible to get a Draft from the Bank today; and I may also state they have given

*me an acknowledgement that sum is in their hands to remit to you.
I herein enclose my disbursements in this place. The Coolie and Stevedore Hire is very high for the time we have been here but as I had engaged a full cargo I thought it was best to get a few more hands and be dispatched as quick as possible as a cargo of casks do not settle to put any more. I acted for myself.
Hoping in 14 weeks to be (Please God) in London with your company – also to find a note there from you on my arrival stating the address of your Agents.”*

The first letter from Jean to Elizabeth was written from Ceylon on 19 February 1860:

*“My ever Dear Wife,
I now address you just before sailing Monday. I went with Mr Squire and bought different things for you. Viz. Chinese worked silk for 2 dresses, Tea Caddy, 2 Aprons, 1 Card Cape and sundry articles all Chinese also 1 beautiful White Shawl. I only regret I did not buy it before we were married as it would give me and your happy reminiscences – however though late I hope you will accept it – it is a splendid Shawl – Fringe about 1 foot deep – I know you will like it, also a small pair shoes for a curiosity.
I have no passengers but I have had presents given to me which I have turned into different articles for you – and I hope you will be pleased with them when you see them. In case you would not like the dresses I think you could always sell them at a profit – for you to believe they are splendid articles I will tell the lot together cost ----- will I tell you? I am afraid if I tell you now you would not value it so much – However let me tell you all together cost above £20 – but you must keep it to yourself as the owners would*”

The return journey from Colombo began on 15th March with reasonable weather in the first month before storms built up. It followed the same course – round the Cape of Good Hope, but then sailed to St Helena in the first week of May where Jean went ashore for the morning to collect any additional instructions, past the Ascension Islands in mid-Atlantic, across westward past the Portuguese island of Flores in the Azores and on to London Docks, arriving on the 22nd June. After unloading his cargo, he was reloading for another journey to Colombo by July – a few details are found in other business letters:

*“31st July 1860 – from J Hubert, London
to Peter Le Maistre Esq
Dear Sir,
I have duly received yours of the 21st and 23rd July, and have found your last statement of £13.6.9. to my credit correct, you will please keep the same on the Terms agreed to at our last interview together here. I have also £100 which I intend sending you as soon as possible.
Will you be so good as to forward the enclosed to the party directed, and if he has received the small sum due me in Tampico be kind enough to receive the same and place it to my credit.
With our united regards, I remain Dear Sir, Yours truly – J Hubert
PS We have about 250 tons down for the vessel and I expect to be near about loaded by the end of next week.
I am very sorry to state the cargo has turned out short by about 250 dholls of Coir and 1 bag of coffee through my mate’s carelessness.”*

*"23 August 1860 – from R.J. Francis for Le Maistre & Co, Liverpool
to Capt. J Hubert, 4 Hawthorndean Place, West India Dock Road, London
Dear Sir,
We had the pleasure on the 21st ult. since which we have been deprived of your favours.
The present is to inform you that we have effected as per your orders, Insurance on
sundries by your vessel from London to Colombo with leave to call at or off all or any
intermediate party or place – £50 on gin, cheese, hams, clothes etc., and debit your
account with cost as follows:
Pound 50 @ 30/- = 15/-, Stamp and comm. = 4/- Tot. 19/-
Trusting you may have a speedy and prosperous voyage
We remain, Dear Sir, Yours very truly, for Le Maistre & Co, R.J Francis"*

4.3 1861-2

A letter from Pieter Le Maistre to Elizabeth dated 31 January 1861 stated that Jean had arrived safely in Colombo by the 21 October 1860. It included his will (dated 26 June 1861) and other financial arrangements which he had made for her. Jean had arrived back in London by 11 June 1861 and from a telegram to Elizabeth he was to meet her at Waterloo Station.

Below is the Will of Jean (John) Hubert dated 26 June 1861 and translated from the original Jersey French.

In the name of God. Amen!

I the undersigned Jean Hubert, native of the Parish of St. Peter on the Island of Jersey, being by the grace of God sound in body, spirit, memory and understanding, do hereby declare my last wishes – aware of the fact that death is certain and its timing unknown, do consider it appropriate to state my last wishes in the following manner.

Firstly and before all else, I recommend my soul to God the all powerful Father, and pray Him to receive me into the Saints Paradise on leaving this life, by the life and sufferings of Jesus Christ our divine Saviour and Redeemer, and whatever goods and possessions it may please God to give me in this world, to pass on as follows.

ITEM: I give and bequeath to the Paupers of the aforesaid Parish of St Peter, the sum of ten schillings Sterling – currency of Great Britain – as one single payment to be distributed to them in the manner that the Executor of my Will as nominated below, considers appropriate to the persons due and worthy.

ITEM: I give and bequeath to all those who attend to my wellbeing and care of my possessions, one schilling Sterling each, also as one single payment.

The rest of my property, money and possessions of whatever nature and quality, wherever held and wherever it is situated on my death, I give and bequeath wholly and without reserve to my good wife M'se Elizabeth Jane Bichard in recognition of the daily care she has given me, after payment of my just debts, the above legacies and my funeral expenses.

As Executor of this my will I appoint M'se Elizabeth Jane Bichard my wife mentioned above and ask that she ensures that these my last wishes are executed on each point.

To seal this my last legal Will I sign this Testament in Jersey in the year of grace, Eighteen sixty-one, on the Twenty-sixth June, in the presence of the undersigned legal witnesses.

JEAN HUBERT

Witnessed: J A le Bruin and J Ames Laurens

On 31 July Pieter Le Maistre in Liverpool wrote to say he was intending to purchase a larger ship to perhaps go to Colombo but Jean certainly does not change ships at this stage as on 19 January 1862 he wrote in detail from the ship 'Geffrard' in San Francisco:

"19 January 1862 – from John Hubert, 'Geffrard' – San Francisco

To Messrs Chas Pirouet & Co,

Gentlemen,

I am happy to inform you of our safe arrival in this Port, after a passage of 155 days from the downs to the bar. Left the downs on the 11th August and beat down channel. On the 17th I took my departures from the Lizards, the wind from the Westwards until the 21st when it drew to the Eastward where it stood, though light, till we fell in with the Trades which we lost on the 7th September Lat. 13N Long. 25W. thence had W. and SW. winds to the Equator which we crossed on the 18th. Whence had a moderate breeze of SE. Trades to 17S on the 26th, from thence had variable winds and breezes to 40S 55W where we experienced a heavy gale from the Southward on the 17th 18th and 19th October. Nothing worthy of notice transpired until we sighted Cape Horn on the 30th October when a strong gale sprang up from the Westward which lasted with more or less fury till the 21st November – Lat. 54S Long 21W but particularly on the 13th 14th and 15th it blew tremendously heavy with a dangerous sea on; yet we had not a great deal of damage, only two stanchions sprung, head rail carried away and water ways started on both sides of Forecastle with water running down into the sailor's berth which made them very uncomfortable as not one had a dry berth or bed. The vessel also made a little more water afterwards, but on attending the pumps properly, not enough to damage the cargo. Also, one pump had got broken and though we had repaired it in the best possible manner we could, did not deliver much water. The winds having drawn to WSW and moderated I carried a heavy press of canvas to make some northing.

On the 28th Lat. 35S Long. 79N after examining our stock of water concluded it would not be prudent to proceed on our voyage without procuring a few more casks of water at Juan Fermondez especially as the wind gave us a hand. On the a.m. of 29th hove to off Cumberland Bay and sent the boat on shore, we took 5 casks water on board the boat and proceeded.

From thence had light SE Trade winds and fine weather to the Equator, we crossed on 21st December in Long 111W. Had no NE Trades nor Northerly winds till we came within 200 miles of San Francisco, having had southerly winds most part of the time with thick weather and rain; and on the 14th January 1862, took the pilot and anchored on the bar. A strong NE gale sprung up with heavy rain, the ebb tide setting at the rate of 8 to 9 knots through the Heads and no flood which gave us a great deal of trouble. On the 17th a heavy south westerly swell began to set in and at low water whilst heaving the anchor up, the chain parted and lost about 20 fathoms of chain and one anchor which it is impossible to recover. Beat inside this day and arrived in Port. I cannot exactly tell what was the weight of the anchor but it weighed from 17 hundredweight 0 Quarters 25 lbs to 17 cwt 2 qtrs. 18 lbs and marked as per rule 26 of Jersey Mutual Insurance Company.

Your favour of the 28th October has been duly received but have received none from Messrs Toulmin & Co.

Since the 'Geffrard' was here last the custom has altered and all vessels are now bound to go alongside a wharf to discharge and pay wharfage, which for the 'Geffrard' amount to about \$20 per day. A man's day labour is \$5 and as some of the crew may probably run away here, especially as seamen's wages are enticing being £6 per month, I have considered it more profitable to give the cargo to discharge at 50 cents per ton, rather than engage hands; it will amount to a high item but I think it will prove more profitable in the end, and if we have the chance to have fine weather it will be out in 4 or 5 days after we commence, consequently not many days wharfage.

After making a rough calculation I believe I will be very fortunate to leave the Port without having more than £200 expenses. When we make a start discharging I cannot tell, as it is raining very heavy every day and impossible to land anything. All kind of Provisions are very dear at present owing to the heavy rains which have flooded the country; the city of Sacramento and the plains bordering the river of that name are all flooded with everything carried away and destroyed, so that no despatches have been sent nor any arrived for 2 or 3 weeks, and this mail is going via Panama.

Regarding Freights, I am very sorry to say there are very few; no grain is now shipped for Europe, and I have had nothing offered as yet, and moreover owing to difficulties between the two governments Merchants do not appear inclined to ship in English nor American vessels. The vessel now makes $\frac{3}{4}$ inch water per hour. If I go on the West Coast I will try and get a Bowen Anchor here, but if I load for home I will get none as I have a spare one. Chas. Marett has shown his usual demonstrations but if I have a mate like Mr Chevaliers who knew his duties and no deceit, he should not dare be insolent.

I have the honour to remain, Your Obedient Servant

*PS We have made the shortest passage of the vessels who left about the same time as us
John Hubert"*

After a month filled with problems concerning his crew and wharf labour Jean left in the 'Geffrard' on 19 February 1862 to try and obtain cargo in Siquique (Iquique Chile):

"It is with great pleasure that I inform you I am soon ready to leave this place of extortion; but at the same time am very sorry to have to enclose such an enormous amount of disbursements. Though I take a little cash with me down to Siquique, the ships expenses in this port are very heavy, and I must say I have studied economy in every way and manner conceivable.

The Stevedore's Bill amounts very high, but if I had discharged the inwards cargo, and loaded what little grain I have with the crew and labourers, the wharfage account would be preposterous – so that I consider I have done as well as could possibly be done.

As I understand exchange is very much against me in Siquique I take a few dollars in Gold in case I required any...."

Jean wrote to Elizabeth on 20 April 1862 on his arrival in Siquique (their first child Clarie, baptised Clarence, was born on 13 February 1862):

"My ever Dear Wife

You will be pleased to know we are arrived here all right, after a passage of 57 days from San Francisco having fine weather the whole of the time.

I have thought a great deal about you all the passage and prayed for you, I trust that the Almighty has protected and helped you out and safe through your travail. I assure you I will feel very anxious till I have some news which will not be till I arrive in Cork or Falmouth in about 4 months' time, it will appear a very long time indeed, however trusting in Providence I will live in the hope of meeting you with a fine child in your arms. It seems to me that I will be happy, I suppose I will have to stir up a bit more now I will have 2 instead of one, so long as I have health and strength I do not mind, and thank God I must say I am pretty well but still not very strong as you well know – Mr Squire has forwarded me two of your letters from San Francisco, you cannot conceive how glad I was to receive them, one is dated January 5th, the other the 19th – exactly the day I arrived in San Francisco – I have no doubt you expected I was arrived long before, when I arrived I did not find any letters from you which vexed me very much and I wrote rather unkindly which has given me much anxiety and sorrow. I truly hope you did not take it to heart, but that you allowed a little as I had received no news from you – what consoles me a bit is that you must soon have received my 3rd and last from San Francisco

soon after unless it was detained by the American Civil War – as I believe some were – if you have not received it let me tell you – I expressed my regret at having wrote so unkindly and I in fact begged your pardon, when I get home I hope you will give me the 2 first letters I sent you from San Francisco that I may destroy them. I do not like to leave such letters in your hands – As it would have cost too much to send the Papers here Squires has kept them and done well, Horatio has not received any from Carie (Elizabeth's sister) – I gave him your note – I notice you had taken a bad cold – you must take care of yourself – I do not like to lose you yet. You know how I love you – and consequently what shock it would be to me – My opinion of Capt & Mrs Le Ruez not telling you anything about the Old Man is regarding your condition, I suppose they are afraid it might affect you, I think they do right - I do not exactly understand what you mean when you say Capt Browning's' wife would not like comparisons to be drawn. I suppose you will tell me when I get home, I perceive your Mother & Carey call to see you now - I wonder for how long friendship will last? In your letter, it seems as if you expected me to die soon – I cannot think what puts such stuff in your mind, I am not strong but do not intend to go yet if I can help it, you ought not to have such thoughts, it does you no good – Wait till Carie is married I will tease her about her 'Old Ted'. I do not understand your dream I hope it foretells no harm.....”

“28th April 1862 – from John Hubert, ‘Geffrard’ Squique (Chile)

to Messrs Chas. Pirouet & Co, Jersey

Gentlemen,

This is to inform you of our safe arrival here on the 20th inst. All well with the exception of one who is under the doctor, but I believe will be better in a week or so, making the passage in 59 days which is longer than anticipated, but we had many calms. The ‘Morning Star’ was 67 days.

On account of Easter Holidays, Laydays began running only on the 23rd and this day we have begun discharging; tomorrow I intend beating 9 miles to the southward to a small caleta (Molle), having agreed to take the remainder of my cargo there for the purpose of loading faster; as I have seen the place by land I know exactly what it is and will have at least 10 or 12 days quicker dispatch; I trust that in a fortnight we will be under weigh for home and am glad to say my expenses will not be very heavy in this Port. Being so harassed in San Francisco and having nobody on board I could put the least reliance upon, I not only did not explain matters exactly as they stood, but I forgot to extend my Protest and even to ask the Consul for a copy of my noting the same. I have written to him to send me a copy at home; with which and the log book, I trust we will be able to recover for Anchor and Cable.

Regarding the error in Bill of Lading No 32 – the goods were Dickson De Wolfes, and a few days before leaving they verbally informed me the Crates measured less than was mentioned on the B/L, so I asked to see them, when I was told they were sold to different parties and gone in the country; so after some discussion, and seeing it was useless arguing, I acquiesced to give them a receipt for the money and they would charge Mr Oswald the amount; but when we settled, a receipt containing an order on Mr Oswald was presented me to sign, I objected, when I was told would not have the money, so after a deal of conversation, and knowing the Merchants had whole of the law in the place, consequently disposed of it as they think proper, I had no alternative but to throw myself on Mr Oswald's generosity, viz. sign the order and take the money otherwise leave it. I trust if Mr Oswald does not pay the whole he will at least pay part of it. Had it been in England it would have been otherwise. In San Francisco there is no justice but with those who have and will spend the most money.

The vessel is pretty tight, I assure you it would be impossible for me to make another voyage with the Mate I have, and that it will be a great relief to me when in England and the cargo landed in order.

Now trusting to be soon dispatched from here and a fair run home.

I remain, Gentlemen, Your Obedient Servant, John Hubert."

When Jean moved from Squique to the small coastal river inlet to the south called Molle in May in order to load bags of nitrate of soda, the bags were so badly sewn that he had to put a crew member on to resewing them, and some of it was lost. He was forced to return to Squique to complete the cargo. Just before his return home he wrote to Chas. Pirouet & Co in Jersey:

*"26 May 1862 – from John Hubert, Squique
Gentlemen, I am happy to inform you the 'Geffrard' is loaded and intends sailing as soon as possible. The whole of the Cargo consists of Nitrate of Soda in bags weighing per B/L 10.414 quintals, Spanish, nett, and the vessel draws 16 aft.
I enclose a copy of my disbursements which are higher than I anticipated as I have engaged launchmen while loading, also, as I am situated I have had to be very careful in many respects. One man I shipped in San Francisco has deserted, and though I offered \$25 reward for his apprehension I have seen nothing of him. As none will engage themselves but at the wages of the Port which are £6 sterling I have (for the benefit of the ship) reshipped the cook as Cook and Steward and risen his wages to £3 and agreed to pay the £2/16 per month of the deserter amongst the remainder of the crew which arrangements I trust you will approve.
As I have not had another bower and cable will you be so kind as to inform me if I must get one in Cork or Falmouth.
Now trusting to have a fair run home.
I remain, Gentlemen, Your Obedient Servant, John Hubert"*

Jean also wrote to Le Maistre & Co in Liverpool about some of the crew problems he was having:

*"Sir,
Now that we are – thanks to Providence – so near to our Port of discharge, I will venture to inform you of a little of Mr Le Feuvre's characteristics.
I will first begin by saying the ship makes about Inches of water, that she is drawing at present, only about 10 feet aft, and though she has lightened so much, and the pumps not always tried as they might have been, in the Port Watch – I do not believe water has touched the Cargo – not having spared damages.
While in London taking in flagons of beer, I noticed 7 or 8 casks with more or less spiles in the heads, called the Mate's attention to it, and told him to be very particular in remarking them on his receipt with marked numbers.
On signing B/L I found he had remarked 2 casks only with "spiles in the heads by the excise", and when I spoke to him about it, he denied there were any more and that he was positive the excise men had done it "for he had seen them". However, they turned out to be full in Francisco. Also, relating to the Pig iron, he either gave a copy, or told the Stevedore the whole of the contents of the note I sent him, thus very near frustrating my intentions and putting me to expenses. This, with several other similar cases led me to give you a hint of what I thought he was.
After being at sea he began by being impudent, throwing hints the vessel was unseaworthy when I left London, and when sometimes close the Pumps he would exclaim 'she is leaking more and more every day, if she continues we will not be able to free the pumps, also she was so when we left' - and other like expressions, and actually informed me the vessel was unseaworthy before when we left London, which I positively deny, and as the delivery of our outward Cargo had proved – not having a single package damaged. Also, using the main pumps to wash decks with, against my strict order not to do so, and then boasting that 'a North Country man would not give a £ for a vessel that did not make water, enough to wash her decks with'; thus not only annoying me as much*

as possible, but also putting me and the ship in a bad distinction. You may believe I was very anxious on the outward voyage, and I felt positive, by the hints he had given me, that if there had been any sea damage he would not sign the protest.

When sometimes I reminded him of his duty he would impertinently answer – ‘I have nothing to do with you, Capt. Orange sent me on board, not you’.

There are a few sheets of metal gone say 2 or 3, otherwise it still looks very good. If I had my suggestions to make, it would be to get Pumps corresponding to the size of the vessel, then a Mate – (not a scoundrel – dissimulation – not to say lying and deceitful, impudent, lazy, careless, dangerous individual, through whom the Master would be compelled to sacrifice the Owner’s interest to the amount of at least £250 as in the present voyage;) who not only knew his duties but also attended to them;

Make a West India trip after which the metal sheathing would require taking off.

I would be thankful if you could be on the Pier Heads when the vessel arrives in Port, as if the present Mate remains on board till the cargo is discharged and he gets in conversation with the Surveyor (which he is sure to do if nobody is looking over him) he will not scruple to tell him the vessel was unseaworthy when it left London and has been so ever since, and if there happened to be any damage it would be a bad job.

As I believe the quantity of bags I mentioned in the Bill of Loading are on board, perhaps the safest way would be to discharge him on arrival if possible.

The vessel will require caulking in different places in her topsides.

Will you be so kind as to inform me whether and how much (if any) you have paid on account of Mr Le Feuvre.

After considering all things I do not feel inclined to pay the Crew the deserter’s wages as I promised them in Siquie, - to avoid difficulties, nothing has been done before the Consul – they were the same number of hands working the ship, and heavy Doctors expenses. I do not consider they were entitled to it, and will not pay it unless ordered by you. I must also state that the Mate (Le Feuvre) has succeeded in implanting some of his bad morals into the second mate (Marret). Now trusting to meet you on the Pier Heads on arrival.

I remain, your Obedient Servant, John Hubert”

On 4 September 1862 Jean wrote to Elizabeth saying that she will see him in Jersey unless he is detained in Liverpool. He also wrote to Chas. Pirouet on arrival of the ‘Geffrard’ in Falmouth awaiting orders:

“to Messrs Chs. Pirouet & Co, Jersey

Gentlemen,

This is to inform you the Brig ‘Geffrard’ arrived here yesterday, after a long passage of 98 days from Siquie Island to Lizard. Had to beat nearly all the time from Siquie to Cape Horn we passed on June 29th. Since then had variable winds and weather to the Island of Trinidad we saw on July 26th. Took the S.E. Trades, which with SSW winds carried us to 17degree N. 28W.

The N.E. Trade winds were very scant while lasting which was only a few days. Had considerable calms and light winds before sighting Flores on the 23rd August. Hence had much Easterly and N.E. winds. Made the Lizard on the night of the 2nd, and at about midnight the Pilot came on board.

As I expected receiving orders where to proceed without anchoring, I hoisted the vessels ... and kept dodging outside the harbour, when at 11 am Messrs Fox’s clerk came on board and informed me there were no orders for us; and not knowing who the Merchants are in London, could not telegraph to them; so had no alternative but to come to an anchor. Went on shore and reported the vessel.

The vessel here, in harbour, makes about one inch of water per hour; she makes a little more at sea owing to a seam in the waist, now under water, that leaks, but as it is of

little or no moment I will not heel or list the vessel here. The seam is above the copper. The metal looks very well and good though two sheets are gone. The vessel is now drawing 15ft 2 ins aft and 14ft 1 inch forward. I was not aware Nitrate of Soda drained so much as it has done, and especially as more than half the cargo was refined. Will require also a few sails, more or less according to the voyage. You will please inform me what amount you have paid on Mr Le Feuvre's account. Now trusting to have orders soon where to proceed and to meet you there. I remain, Gentlemen, Yours Obediently, John Hubert"

There was a dispute regarding Jean's wages in October 1862 with Messrs George Orange & Co. and advice about various new sails which were required, the old ones having been torn and worn out. By 9 December 1862 the 'Geffrard' was in Rio de Janeiro, having had a slight collision with the 'May Queen' due to a chain jamming on leaving Liverpool – verification of the reason for this was in dispute with the mate. Jean wrote on 24 December to George Orange:

"The vessel has now been in Port above a fortnight and not yet half discharged; this is a place of great detention, some days the duty is not paid on the goods so cannot be landed; then the Owners don't want them yet, so will not get the dispatch; though I believe the remainder of the cargo will be landed quicker, yet as there are holidays it may be 3 weeks more before all is on shore."

In another letter to George he stated that owing to the holidays and the British Minister and Brazilian Government it was difficult to get a Customs Officer to superintend the discharge. At present English ships are not much cared about, foreigners are preferred.

"Freights are not plentiful in the Market and what there is are very small orders which would not pay; the only one worth speaking of which I had offered was 65/- for up the Baltic, loading in Bahia (Argentina), but I considered it too soon, besides the Charter rather ambiguous, declined accepting it at that rate. You state that in your 5th ult. Freights are likely to rate high at the N. Ports of Brazil 55/- being offered; we have no such news here, 112/6 being the highest I have heard of for sugar in bags. Could I get a freight similar to the 'Mary Anne Bouford' 70/- for the Continent not beyond Hamburg and a full cargo, would accept it directly, but all the orders are too small for the 'G' and failing to get a Charter here have no idea whether I will proceed to Bahia or Ceylon, perhaps by the time the vessel is discharged something may turn worth accepting. I am very sorry to say my Mate (Luce) has been obliged to go to hospital where he is still laying with a very bad knee, caused by his accidently kneeling on the point of a nail, am afraid he will have to remain yet a fortnight; being discharging and my having been unwell for these last few days, is a great drawback as Chs. Marett does not show the same authority, but am happy to say I am getting better, the cause of my having been unwell was over exertion as well on board as on shore, combined with the night dews while discharging. Trusting some employment will soon turn out for the 'Geffrard'. I remain, Gentlemen, Your Obediently, John Hubert"

4.4 1863

Various other letters were written about different cargos being offered and finally Jean accepted one for delivery of coffee from Rio to Algoa Bay (Port Elizabeth, east coast of South Africa) on the 23 January 1863. He left on 29th

January from Rio and arrived in Algoa Bay on 10 March after 35 days at sea which he considered a long time, but the winds were not favourable. There was also a problem with bad timber being used for the starboard whisker in repairs done in Liverpool. Several articles of iron work also gave way, and the ships 'Jolly Boat' was unfit to use. He eventually picked up 420 bales of grease wool, 50 bales of skins and some bales of washed wool in Algoa Bay and was hoping to be away by about the 30 April to catch 'a good slant around the Cape before the winter sets in'. He had already played with the idea of going to Mauritius searching for cargo when this final offer was received. He paid off two crew members – Chas Marett and Thomas Reeves - in Port Elizabeth, and picked up three passengers paying £86. They eventually left for the return journey on about 13 May 1863.

The reference to 'bad timber' in Jean's letter to George Orange in March mentioned in the above paragraph is enlarged upon in the copy of a letter he wrote from London on 26 August 1863 to the employers of the poor workmanship which shows Jean's detailed watchful eye for his ship:

*"26th August 1863 – from J Hubert, London
to Messrs A Laurens & Co, Birkenhead
Sirs,
Your favour dated 6th instant had been received but being away from London have not answered it as soon as you might have expected. You say I wrote two pages of complaint about your work on the 'Geffrard'. On referring to my letter to the Owners I find there is complaint on two pages, but at the end of one and beginning of the next. You also wish to 'knowing the Particulars of the Damage.' The whole of it is that our splendid jib and flying jib boom was carried away on a Sunday about noon through the whisker, - (I said to you I thought not fit to remain in its place on account of its being not only very inferior fir but also too weak, upon which you replied was strong, in fact stronger than the opposite and good timber) – carrying away on a fine day and fine weather with royals set – which so annoyed me to think that for the sake of a small walking stick like a whisker worth about 3/- at the utmost, you would have caused such a beautiful and good spar as we had being carried away, also if hands had been on it at the time some fatal accident might have occurred. The most part of the ironwork that was made or repaired gave way, some through bad iron, other through being burnt – and as for the Jolly Boat I do not approve for myself of it being built of that quality of fir as it cracks in the sun and is so soft and tender that it cannot stand long to go alongside a ship in an open roadstead.
The Windlass also was too low on the deck and by way of information I would acquaint you that, to avoid all blame on the part of the carpenter, a windlass ought to be high enough above the deck so as to allow the cable link to pass free on end under with at least one inch to spare – I do not attribute the accident that happened to us on leaving Liverpool to that cause. The chain was not clear to run, but at the same time if there had been more height, it might have been avoided, and though I have not mentioned a word of it to anybody – the Mate said several times that was the sole cause, but I know better.
-"*

Jean wrote to Elizabeth again from Port Elizabeth, Algoa Bay on 11th April 1863, (part of which is shown below) feeling very low and lonely and thinking of trying to get a share in his own ship so that they could travel together:

(Clerk's
 11/4/63?

Post Elizabeth
 Algou Bay April 11/63

My ever Dear Wife

The mail being on the eve of leaving
 I resume my plan to inform you I am pretty
 well, with the exception of pain in the shin bones
 just below the knees, which I believe must
 be Rheumatics, as it began to pain me about
 one month after arriving in Rio de Janeiro.
 I have rubbed Eau Sedative, but I find
 it has no effect. I am afraid I will have
 to go through a course of medicine when
 I get home. . . . Instead of proceeding
 to India as I anticipated, I am loading
 here, with Wool, for London, and

Part of the first page of the letter below from Jean to Elizabeth, 11 April 1863

"My ever Dear Wife

The mail being on the eve of leaving I resume my plan to inform you I am pretty well with the exception of pain in the shin bones just below the knees which I believe must be Rheumatics as it began to pain me about one month after arriving in Rio de Janeiro. I have this Eau Sedative but I find it has no effect. I am afraid I will have to go through a course of medicine when I get home.

Instead of proceeding to India as I anticipated I am loading here with wool for London and sailing in about three weeks' time, and if we are fortunate enough to have a slant going round the Cape of Good Hope, you may expect me in about 60 days after sailing. The vessel will be quite light consequently ought to make a fine passage.

My Dear Wife, if I can succeed in getting Ted to take a share in a vessel with me I am determined not to go in this one any longer, unless Mr Orange allows you to go with me, for I am miserable and lonely. Our best time of life is wasting away and if we cannot be together now it will be too late. A few years more and we shall be old people. I would like for you to take a note of all you owe and all the cash there is in the Bank, so as to send it me in London, that I may receive it on arrival, and know how to proceed, that is whether we have money enough to take a share in a vessel, that we may be together and try to be happy for the little while we have yet to live in this world; as if we can manage to get a share I will on arrival give notice to Mr Orange of my intention to leave; for I assure you I am not happy, being, as I am, alone.

If you think that Ted would lend me a few £s to make up the amount, you will say in yours to me. I truly hope he has been to Jersey since I left and that my poor Dear little Clarence is christened. I long to see her, kiss her for me. If I do not look sharp and make a little money as soon as I honestly can, I do not know what would become of us, for I feel I will not be able to go to sea very long now, the Rheumatics beginning to affect me. If I could manage to muster £400 I think I might find a vessel to invest it in and take you and my Dear Clarence with me, besides making treble the profits I do at present. I truly hope that if Ted does not feel inclined to advance me anything, others will. I will, please God,

go to Jersey to see what is going on, but let me know in your first letters what nett Cash we have that I may know how to act on arrival, as it would not look well for me to wait a while on arriving before giving the Owners notice.

I have bought a beautiful? called 'Karone' (?) I think you will like. There are a great many Ostrich Feathers here but very dear, the best as sold in the Market at £22-24 per lb weight. I intent buying half a pound of the very best, besides I expect my Consignees will make me a present of 2 or 3 fine ones; though they are fine long bushy they do not look ?????????????? but smaller, as where the feather is taken from bird the stem is as large as a goose quill.

I have very little more to tell you unless it is I expect to have a few passengers, how many I do not (know) there is a family applying but am afraid they will find the accommodation too small.

Regarding your property, I have no advice to give you, if you have done no transactions when you receive this then it would be better to wait until I arrive unless you have a good 'price' offered. However it is yours therefore do as you think proper with it, only do not throw it away, but I know there is no danger.

I do not remember whether, after my Grandmother died (Marguerite Arthur died 1857) the Governor sent to tell you of it, in fact I do not think you told me I should like when I get home for you to say if he did or not."

"April 16th 1863?

I resume my writing; the mail leaving tomorrow I have very little more to say, unless it is that Marett having asked me his discharge here, I have paid him off.

I have engaged to take Getra (?) home, it is a fine little animal about the size of a donkey and very tame, for which I will receive a qualified reaction (?) I may send you money by mail, but do not exactly expect it as it will be according to circumstances, If I have a present I may buy something with, if not I will mail a small amount.

Done, My Dear Wife I must conclude by commending you to the Almighty to protect and keep you both safe to me.

With many from your most devoted husband

J Hubert

PS If I pass St Helena in the daytime will anchor ashore to see if there are any letters from you. God Bless you"

"Port Elizabeth, Algoa Bay 11 May 1863

My ever Dear Wife

Being on the point of leaving I drop a few lines to you, trusting you are both well. Sometimes I feel proud to think to when I arrive to find a fine little daughter able to walk and run about.

I will finish loading this day and if the wind is fair will sail during the night, so 60 days from this date you must begin to expect us. I may call at St Helena, that is if I pass it during daylight otherwise we will not stop, but think I will be obliged to stop at Ascensions having three passengers. As soon as you hear of the 'Geffrard' being on the coast I would like for you to proceed as soon as possible, so if possible - to meet me on arrival, some of my passengers might perhaps lead me astray if you were not there;

.....

If you think Clarence would not be in the way I would like to see her, but as I intend going to Jersey, if Mother would take proper care of her perhaps it would be as well to leave her at home as I will be only 4 or 5 days in London before leaving for Jersey. I also think you had better take a return ticket.

You will not fail to bring my Sunday Suit as my old one is torn. I have not been able to

wear it at all. Do not fail to see what cash we have left by the time you leave Jersey that I may know what to do; I think if the 'Amiens' is at home I will go in her voyage. When you come to London if you don't bring Clarence, at least bring her photograph as I want to see how she looks.

May 13th. Once more I write to say we are just finishing and hope to start in a few hours, I having nothing more to state – therefore will conclude with many kisses to both and may God Bless you both to me.

Your affectionate Husband – J Hubert

May God Bless You Amen.

PS. As soon as you hear the vessel is in Channel or in the Downs you better proceed to London at once, as I would spend a great deal more money by myself than if you were there with me. – Good Bye”

The 'Geffrard's journey home from Algoa Bay on the 13th May 1863 is not recorded and they must have arrived in London by mid-July. Jean wrote a letter to Le Maistre in Liverpool on 26 August 1863 detailing, for reference use, the costs he incurred for his previous journey to Colombo, and also those paid out for Algoa Bay. By that date he was accumulating cargo for the next voyage to Colombo, due to start at the end of September:

*“26th August 1863 – from John Hubert, London
to Messrs Le Maistre & Co, Liverpool*

Gentlemen,

As you request in your favours dated 17th and 24th inst. I send the principal item of charges in Colombo and Algoa Bay – beginning by the former:

Extending Protest 94/6, Waterage 70/-, Dhobash A/c for fresh meat, mats etc. £37, Port Dues inwards 2d per ton, outwards the same, Entering and Cleaning two guineas, Canoe Hire 2/6 per day for attendance Marketing etc., Consignees generally charge full commission (?) 5% on any transaction they may perform let it be great all small – discount sometimes very high as 10% if not sufficient freight receivable to pay all expenses, commissions etc.

I remember one voyage several ships who had not sufficient cash of their own, had, all included 18% charged on the money advanced which is very high. The largest casks of coffee were 7 to 8.5 cwt for native coffee, Plantation 9 to 10 cwt, and casks same size which proves the latter coffee heavier. On my first voyage there from Liverpool Geo. Wall & Co charged nothing for collecting inward freight which was considered a great favour as 5% was the usual charge.

For Algoa Bay my expenses were heavier than they might on account of my taking 50 tons Ballast at 8/6 and 9/6, buying canvas for a jib as I expected going to Mauritius, discharging sailors, and buying provisions having passengers coming home – No Harbour Dues of any kind. Stevedore 8d or 9d per bale large or small. The Stevedore's A/c for 'Geffrard', he furnishing screws etc. but no labourers, amounted to £47. The Crew is expected to do the work and the Stevedore to lead and help a little. Fresh Meat 6d per pound, Water 8/- per ton of 200 gals and not very good. Surf boat which is necessary when loading 4/- per day. If Labourers are wanted 6/- and find them is generally asked. Regarding money transactions I do not exactly know, having had some to remit, but interest is very high.

The 'Geffrard' has not above 50 tons of Cargo in 2/3 of it is engaged, the most part of which is in the shed, but on account of 100 tons of Railroad Iron not yet arrived cannot take much lighter goods in. I expect will be from 3 weeks to a month longer which is a very long time loading considering we have been here 5 weeks.

Now trusting you are in full enjoyment of health and with fine regards from both of us. I remain, Yours respectfully, John Hubert”



Elizabeth Jane (Bichard) Hubert, probably in late 1864,
with her first two children Clarence (right) and Horatio (left)

In August 1863 Jean was starting to reload the 'Geffrard' for another journey to Colombo leaving England in September. He had arrived in Colombo by 13th February 1864 carrying supplies for the military among other goods, and left Colombo again on 26th March, arriving in London about June 1864. The cargo for the return journey should have been a full load of coffee. There is a lot of correspondence between Jean and the Colombo Merchants JP Green & Co regarding short supply because all they could offer him were casks of coffee with which he could not complete his load owing to stowage difficulties. Jean insisted on receiving some bags of coffee as well and eventually had to purchase them from other suppliers.

Jean must have known that Elizabeth was pregnant with their second child before he left in 1863. He would probably have arrived in London shortly after the birth of this child, a son christened Horatio John, on 11 May 1864.

4.5 1864-5

His next journey for which he started accumulating merchandise in July 1864, began later in the year. It was to follow the same direction to start with, and then go where trade took him. By January 1865 he was in Cape Town where he arranged for the Merchants to write letters of recommendation for him,

addressed to agents in Mauritius, Colombo, Adelaide and Melbourne, ports to which he might sail with supplies for the colonies.

Two of the letters of recommendation were as follows:

*"14 Feb 1865 – Capetown from Messrs Philips & King
to Messrs Ireland Fraser & Co, Port Louie (Mauritius)
The present serves to introduce to you Capt. Hubert of the fine Jersey built Brig 'Geffrard'
who forwards to your Port with the hope of securing a good freight to the Australian
Colonies, the vessel goes free, and we have recommended Capt. Hubert to address himself
to your house, being assured that your best interests would be secured in furthering his
wishes.
We remain Dear Sirs, Yours faithfully, James King, Messrs Phillips & King"*

*"14 Feb 1865 – Capetown from Messrs Philips & King
to Messrs John Hart & Co, Adelaide
Dear Sirs
We have much pleasure in introducing to your notice Capt. Hubert of the fine Brig
'Geffrard' who we have recommended to call upon you in the event of his loading for
your Port from the Mauritius, and we shall be obliged for any assistance you can give
him in obtaining a good freight from Adelaide either to this or any other Port.
We remain Dear Sirs, Yours faithfully, James King, Messrs Phillips & King"*

4.6 1865-6

Whilst away on this longer voyage in 1865 Jean's father died in Jersey in July. This last journey seems to have been longer than previous ones, with records showing that it was not until April 1866 that the 'Geffrard' was again in Liverpool being repaired and resupplied.

Jean had returned sick after the voyage, and was staying first with Le Maistre in Liverpool and then by July 1866 in Jersey. During these few months it appears that the 'Geffrard' undertook a voyage with James F. Francis as captain, and all costs and profits were shared between four people:

*"12 July 1866 – Speculation Account by RJ Francis, 25% share of cost of Sundries
totalling £64/4/5 split equally: Capt JF Francis, Capt J Hubert, Mr A Grant, Mr R Francis.
Sundries shipped per Brig "Geffrard" Capt Jas. F? Francis bound to Batavia (Dutch East
Indies, now Jakarta) and Singapore..... each one quarter shares, paying each quarter of
cost and receiving or paying profit or loss on result being ascertained.
Cordage coils -£29/10/1,
India Pale Ale in bottles labelled wired and tinfoiled – £14/12/6,
Butter 10 jars 120 lbs nett – £6/11/3,
Whiskey 12 cases 1 doz each, customs and cartage – £5/9/7,
Schiedam?? 24 cases one doz each, customs etc. – £8/0/0
E&O Ex. Liverpool 12 July 1866 RJ Francis"*

The ownership of the ship 'Geffrard' remained with G Orange & Co of Jersey, assisted by Le Maistre of Liverpool for detailed organisation of journeys. While Jean was sick and unable to work he still had RJ Francis of Le Maistre & Co searching for a suitable ship for himself and others to invest in and captain.

*"28 June 1866 – Jersey from G Orange & Co
to Capt John Hubert, c/o Messrs Le Maistre & Co, Liverpool
Dear Sir*

Your favours of 25th and 27th inst. are before us, as also Capt. Francis. Should the 'Geffrard' not have sailed, tell him that we again wish him every success – we are pleased at his good resolutions and hope that nothing will prevent him from carrying them out. The copy of Lloyds & Teting?? Certificates are received. We have insured on Ship £3500 valued thereat.

You do well to check Grants & Metal A/c for errors will creep in the best regulated concerns, respecting the price of 'Geffrard's heart timber, you must have ascertained the price, but the measurement.

We hope the G. will have been despatched today and that the 'foam' will have arrived in time. It is well that you verify Elliotts A/c before leaving. Respecting the 480 tons as the G is not a new ship, it can be proved that she has taken in more than that quantity, but the Brokers generally squeeze out all they can and make the most they can by lumping ships.

We are glad that your health improves.

We remain Dear Sir, yours truly, G Orange & Co"

*"12 July 1866 – Liverpool from Robert J Francis
to Capt Hubert 3 Apsley Place, Stoffard Road, Jersey
Dear Capt Hubert*

I have twice addressed you hurriedly as the fact is, Mr Le Maistre has been away from business and I have had no time of my own.

The Brig 'Result' sold in London for £2100 which we consider a very good price.

The 'Sky' is here after four years trading in China so that from him I expect to get some very valuable information for James. I shall hand a pretty large letter to send him shewing what others have done and I do hope that he will be fortunate as to his course of action under any circumstance. I know his foremost idea is the interest of his employers.

.....

I shall again have the pleasure with the further news, and trusting you continue to improve and that Mrs H and the children are well.

I remain Dear Cpt Hubert, Yours truly Robert J Francis"

*"31 July 1866 – Liverpool, from RJ Francis, Le Maistre & Co
Dear Capt Hubert*

I duly received yours of the 26th inst. The cheque is alright and I had already made up James A/c. I do not care about the trouble of making them over again, more especially as I think they were all right. I therefore enclose herewith the postage stamps 5/-

I am sorry you did not deduct what was due you for 'Thetis' but I have not told Mr LeM about it because he might think it strange.

I heard about a week since that you would be in Liverpool again in about a fortnight from then. So I hope there is something good before you.

Trusting you are all well, I remain Dear Capt Hubert,

Yours very truly RJ Fancis

PS Le Maistre and Grant have had their A/c their own way and Touzel has charged £5/5/0 for the calculation.

Private: Touzel states that had Le Maistre and Grant charged much more he should have had to allow it, as he has never had a more moderate and fair account. RJF"

By the end of July Jean was ready to work again, and George Orange had formed a new partnership with a Jersey businessman Peter Briard. The ship 'Fort

Regent' was acquired by July 1866, and Jean was in Gravesend to take control of it and the crew, on the way to Swansea:

*"21 Aug 1866 – Jersey from Orange & Briard
to Capt Hubert, Ship 'Fort Regent', c/o Messrs Poingdestre & Mesnier Swansea
Dear Sir
Capt Le Geyt arrived here yesterday afternoon and gave us the perusal of your letter to him from Gravesend, wherein we observed that the one shipped for Cook and Steward was not on board, and as this is a man of consequence in the 'Fort Regent' on account of the condenser??, we immediately took steps to look out for another and fortunately met with the one that had been in the 'Repel' the two first voyages, he is one that you can depend upon, a sober man, he is engaged for Cook and Steward as he was on the former voyages, but it is understood that he is to have the help of a boy in the galley, therefore as young Hooper is not to be trusted in the cabin, he must be worked up as assistant cook. John Baker will leave for Swansea on Tuesday morning.
You will have to pay Elias Langlois?? 6/- part of his passage money. The Harbour Master gave him 10/-, besides this you will have to give him and Messervy a few shillings more for cab hire, to the latter pay also his passage 16/-.
Part of your ballast being stone and shingle, we are under the impression that something may be had for it at Swansea, was it only to pay the expense in unballasting, that little would be always something.
Half pay has been promised to some of your crew, let those send half pay notes to their friends here.
We were glad to observe the report of the 'Fort Regent' through the Downs on Sunday evening, we hardly expected you could have got that far with the winds that we had here, but the westerly wind having prevailed since, we don't think you can have got up to the Wight yet.
Yours truly, Orange and Briard"*

*"23 Sept 1866 – from J Hubert, Swansea (Fort Regent)
to Messrs Orange & Briard Jersey
Gentlemen
Your favour of 20th inst. came to hand last night and note contents.
Enclosed you will find my account with a Balance against me of £24/18/11, having had to get several items for my own use. Also you will perceive the crew have had perhaps more than they ought to, but as they behaved well and wanted many things for their comfort I let them leave to that amount, and forward the advance notes I have cashed so that now there are only two to be cashed in London, E Langlois £2/12/6 and B Bennett £1/6/3, of which I advise Messrs Livingston & Co, from whom I received a letter this morning stating that they have received mine of the 21st with B/L and Protest, and only wanted for your guarantee to present the same to Charterers.
Having had to buy strips of land from my younger brothers while in Jersey, (father died in July 1865) I am afraid Mrs Hubert may perhaps have little to spare after all our family affairs are squared up about Xmas, so would be very thankful if you could allow her to have a few £s if she required the same.
The weather looks middling with a fine breeze of Southerly winds and a low thermometer, and not a single vessel has sailed, so that the docks are yet crammed full.
As stated in mine of yesterday, I gave Messrs Poingdestre And Mesnier a cheque on Livingston Holding & Briggs for £286/11/2 on demand.
Trusting we shall soon have a favourable turn in the weather and a fine passage.
I am Gentlemen, Yours obediently, J Hubert"*

4.7 1866-7

Jean left on his final journey in about October 1866. Little is known of his travels until he had arrived in Shanghai in March 1867, when he was misinformed by the clerk of the Merchants Jardine and Matheson of trading possibilities there and encouraged to trade 'on the coast' before returning to Shanghai in July to take on cargo for Manilla and home. He says he could have loaded for Manilla, got to Australia and back before heading home if he had been properly informed. Instead he coasted freights in China and reached as far as the Cocos Island half way between Australia and Colombo before returning to Shanghai to start his journey home. Just before he arrived in Shanghai there was a mutiny on board in which Jean was bitten on the arm and leg and had difficulty getting the irons on the drunken culprit due to the actions of some of the crew members. The two main offenders were tried in Shanghai and ended up being fined and jailed until the ship left port for Singapore.

"22nd July 1867 – from John Hubert, Shanghai

to Messrs Orange & Briard

Ere this reaches you will know of our sailing from this Port for Manilla where I trust to meet with better fortune than in this Port.

Annexed is a copy of my disbursements in Keeling (Cocos Islands, SW of Indonesia) and here and have finally squared up with Messrs Jardine Matheson & Co, who have promised to send you the original account showing a balance in your favour of one thousand seven hundred and eighteen Taels (Taels 1.718) with which I have bought a draft on the Oriental Bank, Hong Kong to enable me to disburse the ship at Manilla (Philippines).

The mail having arrived this day has brought circulars by which I learn the Freights are 65/- to 80/- for United Kingdom, and 55/- to 60/- for Australia. Had Messrs Jardine told me, (as I have remarked to them) on my arrival last March it would be impossible for them to load me, I might have made a trip to Australia from Manilla and nearly ready to load another cargo for home, instead of giving me hopes and strongly urging me to go on the coast to give them commission and this ship to sink money, then now to tell me had I been here, I might have loaded. Of course the mischief is done, (and apparently has been wilfully done by Jardine's shipping Clerk, as I found out two days ago, for the Surveyors highly recommended the 'Fort Regent') but I should not recommend ships of a lower than 12 years to go(??) to Jardine, as they have so many 13 and 14 years old there is no chance with them.

As I said, I was, by Charter, free outwards, unfortunately gone on the Coast through.....my return, I believedspect.

At about 20th on this day, the mate came near the skylight and called me that I was wanted on deck and found that John Messervy A.B. had struck him and Joseph Kitten. I then went on deck and found the said Messervy drunk and threatening Kitten who was bleeding in the face; I then asked the said Messervy how it was he had struck the mate, when he got up and tried to strike him again – but was prevented – He then began threatening me and made attempt to strike me also – upon which I got a pair of handcuffs, and ordering the mate to my assistance, went to secure the said Messervy to put the handcuffs on, refused, made a rush at us upon which ordering William Osterlock(??) to assist to put the irons, refused; between myself and the mate had him down and were going to put the handcuffs on when Le Brocq A.B. took both my arms by the wrists saying we should not put him in irons thus preventing me from securing the man; by this time had torn my trousers and shirt with his mouth, and bit me on the arm and leg, finding it impossible to handcuff the said Messervy, John Le Brocq interfering and preventing us, and being in Port, sent the mate for assistance, and at ...pm three Officers came to take the said Messervy and Le Brocq on shore, they threatening

All the way to the boat where Messervy had to be carried The said Messervy had also the face marking him.

Henry Le Rossignol was discharged on the 8th inst. with a balance of £5/9/11 after giving him a written draft (1st and 2nd) on the Owners for £20 – also finally the instigator Messervy has shown us what he can do, four days ago I had him before the Magistrate who said that was the worst case that had come before him for a long time and if the ship was coming back to Shanghai in 2 months or so, he would not allow them to proceed in her, but keep him and John Le Brocq in gaol; however, as we were going for good, he would sentence Messervy to \$20 fine, \$3 expenses and \$8 for articles destroyed on board, and go to gaol until the ship sails, and John Le Brocq \$10 fine and \$3 costs and in gaol until the ship sails. I really cannot say I am sorry for Messervy for as Capt Le Geyt said, he is the cause of much discomfort and in no ways of getting rid of. I have shipped a 2nd mate at Le Rossignol's wages.

In hopes of being more successful than here at the next Port we go to.

I remain, Gentlemen, Yours Obediently, John Hubert

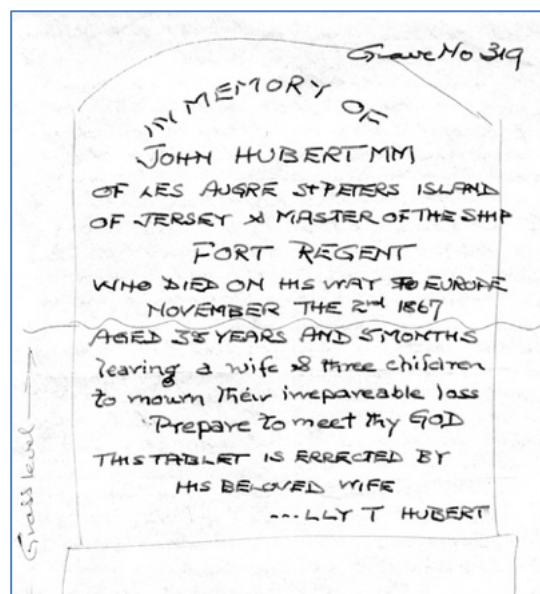
Disbursements of Ship 'Fort Regent' of Jersey, Hubert - Master, at the undermentioned Ports			
	Keeling (Cocos)	\$ c	Taels c
2 doz fowls \$8, Clearance at Consulate #2.36		10 36	
2 Piculs sugar \$18, 486lbs meat @12c \$58.32		76 32	
Potatoes Fruit and Vegetable \$14.50 Washing \$1		15 50	
Fish & Eggs \$5.50, Expenses attending at Tanisan? \$10		15 50	
Pilotage \$12, Field & Co A/c \$145		157 00	
	Shanghai		
Potatoes \$8, 1 doz, Preserved Milk \$3.75		11 75	
Mr Le Rossignol's balance of wages (owing)			5.9.11
Llewellyn a/c for medicine		13 25	
1.5 doz ducks \$6, Doctor's certificate for Consul		6 00	10 –
Towage up from mooring			100 –
Boys washing \$2, my expenses \$25.50		27 50	
Sundries \$1.75, Sampans \$12, Pumpkins \$1		14 75	
Towage down to Harbour Masters Hulk			26 –
Pilotage out Taels65, Llewellyn A/c \$1.75		1 75	65 –
Cheap Jack for stores			68 48
Ditto for ballast			<u>168 94</u>
	Sub total	349 68	438 42
Coolies assisting mooring @6/-		5 00	
(conversion 1=73c) Sub total		354 68	258 91
	Total Taels		697 33
Cash & Sundries paid crew as per memo			17.0.0
By Cash received at Keeling on A/c of Charter		100 00	
By cash ditto from Jardine at different times		100 00	560 –
By 10tons Coals @ Taels11 – 110, 1 jar rum \$3		3 00	110 –
By Weight bridge \$16		16 00	
	Sub total	219 00	670 00
(conversion 1=73c)		219 00	159 87
	Total Taels		829 87

Before the voyage started Jean had expected to be back in Jersey by 17 August 1868 when an Insurance Policy on his belongings ended. However, he was taken sick on board ship, they had to turn back to Singapore where he died on 5 November 1867, and he was buried in Birkittamen Cemetery. It was thought that he had contracted cholera from the water. His belongings were returned to Jersey by the vessel 'Ramsey' a while later.

Other Accounts in records:

*"July 1867 – Mrs Hubert was paid £20 from Orange & Briard (a loan)
Insurance Policy – Valid one year from 17 August 1867 – taken out on 2nd August 1867 with Marine & General Life Insurance Society of London for personal belongings taken to sea (valued at £50). This was for Watches & Jewellery, Nautical Instruments, Charts and books, Clothes, Bed and bedding. The Policy was endorsed to cover shipment on the 'Ramsey', but the endorsement was cancelled when the goods were returned to the family per the 'Ramsey'.
29 Oct 1867 – Singapore A/c with Martin Dyce & Co £450/15/0 for costs incurred including medical expenses for seamen and advances etc.
17 Jan 1868 – from George Balleine to Peter Briard Esq for freight of Capt Hubert's effects on the 'Ramsey', Singapore to London and thence to Jersey £ 2/1/3
April 30 1868 – Final A/c between the Succession of late Capt John Hubert and Orange & Briard & Co, covering funeral expenses in Singapore 5 November 1867 £38/5/7, and return of Jean's effect to London on the 'Ramsay', including cost of insurance. Balance paid to Stock Bank for Elizabeth £52/10/03 30 April 1868."*

Poor Elizabeth was left with no husband, very little to live off although any savings they might have made had been placed in Bonds for the family, two young children aged 5 and 3 and a new baby – Adeline Elizabeth – who was born on the 26 March 1867, consequently Adie never met her father. The two sisters Adie and Clarie, gave up their shares in Grandfather Francois Hubert's estate to their mother Elizabeth after their father died, to help with living expenses. This was arranged by one of their guardians, Elizabeth's younger brother Horatio. Her three children's' lives will be expanded upon later in this document.



Gravestone of Jean Hubert (1832-67) in Birkittamen Cemetery, Singapore,
- the above transcription was by his daughter Adeline Hubert in 1938



Gravestone of Jean Hubert (1832-67)
in Birkittamen Cemetery, Singapore,
with Adeline Hubert who searched for
and finally located the gravestone in 1938

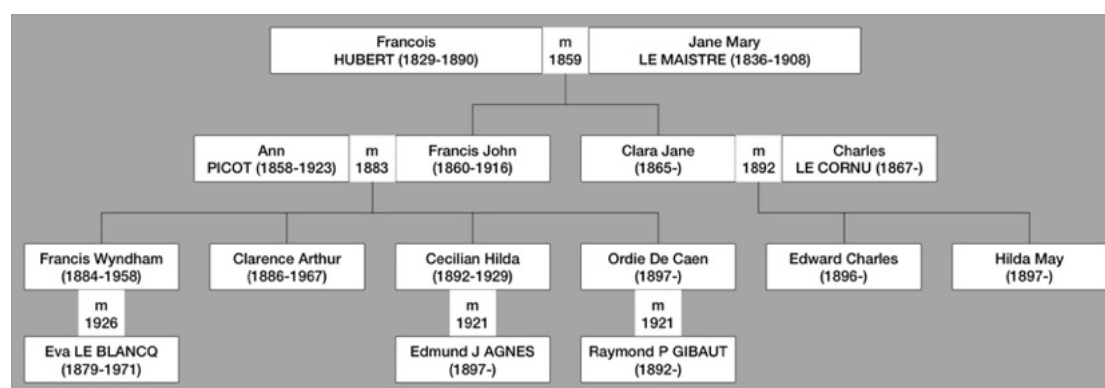


Elizabeth Jane Bichard, 1867,
with her youngest child Adeline
at her christening

Elizabeth struggled on in Jersey for another seven years after Jean's early death, rearing her young family until she died in April 1874 aged 42 in Hackney, London. She was with her children at Apsley Road in Jersey in 1871 with her cousin Ann Dutot who remained as the children's carer after Elizabeth died. She could not have drawn on very much immediate family support as her father had died twenty-five years earlier, her mother had reared the last of her own children as a widow, and Jean's siblings had all left home on the breakup with their father Francois.

5 Francois (1829-1890) Hubert – my great-grandfather's eldest brother

Francois was born in 1829, the eldest son of Francois and Susanne of Oakdale, and married Jane le Maistre in 1859. The young couple lived with her parents until after the death of Francois' father. During some of this time Francois was running a school in St Ouen for a living. He and Jane had a boy Francis John in 1860 and a girl Clara Jane five years later.



Francois Hubert, Jane Mary le Maistre and their 2 children plus their respective spouses, the 6 grandchildren and their respective spouses

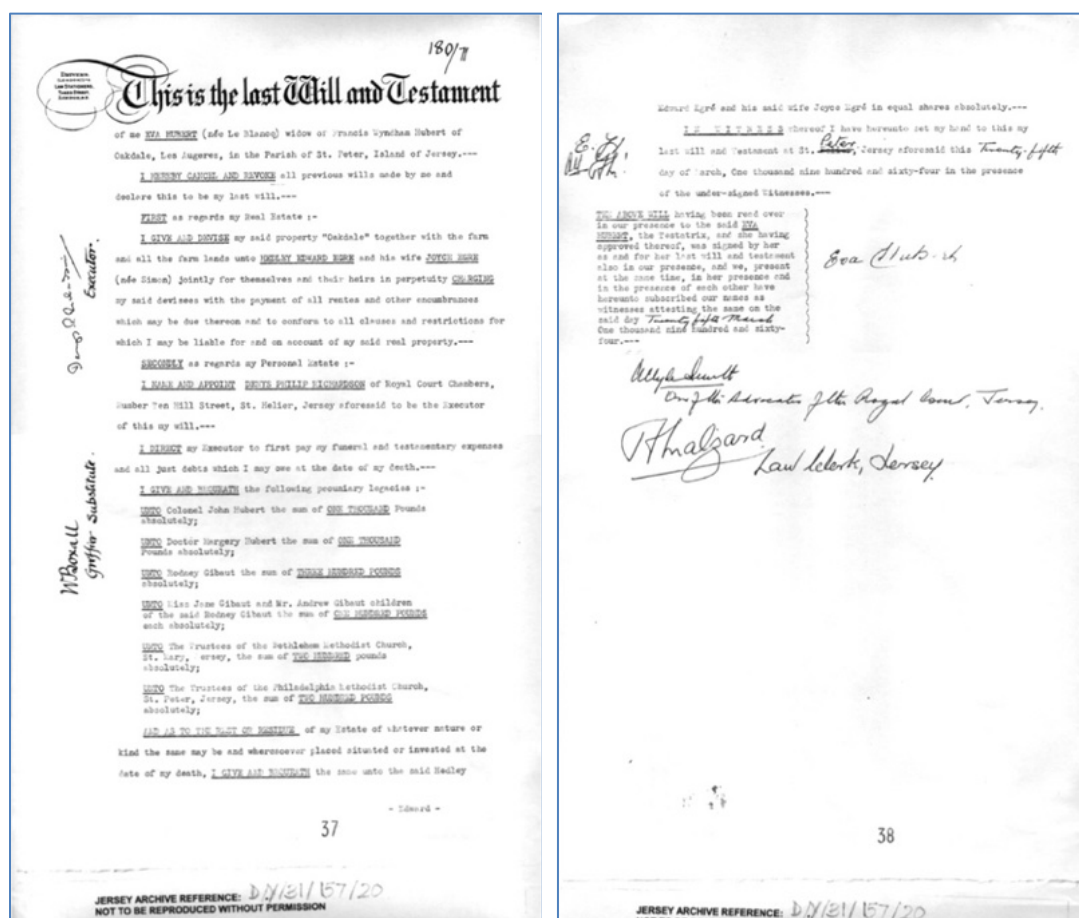
The boy Francis married Ann Picot and they had four children, the eldest being Francis Wyndham who was born at Oakdale in 1884. He was followed by a brother Clarence Arthur in 1886 who never married and was cared for by his brother's wife Eva when Francis Wyndham died in 1958. The two younger children were girls who married. Eva died in 1971. The farm passed out of the family at this stage.

No.	Date du Mariage.	Noms de Baptême et de Famille des Mariés.	Age.	Condition.	Rang, Etat, ou Profession.
No.	When Married.	Christian and Family Names of the Parties.	Age.	Condition	Rank, Trade, or Profession.
274	28 ^e Août 1859	Francois Hubert Jane Mary le Maistre	28 23	Garçon Fille	Maitre Ecole
Marié dans la Paroisse de St Ouen conformément aux Rites de Ce Mariage a été célébré entre nous { Francoise Hubert This Marriage was solemnized between us { Jane Mary Le Maistre					
Domicile lors du Mariage.		Lieu de la Naissance.	Nom et Prénom du Père.		Rang, Profession, ou Etat du Père.
Place of Residence at the time of the Marriage.		Place of Birth.	Father's Name and Surname.		Rank, Trade, or Profession of the Father.
St Ouen		St Marie	Francois Hubert		Cultivateur.
St Ouen		St Ouen	Edouard le Maistre		Cultivateur.
Cérémonies de l'Eglise Anglicane par licence Episcopale par son					
En présence de {		Témoins.		Vicaire	
In the presence of {		Witnesses.		Vicaire	

Marriage Record of Francois Hubert and Jane Mary Le Maistre, 28 Aug 1859, at St Ouen, Jersey

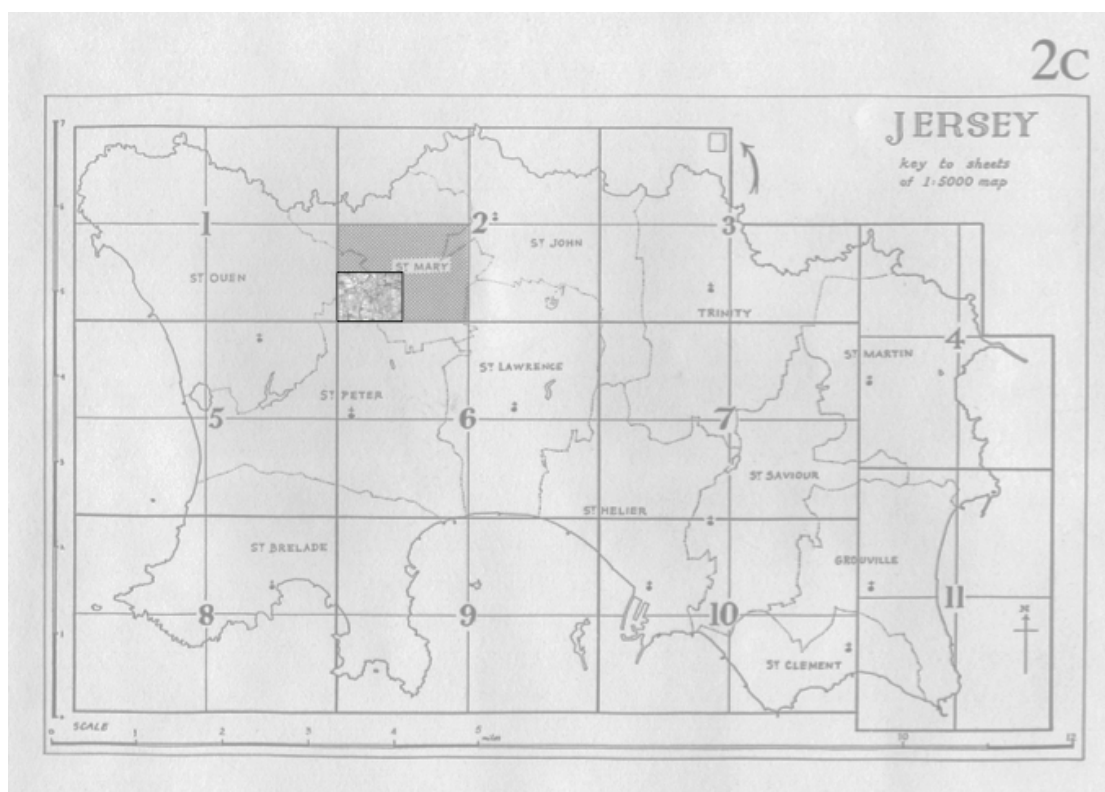
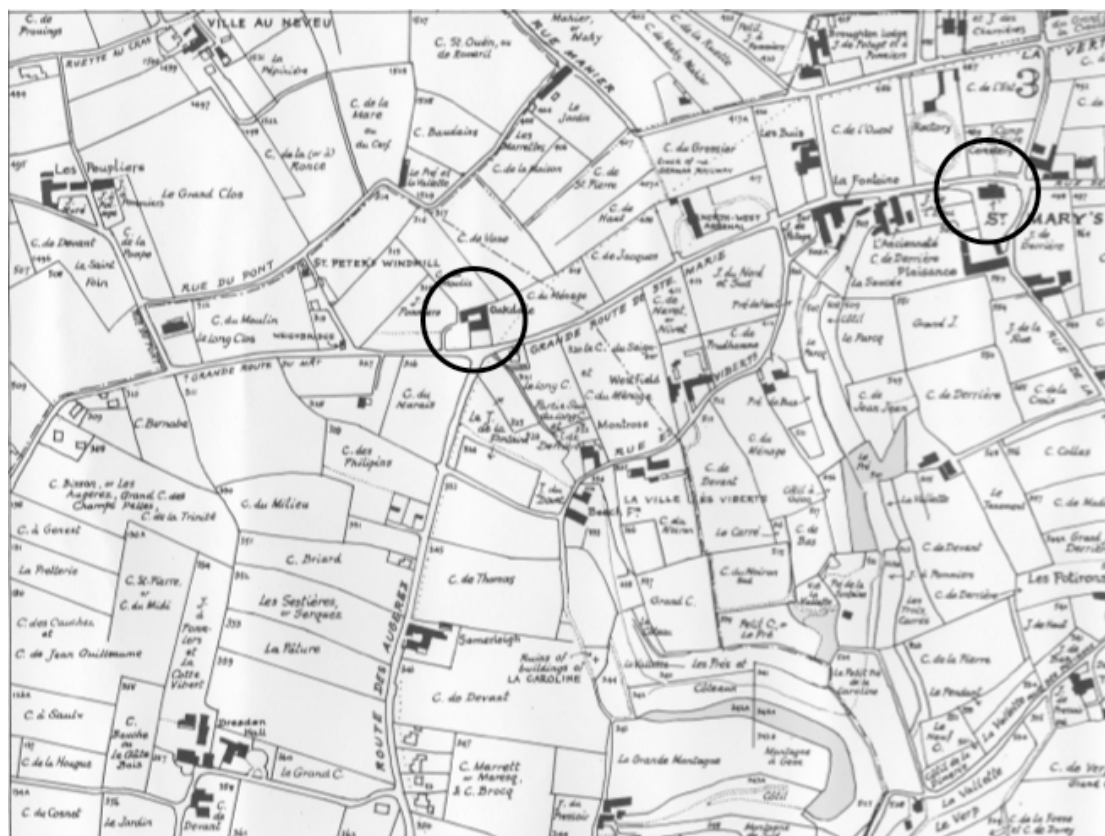
Francois' brother Jean (John) (1832-1867) with his new wife Elizabeth stayed at the Le Maistre residence in Liverpool in April 1859 after Jean's return from Vera Cruz and Tampico on the coast of Mexico as captain of the vessel 'Rhine'. Jean (John) and E. Le Maistre, possibly Jane's father, had business dealings about changing ships.

Francis Wyndham (1884-1958), the last of our Hubert line in Jersey, married Eva Le Blancq in 1926 and they farmed at Oakdale all their lives including throughout both World Wars. They never had any children, consequently in their old age they searched for a relative who might take over the property. Eva was born in 1859 at Les Maree house in St Peter, where her family are recorded as living together with Charles Hubert and Nancy in the 1881 census. Eva's will was dated 25 March 1964.



Will of Eva Hubert (née Le Blancq) dated 25 March 1964

Marjorie, John Armstrong Hubert's sister and my aunt, had been in touch with Eva and Francis when she was researching the Hubert family tree with a retired genealogist, and they had met in the early 1950s. This led to them offering the property to John, a second cousin, provided he was prepared to live there. This did not take place as John and family were already farming in Devon, although he and his wife Mag visited later and bought some young cattle in about 1952.



Map showing the locations of Oakdale and St Mary's church (above),
and a Key Map showing the location of the map (below)
- abstracted from "Jersey Place Names – Volume II The Maps"
by Charles Stevens & Collette Stevens, Société Jersiaise, 1986 (Facsimile published in 2017)



Marjorie and Eva (Francis Wyndham's widow) at "Oakdale" (upper left),
 John (my father) and Eva at "Oakdale" (upper right),
 Eva and John at Les Maree house in St Peter where Eva was born (lower left),
 and John at St Mary's church (lower right)



Clarence Arthur Hubert (left) and Francis Wyndham Hubert (right)
 photos from German occupation registration cards (1941)



Eva Hubert (née Le Blancq) and Egre family in front of Oakdale (~1965)

Oakdale house is now a historically protected building, meaning the exterior cannot be altered or improvements made without authority. It had already been cement rendered to prevent damp through the beautiful warm Jersey stone, but it is now sinking on its foundations causing more damage. The farm building conversions into apartments had been completed before the house was heritage listed.



The front of the main house at Oakdale with extension to the right (2017)



Oakdale courtyard buildings with original stonework now converted into apartments (2017)

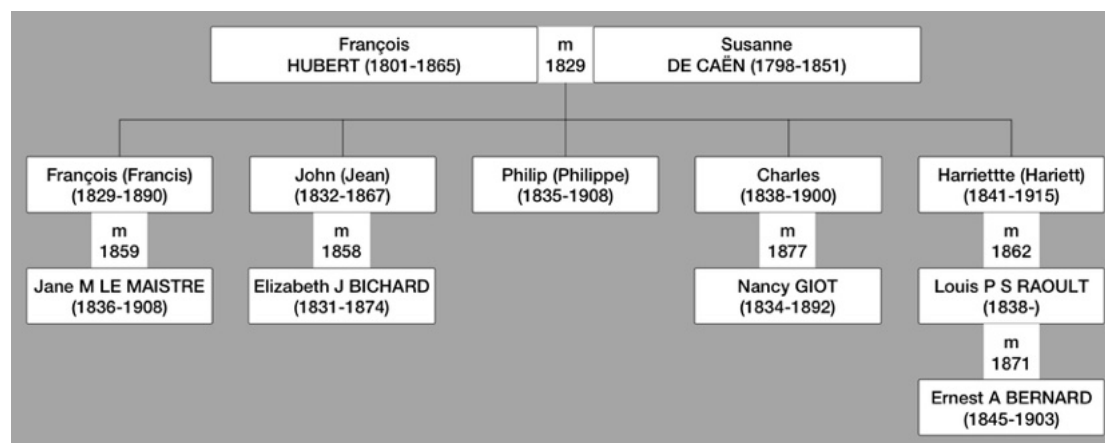


St Mary's church (left) and renovated windmill near to Oakdale (right) (2017)

6 Philippe (1835-1908), Charles (1838-1900) and Harriette (1841-1915) Hubert

– my great-grandfather's remaining siblings

Before moving on to the next generation of Huberts, the lives of Jean's younger siblings (Philippe, Charles and Harriette) need to be recorded.



Francois Hubert, Susanne de Caen, their 5 children and their spouses

6.1 Philippe Hubert (1835-1908)

Philippe was born in June 1835 at Oakdale, St Peters, three years after Jean. His parents Susanne and Francois acted as his godparents. His mother Susanne De Caen died in 1851 when he was sixteen and finishing his formal education.

Susanne's grave is in St Mary's churchyard (grave 81 alongside the church) and is marked as De Caen although it contains her husband Francois as well.

Philippe, as were all the siblings, was very much upset by their father's actions after Susanne's death. He was the first to be able to leave home, to try and get a junior job in the ship-building and maritime trade.

Before he left home he and Jean arranged for a Memorial Stone to their mother to be made and erected in what some of the locals deemed to be the incorrect position. The inscription mentioned only the two siblings on it and was to be changed when the others were able to contribute financially. Their father was furious about the whole project and threatened to have it removed or changed but never made a move to do so.

This ongoing saga lasted for several years, with Jean and Philip corresponding to each other from around the world and gives a picture of the upset in the whole family. Philippe's first letter is written in Jersey French from Jersey Harbour in Newfoundland in 1857 where he seems to have met a few ex-Jersey mariners and is still rankling about conditions at home.

His next letter is in English, written at the beginning of August 1858 still from Newfoundland, and rambling over the same subject but also that he has met someone who he would like to marry but circumstances are not right.

"Hubert Philip Let2 05081858 to brother Jean

Jersey Harbor, Newfoundland

Dear John

Pg1. The mail being on the eve of starting I haste to drop a few lines, I received yours upon vessel Fouen??? Grievous though sad news from home. Can that be the case – yes indeed for I have letters from times from London (Laura?). The family is now ruined, stained. Can a father be thus the ruin of his family – dreadful is it not?

If I could I certainly would not return home but I must – here winters affect me – I don't intend to stop on these rooms. According how matters stand in Jersey I will proceed abroad to try and get my living away from such as home. If you go home don't spare the cause of our misfortune. A great pity ever such a name came to the world, what can the world say now. Homme pleasures at home. I will flee from it.

Pg2. Father has been the cause of much trouble to me here by meddling himself with things to our Merchants which he ought not – he cannot keep his tongue to himself. I indeed wrote to him on such subjects not sparingly I assure you. If I returned to Jersey it is with the greatest reluctance, I dare say I will not stop there long – the shorter the time the better, but I must so this fall.

You speak in yours about matrimony, well I am not personally acquainted with her, of course you are – I need not give you advice you know better there. I can offer you now – Can say nothing about their family – so I shall say nothing about it – I will then recognise her as my nearer parent when she is such. You might have heard something of me 'of at St Lawrence one much worthier than me' – but the last home blow will no doubt cast the chain adrift. Indeed I could hardly introduce such a one to a home like ours but in fact now I must give it up – I must say that I have not been forward nor yet first in the call – There is nothing done, and of course it would not be yet for some years to come. I am too young and not enough experienced in the world – I wish you were in Jersey next winter when I shall be there – about the above don't accuse me of brag or foolishness, but it is for your advice – L.G are the initials you can write to me on receipt of this, it will be in time to reach me before we leave, for it will be about the first days of December.

I should be glad of some news (although too sad) from you.

I am indeed very downhearted, all these things trouble me much and cause one much uneasiness. I am not thus in hopes of a happy future, a stain never to be rubbed or washed out, for I dare say people speak plenty, yea, and too much no doubt.

Pg4. What next shall I say – there is nothing new here – always the same thing over and over again – I have a new pleasure boat (whale boat) and I spend many a leisure hour cruising about in her from Harbour to Harbour. I have so far found none to beat her so you see she is a middling sailor.

The berries will soon be ripe and I would gladly have bought a nice lot of each sort, and many sorts of fish too with me home but I am disheartened. I will expect hints some of the case and then what I shall say in return I know not – people are so fond of ill speaking.

My respect to all enquiring friends, all hands at Charing Cross, home, and now I close in wishing you good bye and joy at the good time.

I remain yours truly, Philip."

A letter from Philippe to Jean dated 14 March 1859 written from Les Augueres (Oakdale) in Jersey says he arrived in Jersey on the 15 December 1858 but is now about to leave again. He has visited people and things on the island, and that the bad conduct at home has not improved – the land is untilled and uncared for and St Mary's House empty. He has had the house painted and the parlour and

kitchen plastered, so it *"looks much neater now"*. He has barely spoken to anyone there except Charles, who has been looking for a position on a vessel or carpenter at Gaspé, Canada but has failed so far – *"father does not wish to let him go and blames me for encouraging his leaving, poor fellow. Frank now keeps a school at St Owens, is it not a pity that he gets on in such a manner, why not leave Jersey and seek in another country what he can't get in Jersey – and could never remain as he is, but he is or seems more or less happy"*.

Philippe hears that Jean now has a partner of whom he has only heard good reports, is looking forward to meeting her, and wishes them well and much happiness. Harriet is well and he assumes she will write to Jean and Elizabeth when they arrive.

"25 Charing Cross, Jersey - June 26th 1861 from John Hubert to Philip

I arrived in London the 1st June and received yours on the 14th when I came here, and note the contents.

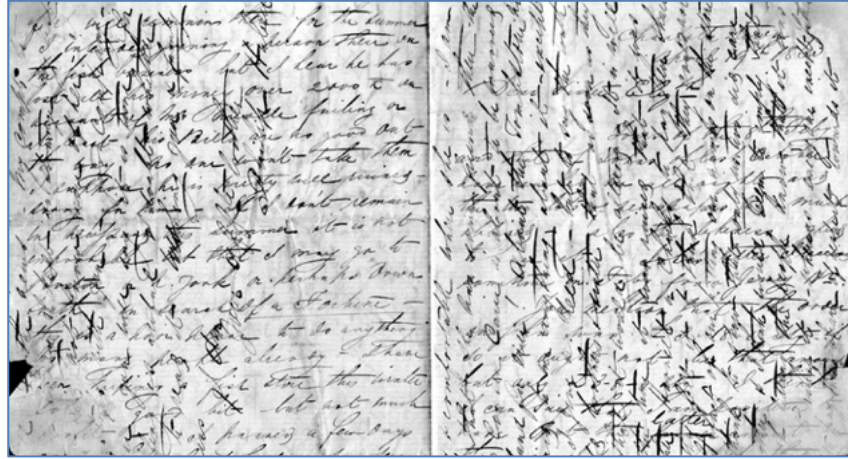
Regarding your money, I do not recollect how much you gave me but I believe you are about correct; I paid 10/- British for the map, and the Tombstone amounted to £8.19 British half of which is 4.17. Jersey, and you gave Lizzie 4.12.6 Jersey, as you marked on a piece of paper I have now before me, which leaves 4/6 to your debt – 3.15 less 14/6 leaves £3.0.6 to your credit with 7/6 Interest amounts to £3.8 which Lizzie (Elizabeth) will remit in any way you may propose; when you send for, you will mention if the sum was British or Jersey as I do not remember.

*Regarding the Tombstone, I must say it was placed before I arrived and by what I learn from Mr Pixley, who called at Father's who shown him the spot but found the House (Memorial Stone) too fine and said it was throwing money away. After it was placed, young John Hamon (close the Church) went and incited him against the inscription so far as to induce him to call at Mr Pixley 2 or 3 days after to come and remove the House or he would do so. Mr Pixley sent here when Lizzie sent the reply he might do what he pleased if he paid for it; he persisted in having it removed that evening or the last lines effaced, which Lizzie consented to have filled up till my return; complying with his wishes so far, he still persisted in the reversal till Mr Pixley angered himself and said he could not do it, though the ground was Father's, for he had given his permission and that he ought to be ashamed to expose himself as he was doing, for instead of disgracing him it was an honour to have such sons. The truth is Father intended for people to suppose he had paid(?) so good as to place it. I am pleased that Lizzie remembered I said it should be specified who placed it; for he has had time and means enough to do so; the money would have been better placed than in keeping two women and their Bastards --- Whatever Father writes to you about it stick with me to the inscription remaining as it is till the others pay their share, when we may agree to have the last lines groven out and place – *par sa famille* – instead of – *par son 2 et 3 fils*. - I should not like for the stone to be touched till you or I are in Jersey even if they come to that decision. Father told me you never shown him the inscription, when I said I did not believe it.*

I must warn you to be cautious what you write to Harriet as I saw your last to her, and asked her why she did not destroy it as you directed, she answered she kept it upstairs where no strangers would go; and moreover she must tell Father all she can get from us. – I have called in the Reverend Balleine and directed him to use his authority if anyone attempts to touch the stone, as Father has intimated that he will have it removed which he cannot do, as the Minister has been paid and therefore will have to share the consequence. It is scandalous and Parish talk for miles around to see his proceedings. Only his enemies uphold him and such as wish to see him low and at the same time pretend friendship to him.

If at any time you wish to hear how matters are going on at home you can write to Lizzie and may depend she will tell you what news is brought to her as she never goes near

*Father or Harriet, what she will inform you of will be what she is told.
 We leave here tomorrow for London where I will remain about a month then proceed to
 San Francisco – wishing you every success in your undertakings. I will always be happy
 to hear from you how you get on.
 With kind regards and best wishes from the family
 Your affectionate brother - John"*



An example of the crossed style used by Philippe to conserve paper
 in the letter of 19 April 1863 below – very difficult to transcribe!

*Charlotte Town (Prince Edward Is. Canada) – April 19th 1863 from Philip
 (Extracted from 8 pages written across)*

Dear Sister Elizabeth

*Yours of 8th July and that of John of last October have reached me all right and the two
 lots of newspapers too much obliged – also the likeness, glad to have it. John's letter I
 received sometime in February from Jersey 11th.*

*I am glad to hear you are all well – and I am very sorry to hear of such work from the
 Auguez – I really hope that your favourable account will reach me next time – I have
 some few things there for which I am most anxious lest they would go. I wish I had
 removed all I had there and put it in your charge or..... Bank. I had a box full which I
 had arranged(?) intending to have it sent me but no doubt they are all about now. Also 2
 painted pictures of some value and of goodI know that Harriet told you
 everything there will be turned upside down, especially my few things by that miserable
 soul. A pity those people ever came near our house. I am going to write father a letter –
 you will please post it. I intend speaking plainly to him this time. I have not heard from
 him or Charles since last Sept and not from Frank at all since I left Jersey but I don't
 think he knows my address although I wrote him once – I do pity Charles, I wish he was
 away from that house. It would be otherwise with him had he been accustomed to other
 good company. I feel quite certain of it, but Father is the cause of much misery, I wonder
 that he has not come to himself ere this. He must be possibly blind to going on like that,
 and when shall that cease, I can see no change for the better whilst the wretch is there –
 but so much of this, it is sickening to think of it.*

*If you can find the time to send this letter enclosed to Harriet please do so. You will write
 the address on the envelope and send it, that is if you have her address but I am not
 certain that you do. I am going to leave here soon, this week probably for St Peters and
 Newfoundland but I don't feel will remain there for the summer.*

*I intended joining a person there in the fish business but I hear he has lost all his money
 over £2000 on account of Mr Mialle failing, or at least his Bills are no good out this way
 no one won't take them, I suppose he is pretty well mined – sorry for him – If I don't
 remain in Newfoundland this summer it is not improbable that I may go to Boston or*

New York or perhaps down south in search of a Fortune - this is a poor place to do anything - too many people already - I have been keeping a fish store this winter cold a good bit - but not much profit - I passed a few days last fall - saw several Jersey people - no I have never been in Gaspe - I was surprised about C letter, indeed who next?

I am glad to hear from you Harriet is well and happy, if so tis well she is away from the living of sins - I hope she will ever be happy and comfortable where she is - I am inclined to think that she has some friends through the Savages(?). So cousin Carie is about to be pressured to leave the husband for ever!

(Plenty more about the tombstone and complaints)

- as for Charles, I fear he is cut down by Father enough too much to be able to give anything towards the stone - but it would be well if he laid that aside which he shared so shabbily - I did not mean to say so(?) and last letter that I wished for the stone to be altered, without their paying their share, for I would simply expect everyone to pay their share when they can - any remarks on it were not called forth - because of my brothers and sister addressing me about it, for they never wrote me a word about it - since I left Jersey - as for Father I give no heed to him whatever - for truly I would not accept his share of the cost if he offered it.

Since I left Jersey I have received one letter from Father or Charles - two from Harriet and none from Frank, that's the whole excepting yours of course and John's - I thank you much for welcoming me at your house when I go to Jersey - indeed you are right I would not live at that house with that wretch there in the world - but it is not probable that I will return to Jersey for some years at least - I do not intend to go - My love to John, he has been nearly all over the world. I will leave the island in a day or two, but there is so much ice that all is blocked up. I am glad for Fathers news - my compliments to Mr Dutois(?), say I kept so strange say last winter in Jersey I do not know more of her - I suppose she still stops with you - good company - now I must close, you will say it is time, for really the scribbling is awful, I doubt whether you will be able to read it.

Wishing you and family health and happiness. I am your affectionate brother Philip Hubert"

To summarize Philippe's life as we know of it: He spent a great deal of time travelling to and fro between Jersey and Newfoundland, returning to Jersey for short periods in December 1858, November 1860, and the Jersey census mentions him being at Military Road in January 1861. He worked in Quebec where he ran a fish store, Charlottetown (the capital of Prince Edward Island) as well as St Peter and St John.

We do know from old newspaper references that he was appointed a Magistrate for Breton Harbour, Cape Breton Island Newfoundland in May 1876 by the then Governor, as well as JP for the Southern District, Sub-collector of Colonial Revenue at Harbour Breton, and Commissioner of Wrecked Property for an area of the Island.

His Excellency the Governor has been pleased to appoint Philip HUBERT, Esq., to be a Justice of the Peace for the Southern District, and Stipendiary Magistrate at Harbor Briton, in the room of the late Thomas BIRKETT, Esq., deceased.

His Excellency in Council has also been pleased to appoint Philip HUBERT, Esq., to be sub-collector of Colonial Revenue at Harbor Briton, in the room of the late Thomas BIRKETT, Esq., deceased; James ?HARNEY, Esq., to be Commissioner of Wrecked Property for from St. Peter's River, exclusive to Point Lance, inclusive, in the room of Thomas P. O'DONNELLL, Esq., resigned; Phillip HUBERT, Esq., to be Commissioner of Wrecked Property for from Garnish to Cape LaHune; and Charles FOX, Esq., to be an Inspector of Fish Oils under the provisions of an Act passed during the last Session of the Legislature, entitled "An Act to provide for the Inspection of Fish Oils in this Colony." Secretary's Office, 8th May, 1876 - Gazette.

Notice of The Governor's appointment in 1876 of
Philip Hubert as Justice of the Peace and Stipendiary Magistrate

He could have met his niece Adeline (aunt Addie) at some stage after she married John Browning in 1894. John Browning was a successful businessman from St John, Newfoundland, but there is no evidence of this meeting, because Addie was quite a bit younger than Philip, and only rose to public awareness during and before the first World War.

Philippe is recorded to have died on 24 Jan 1908 at Harbour Breton Newfoundland where he was living. He does not seem to have ever married.

There are references to two other Philip Huberts born from 1836, but they were both born to other parents and died earlier. One was recorded as a seaman and the other had married with a small family.

 Philip Hubert Newfoundland Vital Records	
Name	Philip Hubert
Event Type	Death
Event Date	24 Jan 1908
Event Place	Harbour Breton, Newfoundland, Canada
Gender	Male
Age	72
Birth Year (Estimated)	1836
Entry Number	18

Record of death of Philip Hubert in 1908

6.2 Charles Hubert (1838-1900)

No.	Date du Mariage.	Noms de Baptême et de Famille des Parties.	Age.	Condition.	Rang, État, ou Profession.	Donnée lors du Mariage.	Lieu de la Naissance.	Nom et Prénoms du Père.	Rang, Profession, ou État du Père.
No.	When Married.	Christian and Family Names of the Parties.	Age.	Condition.	Rank, Trade, or Profession.	Place of Residence at the time of the Marriage.	Place of Birth.	Father's Name and Surname.	Rank, Trade, or Profession of the Father.
147	Fevrier 4	Charles Hubert	38	Libataire	Charpentier	St. Pierre	St. Pierre	François Hubert	Charpentier
		Nancy Giot	42	Fille		St. Marie	St. Marie	Thomas Giot	Maçon
Mariage célébré à St. Martin, conformément aux rites et cérémonies de l'Eglise Catholique.									
Ce Mariage a été célébré entre nous <i>Charles Hubert</i>									
This Marriage was solemnized between us <i>Nancy Giot</i>									
En présence de <i>Benjamin Bédard</i> <i>Edouard Lefebvre</i>									
In the presence of <i>Benjamin Bédard</i> <i>Edouard Lefebvre</i>									
Témoins: <i>Théophile Hubert</i>									
Recteur: <i>Théophile Hubert</i>									

Marriage Record of Charles Hubert and Nancy Giot, 4 Feb 1877, at St Martin's Church, Jersey

Charles was born in March 1838, being the fourth child of Susanne De Caen and Francois (1801-1865). His godparents were Jean and Marguerite de Syvret his maternal grandparents.

Charles did not have a happy life. He was reared at Oakdale, suffered isolation at home after his mother died in 1851 when he was only thirteen, and was hampered by a poor education and lack of funds from his father. He tried to move away to earn his living from 1858. His young sister Harriette was the last of his siblings to escape the family home in 1862. Charles was unsuccessful in trying to find work as a carpenter in Gaspé Canada in 1859 (his father did not want him to leave) and was still at home in 1861. In 1871 after his eldest brother took over the family home the census record showed him living with his Syvret cousins, descendants of his maternal grandmother.

Charles married Nancy Giot in February 1877 and the census records of 1881 show them both residing at Les Maree house in St Peter, next door to his eldest brother Francois at Oakdale, living off two acres. By the 1891 census they were still living elsewhere in St Peter with Charles again trying to earn his living as a carpenter. There were no children.

His efforts must have been unrewarding as by November 1891 Nancy was admitted to the workhouse at the General Hospital suffering from extreme poverty, where she died on 3rd May 1892. The costs of people residing at the General Hospital and associated workhouse were paid for by their families or from parish charity funds.

Charles had previously been admitted to the hospital, and he was to be re-admitted there on several occasions during the next eight years, dying on 27 December 1900 aged 62. His funeral was held at St Andrew's Church, St Helier.

On 17 November 1866 a legal document (Bail et Vente de Terre) was drawn up by Charles and Abraham Le Ruez who was Jean's legal representative, dealing with the sale of land (26 perches 19 feet of land called Le Clos de Bas) in the parish of St Mary inherited from Francois and Suzanne to Jean. Charles transferred all rights and associated attachments, for the sum of "Qarante-deux livres, nerf chelins six pennies et demi Sterling Great Britain monnaie" (in Jersey currency, 26 livres were equivalent to one pound sterling in 1834).

6.3 Harriette Hubert (1841-1915)

Harriette (Harriet) was born at Oakdale in May 1841, being the fifth child of Susanne De Caen and Francois (1801-1865). She was only ten years old when her mother died and suffered from being isolated and controlled by her father as a teenager. This led to her making efforts to get away when she could and find new friends. Her brothers were worried about her, and the rest of the family tried to help, and eventually she 'eloped' in September 1862 with an older Frenchman called Louis Raoult as his second wife. He was a farmer in Normandy where they lived and she had three children who all died. The marriage was registered in a small Protestant village in a very Catholic area south of St Lo. Later they moved to St Jean de Savigny where Raoult died.

Jean's letter fills in some of her marriage details:

*"Liverpool - from Jean October 19th 1862 re Harriet
Dear Brother Philip
Yours of January 9th 1861 C.I. was received after arrival here – by which I find Harriet wrote you very affectingly.
On reading yours I was in such a passion against Father that I considered it best to cool down ere I wrote to him on the subject; but, you may guess my surprise, when at the same time I receive the news that she was married, to a Frenchman, by the name of Raoult, whom you must know, - better than I – as you visited those people. All this was done through the 'Honourable' connection of the Nicolle's; and as I expect you are aware – Mrs Nicolle was the chosen envoy of her husband to break the glorious event to Father who was so exasperated that – Charles informed me – he passed the prongs of a fork he was using through old Nicolle's sleeve. Harriet, who after being married, spent the night from her husband at home, on hearing the rumpus next morning, left the house in her morning dress and took refuge at Monsieur Prouings, where they had a jollification during the day – they then took their abode at Mr Nicolle's till they left for France 4 days*

after.

Quite a romantic affair not unlike 'Lady Ann Nicolle' – so much for the association of these people.

After Harriet left Jersey, I heard from Father briefly stating what had occurred, and that she was useless at home – which did not pacify me – I assure you I have not answered him till this day, when I gave him to understand he is the whole cause of it, and fortunate she had not done worse; and the remarks I made will cause him serious reflections, and, as I finally stated, there requires only one stroke more to complete misfortune and disgrace. You may guess, now he is alone, what it is.

I also stated I was going to write to you by this post, and it was very painful for me to tell you of the proceedings.

I intent sailing in a few days for Rio de Janeiro but do not know whether I come again for Europe or not as the vessel is not chartered.

(written by Jean)"

After Raoult died Harriet stayed on in Normandy making a living for herself for two or three years before marrying Ernest Adolphe Bernard (1845-1903) to whom she bore three children Louise 1876-1918, Adolphe Ernest Bernard 1878-1937, and Elizabeth (Eliza) (1881-1952). Harriette died in December 1915 in Orval, Normandy. She did meet up with her Jersey relatives on occasion.

Louise died in 1918 in Leicester UK after marrying in England an Alfred Stephens, while the youngest child Elizabeth (Eliza) married Andre Delaune in Paris before the first world war, and had one son, Andre. Eliza died in Paris in December 1952.

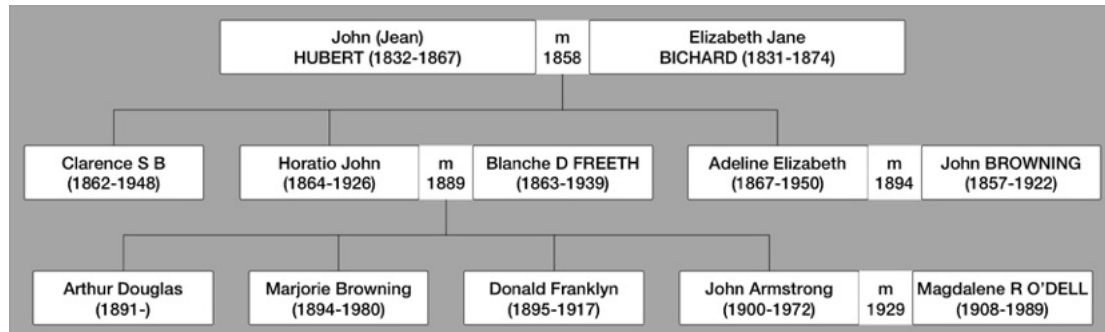
Adolphe, son of Harriette and Ernest, went to Newfoundland (from France where he was born) when he was about 14 years old, on the death of his father Ernest Bernard. He went initially to his uncle the Magistrate Philip Hubert at Harbour Breton and became a student at Bishop Field College before becoming an assistant master. He stayed with his cousin Adeline Browning in Newfoundland after her marriage to John (1894). Adolphe was one of the officers leading the Newfoundland troops into Germany across the Rhine in December 1918 and was awarded the Medaille Militaire and Croix de Guerre.

He married Armored Harris after the war. She was the Governor of Nova Scotia's daughter. Their first child was born in Italy 1922. They also had a son Adolphe who later returned to France according to correspondence.



Adolphe Bernard leading Newfoundland troops across the Rhine, 4 Dec 1918

7 Clarence (Clarie) (1862-1948) and Adeline (Adie) (1867-1950) Hubert – my grandfather's siblings



Clarie and Adie (my great-aunts) with their brother Horatio (my grandfather) and his wife Blanche (my grandmother), together with their children and spouses (my parent's generation)



Elizabeth Jane Hubert (née Bichard) (my great-grandmother)
with her son Horatio and elder daughter Clarie in 1865 (left),
and with younger daughter Adie at her christening in 1867 (right)

Elizabeth Jane Bichard, my great grandfather's wife, must have been getting used to Jean being at sea most of the time – when they married in October 1858 he immediately left the island as Captain of the 'Rhine' sailing to Vera Cruz and Mexico. Indeed, he had been on ships well before that date. Her father was also a master mariner, and she had been born in Quebec, Canada before her family returned to Jersey, so she was accustomed to the bread-winner being at sea.

Jean Hubert, my great grandfather, died at sea and was buried in Singapore in November 1867. All their three children were born while he was at sea on

different trips. The youngest Adeline's birth was in March 1867 during his last voyage.

Elizabeth struggled on with her small family for a further six and a half years before succumbing in April 1874. She was helped by a cousin Ann Dutot, who joined the young family and stayed on to care for the children after Elizabeth's death.

The three siblings were then left with different people called governesses, under the direction of guardians one of whom was Elizabeth's younger brother Horatio Nelson Richard.

7.1 Clarence Sutherland Bouquet Hubert – my great-aunt Clarie

Clarence Sutherland Bouquet Hubert – always known as Clarie or aunt Clarie to future generations – was the first-born child of Jean Hubert and Elizabeth Jane Richard. She lived a long life in uncertain times from February 1862 to February 1948 dying at the age of 86. She was very much loved by her father who sadly died when Clarie was only five and a half. He mentions her several times in his letters and wanted her and her mother to sail with him at times but this never took place.

She had a beautiful calm and loving nature, was always caring for the wellbeing of others, humble but strong in character, and must have been a great support to her mother on the death of her father Jean, particularly as Elizabeth was then caring for a toddler, Horatio, and newly born baby Adeline. Clarie's mother had many hurdles to overcome as a widow from lack of income and uncertain accommodation. The island legal system operated under outdated rules on the equality of women forcing her to apply for guardianship of her own children. Her younger brother Horatio Nelson Richard was a great help when negotiating these hurdles.



Clarie – as a child in about 1865 (left), as a young woman 9 September 1888 (middle), as an older lady in the early 1900s (right)

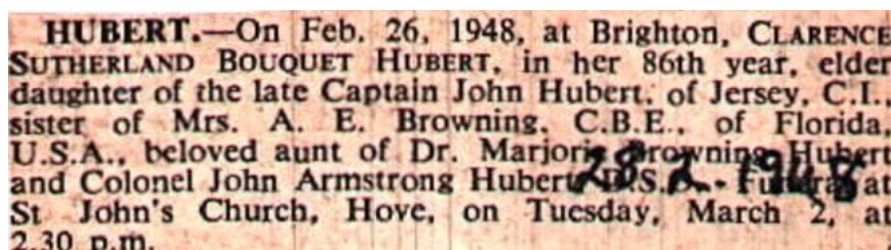
Elizabeth Richard died in April 1874, after an illness, and Clarie at the age of only twelve must have been devastated. This left all three children without both of

their parents. Consequently, Clarie had a great deal of responsibility placed on her shoulders for the care of her two younger siblings.

Horatio Richard became their guardian but he appointed 'governesses' to take care of their daily needs and their education. Apart from the standard tuition for girls in that period, Clarie became a very good seamstress and embroiderer, and she used these skills all her life – she loved making small gifts for children and teaching them the rudiments of sewing. During her twenties she took on various governess positions with other families as well as dressmaking, to earn a living. All her life she was passionately interested in education especially for girls, and even in her eighties she was still applying for prospectuses from schools which appealed to her.

Clarie did not stay in Jersey the whole time. Her actual movements go unrecorded after 1926 when she was still in the Channel Islands. Clarie did travel to North America, arriving in New York on the Queen Mary in 1939 and travelling immediately to Toronto in April. There are indications of her being in France and England, as well as her living in Newfoundland and America. She was in Toronto (Canada) in 1943, when she and Adeline sent food parcels over to England during WW2. In 1936 Clarie looked after Peter (my brother) and Anne (myself) while Mag (my mother) was in hospital. Later in 1938 the whole family were in lodgings in Crookham where Clarie taught Peter to count. She used to correspond with Peter during the time he was at Windlesham school when he wrote her very chatty letters indicating that there was a close bond between the two of them.

She was helped back to Britain as early as possible in 1945 by her sister Adie, where she was in lodgings in Hove when Anne used to visit her occasionally to learn to embroider. She saw her nephew John (my father), a great thrill, when he had a short leave from India, and was present for Christmas 1945 in Brighton with the family. In 1948 she was living with Marjorie (my aunt) and died in February at the New Sussex Hospital just before Mag and John retired from India. She may have suffered from cancer at the end but she also had a heart problem.



Death Notice for Clarie who died on 26 Feb 1948 in Brighton

7.2 Adeline Elizabeth Hubert – my great-aunt Adie

Adie was the youngest of Jean and Elizabeth's children, born at the end of March in 1867 whilst her father was on the high seas for his last eventful journey which ended in Singapore later in the year. It was a very sad time for those left in St Helier, which must have haunted Adie during her life, but with the resilience of a child and the support of her older siblings she progressed well in her life.

She followed her brother in being musically talented, and probably absorbed a lot of his tuition without knowing it. She had a good soprano voice which

received its first training in St Helier, and later in London. She must have lived in London as she sang and was a member of the South Kensington Ladies Choir.

EXTRACT FROM THE REGISTER OF BIRTHS
Of the Parish of *St Helier* in the Island of Jersey.
[PAGE 13]

No.	When Born.	Name, if any.	Sex.	Name and Surname of Father (Name and Surname of Mother)	Rank or Profession of Father	Signature, Description, and Residence of Informant	When Registered.	Signature of Registrar.	Registered Name, if added after Registration of Birth.
110	26 th March 1867	Adie Elizabeth	Girl	John Hubert Elizabeth Jane Richard	Master	Big John Richard Grand	27 th March 1867	Edw. Leveson	Edw. Leveson

I hereby Certify that this is a true and faithful Extract from the Register of Births of the Parish of *St Helier* in the Island of Jersey.

Witness my hand, this *thirtieth* day of *April* 1867

Edw. Leveson Registrar

Birth Certificate for Adie who was born on 26 March 1867 in St Helier, Jersey

While Horatio was the Parish organist and studying professionally Adie was being well grounded in singing including some of Horatio's own song compositions. There are newspaper cuttings describing concerts at which she had sung from 1888 in Jersey to 1891 in Huntingdon (Peterborough, England) and later in Eastbourne and on Guernsey. By the time Horatio was studying for a degree in music Adie was completing her voice training and acting, aiming to become an opera singer.

Certificate of Registry of Marriage.

1894. MARRIAGE solemnized at *St. Mary's Church* in the Parish of *St. Mary's Tytting* in the County of *Worcestershire*

No.	When Married.	Name of Groom.	Age.	Rank or Profession.	Residence at Date of Marriage.	Name of Bride.	Age.	Rank or Profession.	Residence at Date of Marriage.
54	27 th March 1894	John Browning	37	Doctor	Newfoundland	Adie Elizabeth	27	Spinster	St. Helier, Jersey

Witnessed by the Minister of the Gospel, *John Browning* and *John Hubert* in the presence of *John Browning* and *John Hubert* as witnesses.

I hereby Certify that the above is a true and faithful Extract from the Register of Marriages kept in the Parish Church of *St. Mary's Tytting* in the County of *Worcestershire*.

Witness my hand, this *thirtieth* day of *April* 1894

Edw. Leveson Registrar

Marriage Certificate 27 March 1894 St Mary's Tytting Parish Church in Worcestershire

Adie married John Browning ten year her senior on 27 March 1894 in Worcester, with Horatio as a witness. Browning was a successful businessman from Newfoundland with relatives in Richmond, Surrey, and in London. The couple must have soon travelled back to St Johns in Newfoundland where Browning's interests lay. They had no children, something Adie probably regretted as she did feel cut off from her artistic interests in Newfoundland and isolated from family and friends. Apart from little soirees and amateur performances her main occupation was running a large household and entertaining dignities and business associates lavishly. John was appointed a member of the country's Legislative Council in 1920 and had already taken on the duties of Director or President of several major companies including his family firm.

In 1912 Adie and John (who travelled quite extensively for business reasons) were back in St Helier for a visit when they were photographed with Marjorie and young John Hubert. Early in the same year Marjorie was living with Adie for several months, performing in March after receiving her Gold Medal in violin,

awarded by the London Associated Board of the Royal Academy of Music. This occasion was at a charity concert for the Child Welfare Society being given at the Methodist College Hall in St Johns.

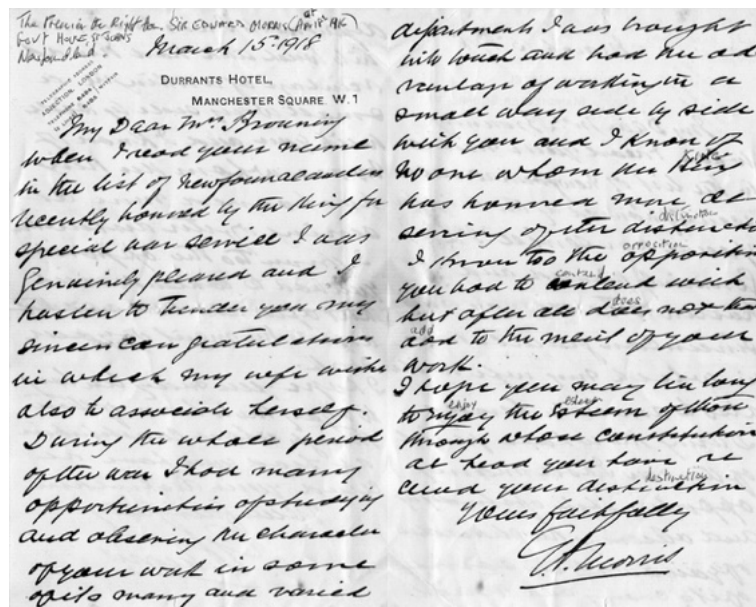
Adie's nephew Donald enjoyed a summer camping holiday in the wilds of Newfoundland before taking his final school exams and entrance test for Sandhurst Military College in 1913. Her concern and interest in any Hubert family or connection remained with her during her life, including being in touch with the son of her aunt Harriette Bernard from Normandy, and French relatives of hers.



John and Adie in Newfoundland soon after they were married (upper left),
Adie all dressed up in her finery a little later in her life (upper right),
John and Adie together with Marjorie and John in Jersey, 1912,
with Victoria College in the background (below)

Adie was interested in the social welfare of the people of Newfoundland and later more widely in Canada, and threw herself into war work during WW1, in particular looking after the welfare of returning sick and wounded soldiers

which often included the wellbeing of orphaned families. There was some opposition to her work in this field to start with, whether from home or local prejudices is unknown, but she was awarded an OBE for her efforts in 1918, mentioned in a letter from the former Premier of Newfoundland the Right Hon. Sir Edward Morris. Adie continued to be active in the Red Cross and other organisations. There is mention of her being given a sash and DBE medal for her Red Cross work in Serbia in 1916-17.



Letter from Premier Morris to Adie congratulating her on the award of OBE, 1918

John Browning died in September 1922 and was buried at St Johns. Adie was still only in her 50s and had a long life ahead of her, with the funds to be able to travel. She continued with an extension of her war work, being very interested in the emancipation of women and abolition of slavery, growth of hospitals, expertise in the care of wounded, progress of the nursing and medical profession, investigating conditions throughout the Empire and world.



John Browning's grave in St Johns, Newfoundland, after his death in Sep 1922 (left), and Adie in Australia with Sydney Harbour Bridge in the background, 1932 (right)

She travelled to the Middle East, China, the Philippines, Indonesia, India, South Africa and other territories, New Zealand and Australia in mid 1930, and Singapore in 1938 to search for her father's grave. She acquired a wealth of different artefacts from the various journeys including an exotic shell collection all of which ended up being stored in Jersey until 1949. She became quite ill sometime during this period and reacted in a strange way to her sister-in-law's plight a few years after Horatio died and her nephew John's involvement in 1936 with his career and young family in India.



Adie in Keystone Heights, Florida, garden in 1939 (above),
in corner of the lounge in 1944 (lower left),
and outside the house "Reflections" also in Florida, 1950 (lower right)

About 1939 Adie moved to a large house on a lake in Keystone Heights Florida with a big boathouse, roughly 53 miles from Port Jackson. She had Miss Schick a nurse-companion living with her, and they befriended a two-year old boy Michael from the next-door property who gave them a lot of joy. Adie sent several food parcels to the UK and toys to India for Anne and kept close contact with Clarie in Toronto between 1941-45. As soon as she could in 1945 she helped Clarie to return to England and wrote to Marjorie in November 1945 with cheques for all the Huberts in Brighton, mentioning the good news that her possessions in Jersey were still safe after the German occupation. She hoped to visit soon to sort them out. This she did in 1948-49, arranging the distribution of various items to Marjorie and John who inherited the statue of Apollo and the Queen Mary silver tea-pot on the farm in Devon! The main possessions were

repacked in Worcester and sixteen cases (fourteen from Jersey) were shipped over to Port Jackson in Florida in January 1949.

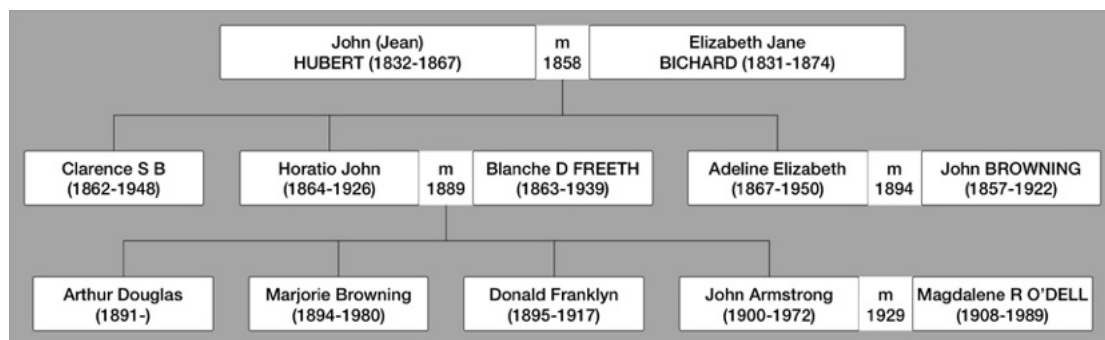
By December 1949 Adie sent photos of another single storey house to which she and her companion had recently moved called 'Reflections', probably built in the original Keystone Heights garden. She hoped that Marjorie would soon be over to see it, which she did early in 1950. Sadly, they were not there very long as Adie died on 4th December 1950, and it became necessary for Marjorie to fly over again to try to sort out her estate.



Two photos of Adie late in life (date and location uncertain)

The last of Elizabeth and Jean Hubert's three children, Horatio, remains the final chapter in this tale of past ancestors.

8 Horatio John Hubert (1864-1926)
– my grandfather



Horatio and his wife Blanche Freeth,
together with his siblings (my great-aunts) and a spouse,
plus Horatio and Blanche's children and a spouse (my parent's generation)

Horatio John Hubert has been mentioned several times in Life Histories – it is now time to ‘flesh’ him out as far as is possible - he was known to be a retiring humble man and talented musician. Only musical records remain of his busy life.

His birth in St Helier on 11th May 1864 must have been a joyful one as he was the first son and second child for Elizabeth Jane Bichard (Lizzie) and Jean (John) Hubert, a master mariner at the time sailing back on the vessel 'Geffrard' from Colombo in the east with a cargo of coffee. They were then living at 25 Charing Cross in St Helier. Jean arrived in London about June 1864 a month or two after his son was born, and by July 1864 he was back in London accumulating merchandise to return to the east, perhaps travelling further afield to the new colonial settlements at Adelaide or Melbourne. Horatio barely knew his mariner father who died when he was three years old.



Elizabeth Richard and Jean Hubert (my great-grand parents)
pictured is a locket around the time of their wedding in 1858

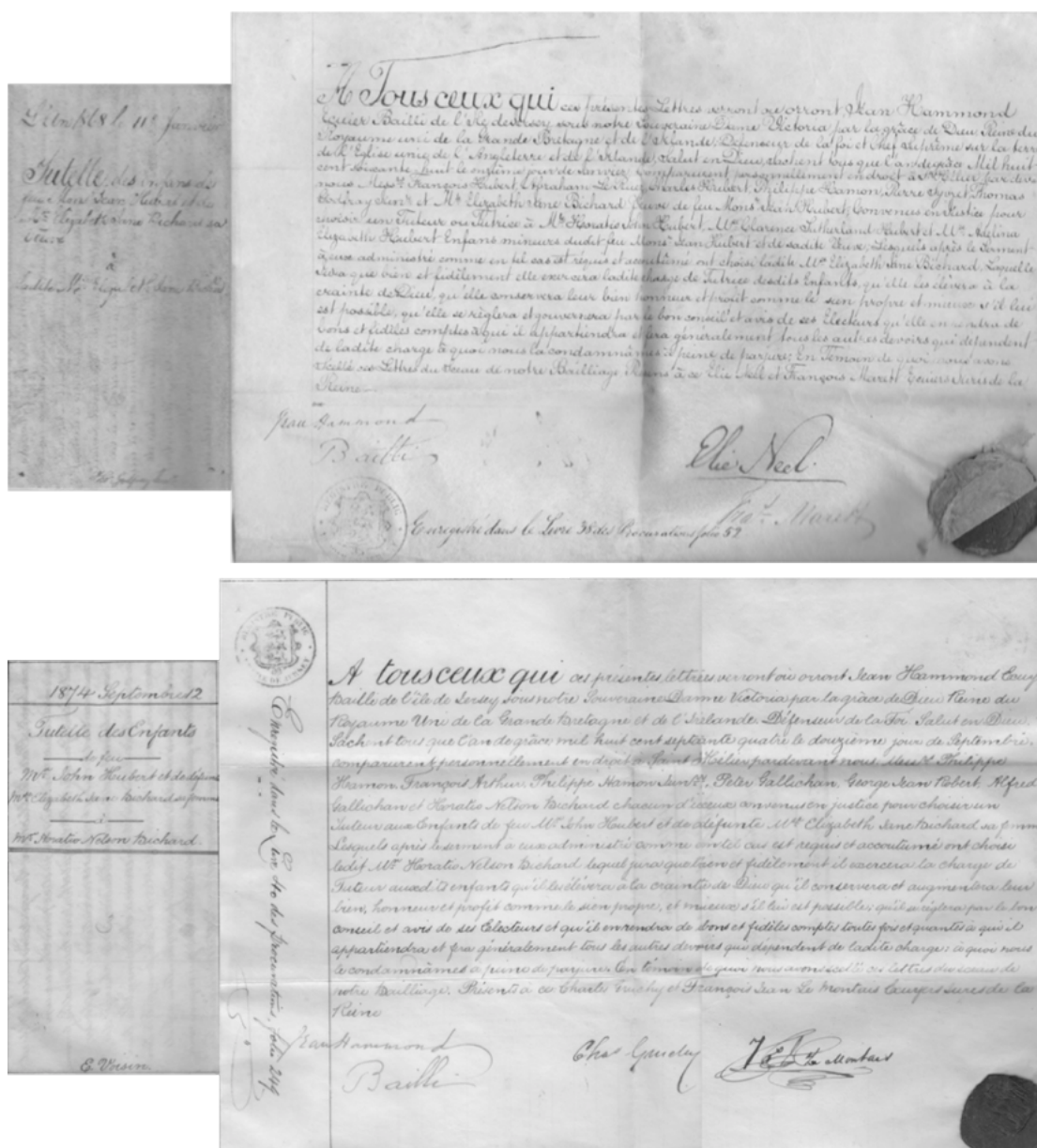
Horatio had an older sister, Clarence (Clarie) born February 1862, two years before him, and Adeline (Adie) three year his junior. Adie was born on 26 March 1867 at Apsley Place, St Helier, where the young family were staying at the time of the census of 1867. Adie never met her father Jean who at the time was trading in the China seas before dying of cholera on board his ship 'The Fort Regent' on 2nd November 1867. After Jean's untimely death a cousin Ann Dutot joined the young family to help look after the children and stayed on after Elizabeth's death in April 1874.



Horatio and his sisters Clarie and Adie in their teens (around 1880)

After his mother died, when Horatio was only ten, he and his siblings were left under the care of different people called governesses, under the direction of guardians one of whom was Elizabeth's younger brother Horatio Nelson Bichard.

The following are copies of legal documents covering the appointment of guardians for the three children, dated 11 January 1868 after Jean had died, and dated 12 September 1874 after Elizabeth Bichard's death. In each case the appointment had to be approved of before a judge and two solicitors on the recommendation of at least seven 'electors'.



Legal documents covering the appointment of guardians for the three children –
 (above) dated 11 January 1868 after Jean had died, and
 (below) dated 12 September 1874 after Elizabeth Bichard's death

On 25 August 1888 there was a legal agreement (Bail de Partage) between Clarence S Hubert and Adeline E Hubert, the two sisters, and Horatio J Hubert assigning the sister's share of inheritance from their father's immovable assets to their brother Horatio. This was a complicated document due to the extended laws on family inheritance at the time, by which any agreement could be open to contest by other relatives under certain situations. The document was drawn up when Horatio was 24 and Adeline 21.

One more legal document (Rambours de Rente) was found, dated 12 January 1895, between the cousins Horatio J Hubert and Francis John Hubert (1860-1916) in the sum of "dix livres, seize chelins Sterling" in settlement of some sort of mortgage inherited from Francois and Suzanne de Caen their grandparents, and Francis John's parent Francois Hubert who died in 1890.

We know little of Horatio when he was growing up, until the next momentous event, his marriage to Blanche Delia Freeth on 30 December 1889 at Trinity Church St Marylebone, London attended by Adeline Hubert and Kate Lydia Freeth. Blanche was the youngest daughter of James Holt Freeth and Margery Louise Armstrong who had died in Guernsey 1880, Blanche's father being a retired Major General from the Royal Engineers who died in Tunbridge Wells. Kate Freeth was seven years older than Blanche and her family must have been living in or near London at the time. Adeline Hubert was 27 when married and was probably still living in London as a singer – Horatio her elder brother had always encouraged her musical career and reciprocated by attending Adeline's wedding in Worcester in 1894.



Horatio (left – about 1910) and Blanche (right – about 1900)

Horatio was a professional musician, who completed a test for a Fellowship of the College of Organists in July 1889 while he was the organist and choir master at St Simons Church. He wrote his own compositions for voice and orchestra, and several newspaper articles about performances were kept during this period. He received a trophy of a silver topped and engraved conductor's baton after the Jersey Choral Society's winning choir performance at the 1908 Eisteddfod.



Silver conductor's baton souvenir (above) given to Horatio on leading the winning choir at the 1908 Eisteddfod with detail (below)

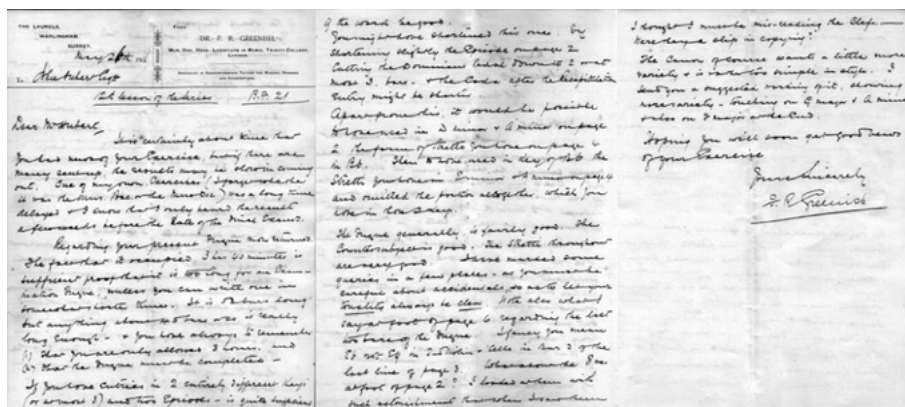
During 1909-1910 part of his own composition was performed by the full orchestra and choir of the Jersey Choral Society. Horatio was Honorary Conductor of the Choral Society for 30 years. He became the singing master at Victoria College for boys, and conductor of the Philharmonic Society of Jersey. The years between 1906 and 1917 were his most prolific composing years for both instruments and voice.

His first studies ranged from the Early English Composers through Church music, Organ music, madrigals, the lute and then the voice with instruments, culminating in Handel's Messiah (1742). They were followed by the study of great symphonic, theatrical and operatic composers. Several handwritten essays and lectures exist amongst his records.

In a 24-page essay on "Music is a Modern Art" he states: "*Slow development in the past 100-200 years, then increased pace. Music developing from Liturgical (religious) to Nature (involving senses) to Love and Theatre – through the composers Bach, Handel, Glucks, Haydn, Mozart, Beethoven, Mendelssohn, Schumann, Weber, Rossini, Meyerbeer, and Wagner.*"

Horatio was awarded at least the first year of a Degree of MUS BAC from Durham University on 26th September 1895. While in February 1916 he was awaiting the results of the final examination, being tutored by correspondence from a Mr Greenish, a Doctor of Music from Oxford. Horatio continued his studies after the death of his elder son in March 1917, although it appears with less enthusiasm, aiming to gain a doctorate studying orchestration and counterpoint culminating in the composition of a Fugue in G – a copy of the proposed scheme is included. Doctor Greenish wrote to him again in July 1921, giving a critique of the Fugue being prepared for his final doctorate examination after receiving the "12th Lesson of the Series".





Horatio John Hubert – major works and studies July 1889 – College of Organists Examination for Fellowship Tests at Organ MAGNIFICAT & NUNC DOMINUS IN C For four voices SA & TB – print copy THE FISHER – song for contralto, text by Goethe, manuscript BREAK, BREAK, BREAK song for soprano, text Alfred Tennyson THE ROVER – 8 printed copies of song for contralto, words by Sir Walter Scott MARY DHU – 4 printed song for contralto, words by Delta 11/5/1904 – EARTH IS GLAD – song for soprano, manuscript 4/9/1906 – INTRODUCTION & ALLEGRO for full orchestra performed in Jersey 1909-1910 by the orchestra of the Jersey Choral Society of which Horatio was Honorary Conductor for 30 years Printed version for Violin I & II, with pianoforte manuscript 26/3/1916 – Presented for Examination, Durham University 6/9/1906 – MENUETTO – sextet manuscript 27/7/1907 – QUARTETT – Andante Sostenuto 2 violins, cello and piano – manuscripts, studying counterpoint 9/3/1916 – A SONG OF THANKSGIVING A choral work for Chorus, Solo and four-voice quartet, with five instrument accompaniments for BMus Durham University Examination (see Greenish document letter) 26/3/1917 – A SONG OF PRAISE A choral work for 5 voice Chorus, Solo, Quartet, with five instrument accompaniment, including the Introduction and Fugue, for BMus Durham University Examination 1917 – JEPHTHA VICTORIEUX – words by Roger de Goeij – in French Three Tableaux for Soprano, Contralto, Tenor and choruses with accompaniment – full orchestral score separate 1917 – STRING QUARTET IN C MINOR – four movements for violin I & II, Viola and cello 8/9/1920 – Signed print copy of MOTET – There is an old belief by C Hubert H Parry, in memory of Worcester Festival (at some date Horatio was offered job of Musical Director, Wimborne Minster but declined to move from Jersey) 26/3/1921 – FUGUE IN G – 5 parts in 6/4 time Subject in 4 bars – 108 bars (see draft scheme document)	Preface by Chorale approx. 100 bars Letter from Dr FR Greenish, Doctor of Music Oxford University dated 13 July 1921 "The Fugue generally is fairly good, the countersubject good, the stretti throughout are very good" EARLY TESTS in musical knowledge and physics THE ENGLISH A MUSICAL PEOPLE – essay – 3 pages Opening discussion – developed further EARLY ENGLISH COMPOSERS – 1530s to 1800s – Horatio's notes GROWTH OF EARLY MUSIC IN ENGLAND – essay (12pages) "THE ENGLISH ARE NOT A MUSICAL PEOPLE" – Discussion (6 pages) Composers: Edwardes Richard, Robert-Fairfax, harpsichord invented 1404, Henry Purcell, Johnathon Battistshil, Samuel Arnold, misc. 19th Century pupils of Mozart, Sir William Sterndale Bennett THE RISE AND GROWTH OF MUSIC IN ENGLAND – lecture (26 pages) Period AD 596 to William Sterndale Bennett (1808-1878) MUSIC AND NATURE – Essay (7 pages) Music is abridged literary history MUSIC IS A MODERN ART – essay (24 pages) Slow development in the past 100-200 years, then increased pace Religious, Nature (senses), Love, Visual theatre 19th Century composers and some of their works "SHAKESPEARE HAS MORE OFTEN INSPIRED MUSIC THAN DANTE" – 19 pages Use of Shakespearian themes in Opera – Rossini's Othello Ambroise Thomas 'Hamlet' – French Grand Opera Berlioz and 'Romeo & Juliet' – great landscape painter Verdi – Italian music – Othello and Falstaff Gounod 2nd Act of Romeo, part of Macbeth Mendelssohn 'Midsummer Nights Dream' – fairyland Study of Shakespeare the musician Speech was music, and he loved the dance Description of early recorders Flute, lute and viol players Music should not only be beautiful but also appropriate – Merchant of Venice Music for the chase – pictures What music charged to express – Lear Composers and Theatre or Church music Musical instruments in Shakespeare's time
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Letter from Greenish 13 July 1921 (above) and list of Horatio 's major works and studies (below)



Horatio during a visit by King George and Queen Mary to Jersey in 1921

There are no further records of Horatio's activities or efforts after March 1921, the month his son John arrived in India at the start of his army career. Horatio may have been ailing in health by then, unknown to John who was very upset to be overseas at Horatio's death on 5 November 1926. We do know that Horatio had attended Worcester Cathedral Festival in September 1920 as a participating organist, where a six-voice motet from the 'Songs of Farewell' was sung in memory of Sir Hubert Parry who composed the music but had died 2 years earlier. According to hearsay Horatio was offered a job as Musical Director at Wimborne Minster in Dorset in this period but declined. Over the years Horatio would arrange concerts for visiting singers and the singers under his tuition as well as instrumental works in various venues around St Helier and on Guernsey, some of the performances included his younger sister Adeline (a trained mezzo soprano) during her visits from Newfoundland.

DEATH OF MR. H. J. HUBERT.

It is with regret that we chronicle the death of Mr. Horatio John Hubert, which took place yesterday morning at his residence, No. 12, Victoria Crescent.

Mr. Hubert, who had been in failing health for some time, had for many years been organist of St. Helier's Parish Church, and previous to that had been in charge of the organ at St. Simon's. He was prominently connected with the old Jersey Choral Society, of which he had long been Conductor. When the Jersey Philharmonic Society was formed Mr. Hubert was appointed Conductor, and he only relinquished that post owing to the state of his health. He was Singing Master at Victoria College until quite recently, when he had to be replaced (temporarily it was hoped) for the same reason.

Mr. Hubert was a man of very quiet and retiring disposition, and was a musician of great ability. He devoted the whole of his time to his art, and had for some three decades been a prominent figure in the musical life of the town. Outside of music he had no real interests, and he was seldom seen at functions which were not of a musical character. His friends, however, knew him as a man of kindly disposition and notable intelligence.

We tender our sincere sympathy to the bereaved family.

The funeral takes place on Monday afternoon at St. Saviour's.



Horatio's Death Notice (left) and his grave at St Saviour's Church, Jersey (right)

[illegible]

Funeral director's accounts for Horatio's funeral

Blanche and Horatio had three surviving children, Marjorie Browning Hubert born July 1894, Donald Franklyn fifteen months later in October 1895, and John Armstrong Hubert (my father) in July 1900. They were all living at 12 Victoria Crescent, St Helier before Marjorie was born, and until after Horatio's death.



12 Victoria Crescent, St Helier, front (left) and rear (right) (2017)

The children were given the best education available on Jersey, the boys going daily to Victoria College, while Marjorie went to Jersey Ladies College which had started in 1880. They had a fair distance to walk daily to get to their schools, but this was accepted as normal.



The main façade of Victoria College, Jersey (2017)



Donald, John and Marjorie (Horatio and Blanche's 3 children) in 1910 (left),
the Hubert family on Jersey in 1912 (upper right),
and John, Donald, Blanche and Marjorie in 1916 (lower right)

Marjorie was an exceptionally talented person musically as well as academically, becoming one of the first generation of women doctors. Donald and John did well in their studies while being very keen on sport – hockey, football, rifle-shooting and athletics. Army training was compulsory, and they both loved the school O.T.C. which led them into training at Sandhurst Royal Military College before Donald left in 1914 to fight in France and to join the Indian Army. Luckily John was too young for the First World War. Tragically, Donald was killed in March 1917 while fighting in Mesopotamia which was a huge blow to his parents and great loss to the family.



Donald on his beloved motorbike after graduating from Sandhurst in 1915 (left),
and telegram to his parents notifying them of his death on 14 March 1917 (right)



The Sir Galahad Memorial in Victoria College, Jersey (2017) – the Memorial (left) is dedicated to those who died in The Great War (1914-1918) the names are inscribed on the Memorial including that of D F Hubert on the rear (right)

After Horatio's death in 1926 Blanche sold the house at Victoria Crescent, and rented temporally, while spending a great deal of time wandering around visiting friends in England, being unable to settle, and finding her funds were very short. Marjorie was her only close relative and bore the major responsibility for her mother, while she herself had become a hard-working doctor with a surgery and other hospital appointments. Blanche spent time at Backsettown – a working women's retirement home in Henfield Sussex, and finally developing breast-cancer and spent her last days living with Marjorie in Brighton until she died in November 1939.

ID 601590

CERTIFIED COPY of an ENTRY OF DEATH.
Pursuant to the Births and Deaths Registration Acts, 1836 to 1929.

Registration District BRIGHTON

1939 Death in the Sub-district of BRIGHTON OUTER in the COUNTY BOROUGH OF BRIGHTON

No.	When and where Died.	Name and Surname.	Sex.	Age.	Rank or Profession.	Cause of Death.	Signature, Description, and Residence of Informant.	When Registered.	Signature of Registrar.
303	Third November 1939 2 Temple Gardens U.D.	Blanche Delia HUBERT	Female	76 years	Widow of Horatio John Hubert Professor of Music	Is. Carcinoma of Breast (radical mastectomy 1930 followed by X rays) Present at the death Certified by O. Silberforce M.R.C.S.	Marjorie B. Hubert Daughter Present at the death 2 Temple Gardens Brighton	Fifth November 1939	H. E. T. Eager

I, H. E. T. Eager, Registrar of Births and Deaths for the Sub-District of BRIGHTON OUTER, in the County Borough of Brighton, do hereby certify that this is a true copy of the Entry No. 303 in the Register Book of Deaths for the said Sub-District, and that such Register Book is now legally in my custody.

WITNESS MY HAND this 5th day of November 1939

CAUTION.—Any person who (1) falsifies any of the particulars on this Certificate, or (2) uses it as true, knowing it to be falsified, is liable to Prosecution.

H. E. T. Eager
Registrar of Births and Deaths.

Death certificate of Blanche Delia Hubert (née Freeth) who died 3 November 1939

Horatio and Blanche's three children's adult life stories have been expanded in other documents which can be read on their own.

This concludes the story of one line of Hubert ancestors over the generations.

The line continues to flourish in a small way through offspring of John Armstrong Hubert, to date down to the fourth generation. It may be recorded at some future date.

Anne Molver
April 2018