

## A Brief History of the McLennan Family

### *Alexander McLennan*

28. 04. 1869 – 05. 11. 1945

### *A Short History, by Jessie McLennan*

Alexander McLennan was born in Lossiemouth, Scotland in 1869. His father was Alexander McLennan and his mother was Joan Hannah Finlayson. He had two older brothers John and Donald and two older sisters Mary-Ann and Bella and one younger sister Kate.

When times were bad at Balmacarra, his father who was a sailor and merchant seaman who owned his own ship, took it around the top of Scotland to Lossiemouth. Grandmother walked across Scotland with four young children from Plockton to Lossiemouth where they lived.

Alexander McLennan (senior), my grandfather, used to sail between Lossiemouth and Hull and on one trip his ship was wrecked at Hull and he was drowned. This happened when Alexander McLennan (jnr. ) was about 6 years old. A minister found Alexander McLennan (snr. ) on the beach and he was alive. He could have saved him had he known about resuscitation. The minister wrote to Grandma telling her about her husband and sent her a Golden Sovereign every year until he died. Grandma used to knit him socks and send them to him. Grandma worked at the harbour, fish cleaning, to help keep her family of six children. People used to say of her that she was the only married woman in Lossiemouth because she went there as a married woman and was always called Mrs. McLennan. All Lossiemouth girls kept their own name when they got married, (i. e. Joanne Smith wife of Willie McKenzie).

Dad went to school at Lossiemouth until he was 13 years old and was then apprenticed to James Peterkins sailmaker. It was very hard work and he was a hard boss, but a good tradesman and taught Dad well. At the age of 20 he had finished his time and asked the Boss for a man's wages. He would not give him a raise so Dad left. He had to leave home and go to Glasgow to look for a job. His Mother went too. He got a job on the Loch Vannachar in 1889. He loved the ship on sight and went to sea. He came around the Cape of Good Hope to Melbourne and home via Cape Horn. He stayed on the Loch Vannachar for 3 voyages and then changed to the Loch Tay in 1894 and made 3 voyages to Melbourne and sometimes to Adelaide. He was also on the Loch Ryan for 2½ years and was paid off in Melbourne in 1897. He had been 8½ times around the world by age 29. On one of these trips he met his future wife, Catherine Sloan.

He and she were in a train in Melbourne and she got her dress caught in the door and was trying to get it out. Dad was watching her from the next compartment and he jumped over the seat and abused her for trying to get the door open as he thought she was going to jump out. When she explained he said she would have to wait until the train stopped again to get the dress out. When she got off the train he followed her and made a date for the following day and so the romance began that lasted for 4 years until such a time as his Mother had died (he used to support her) and he was able to get married on the 11<sup>th</sup> April 1898. After they were married they lived in Surry Hills and had a baby boy named John Alexander who only lived for 3 weeks.

As work was scarce in Sydney, Dad went to Townsville. Mum followed him later and while there Isabel was born on 21. 7. 1900. Work became available in Sydney and Dad came back. When Mum was coming back she had Isabel up on the deck and it was very windy and Isabel was crying. A woman said to Mum she must have the "Wind" so Mum took her to the cabin. She didn't understand that "Wind" was more or less indigestion.

On the 22<sup>nd</sup> June, 1902 Jessie Ann Finlayson McLennan was born at Prospect St. , Surry Hills. When I was about 2 years old we moved to Bruncker Rd. , Randwick to the wooden house as we called it later. Bruncker Rd. was later changed to Darley Rd.

Dad used to like to take us down to the Quay to look at the ships that were in the harbour. He once took us onto the Lorton. The skipper was Captain Henry. While Dad and he talked in the cabin we stayed up on the top deck and played. At lunch time he gave us thick soda biscuits and tea in thick china cups. We had another such day when Captain Henry was skipper of the Kilmallie. This was about 1911.

Another time Dad took us on a Chinese Passenger Steam Ship. I remember that everything was scrupulously clean, and so were the crew, all of whom had long pig-tails hanging down their backs.

John McKenzie a cousin of Dads had gone to sea as a boy and was so long away that his Mother and Father thought he must be dead. When they had another Son they called him John. Years later John McKenzie the Captain came home. He met some children and asked them where the McKenzies lived and John the boy said he was John McKenzie and he would take him home so they found out they had 2 John McKenzies in the family. He came to Sydney a couple of times and Dad went down to see him.

We used to go to Centennial Park for picnics and Dad would read all day and we children would play and climb trees and when lunch time came we would go home and cut sandwiches and make a billy of tea and take it down to the park.

The Progress Association would have a picnic and cricket day in Queens Park. A big marquee would be put up and the woman's committee would get the lunch of sandwiches, cakes and no doubt jelly and custard and raspberry syrup for the children and tea for the adults. All the young men played cricket and all the children would play games. A good time was had by all and money was collected for the project on hand.

In 1909 Grandfather Sloan (John Hannibal Sloan) 1841 - 1919 built the brick semies and we lived there until 1939 when we left and came to Blaxland. At one time Isabel was helping Grandfather Sloan paint the front fence and some boys were passing on their way to school and Isabel said "Painting all day boys". For years afterwards whenever they went past they would say "Painting all day boys" so they must have been very taken with her. They were the McEnroe boys.

Dad was a very civic minded person. He called a meeting at Power's empty shop and helped form a branch of the Australian Labor Party. Later on he called a meeting and so started the North Randwick progress Association. Dad became the Hon. Sec. Being Secretary and with the aid of the member David Storey and the aid of the A. L. P. they worked to get the Little Coogee tram. I can remember him writing out a stencil and printing notices for the meetings. Then he would hand deliver them, and later on post them when more money got into the coffers. The first part of the tram line was opened as far as the Randwick Convent in 1912 and later on right down to the bay, "Little Coogee".

Before the tram was a reality we used to walk both ways on Sunday mornings with Dad and Mr. Vassarotti and other families to Little Coogee where we all learned to swim. Little Coogee was later, called Clovelly.

Later there was a fight to get a Literary Institute in North Randwick. The committee used to hold euchre parties and dances to raise money. In 1913 a bazaar was held in the Randwick Town Hall for two days and they made a good deal of money but everything was shelved when the Great War started in 1914. The N. R. P. A. then became the Randwick Literary Institute. The foundation stone was laid in 1913 but it was 1925 before the Institute was built. It was built on the corner of Market St. and St. Marks Rd, Randwick. Later on another storey was added as a residence for the shop. The big hall was never built because trends changed, but the Library and Billiard room became very popular and were well used. Dad remained Sec. until 1938. At the end of 1939 we moved to Blaxland. Dad missed the Institute and all his friends, but Mum wanted to live in Blaxland, in the bush, because Isabel and family were there.

A street not far from the Institute was named after Dad (McLennan Ave). He was a J. P. and became an Alderman in the Randwick Council from 1916 to 1922. He was strictly honest and a total abstainer. He had a lifelong friend in Maurice O'Connor who with Uncle John (Jack) Sloan, Mum's brother, used to come every Sunday morning and talk and argue with one another to their hearts content.

He was a wonderful husband and father and died on the 5<sup>th</sup> November, 1945 less than 5 weeks after his wife Catherine Sloan who died 3<sup>rd</sup> October, 1945. He was much loved by his wife, his family of eight children, Isabel, Jessie, Sandy, Sheila, Donald, Jean, Norman, Maisie and all his friends. At his funeral service the Minister said "I did not know Mr McLennan but judging by the congregation here I would say he was a Man's Man".



*Catherine (aka Kate) McLennan (nee. Sloan), (13. 4. 1872 - 4. 10. 1945).*



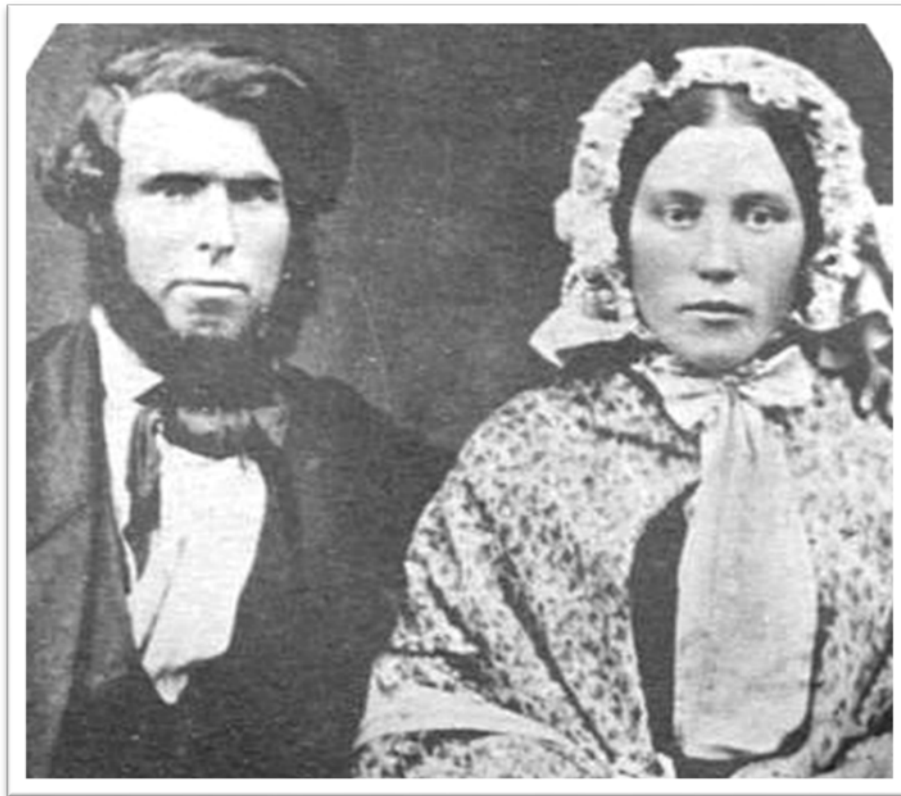
*Alexander McLennan (28. 4. 1869 - 5. 11. 1945)*

# Alexander McLennan

## *The Story of a Sailor, by Don McLennan*

Alexander McLennan joined the full rigged ship Loch Vennachar, as sailmaker on the 25<sup>th</sup> February, 1889 at Glasgow at the age of 20. The round voyage from Glasgow to Melbourne, to London, ended on the 17<sup>th</sup> January, 1890. The actual times of the voyage were about 82 days to Melbourne and about 84 days from that port to London. The actual history can be read in "Colonial Clippers", by Basil Lubbock, and is available in most public libraries. Dad told me that when he went aboard the Loch Vennachar to be interviewed by Captain 'Bully' Bennett. Captain Black who introduced him said: "This young man wants to join your ship, Captain" and Captain Bennett said: "Yes, does he want a boy's job?". "No", said Captain Black, "He wants to join as sailmaker". Captain Bennett was dubious until Dad showed him his papers of 7 years served apprenticeship in the sail loft to Peterkins of Lossiemouth.

He made three round voyages in the Loch Vennachar, and finally paid off in London on the 15<sup>th</sup> January, 1894. He then joined the Loch Tay at Glasgow on the 25<sup>th</sup> of May, 1894, and made three round voyages to Melbourne, and sometimes to Adelaide, and paid off that ship on the 30<sup>th</sup> May, 1895.



*Alexander McLennan's parents – Alexander McLennan & Joan Hannah Finlayson.*

Captain 'Bully' Martin was the skipper of the Loch Tay. The 'Bully' part attached to sailing ship masters was given to the hard type of man who drove their crews and their ships hard in order to make a quick voyage. They kept very much to themselves, and had no friends aboard their ship, nor did they want or encourage any. "Old Bennett"

as Dad called him favoured the tradesmen now and again, and he and the carpenter were given theatre tickets often as the Loch Vennachar was a very popular ship in Melbourne and was visited often by the top crust of Melbournites.

Dad then joined the Loch Ryan on the 8<sup>th</sup> June, 1895 and paid off on the 31<sup>st</sup> March, 1896. He sailed again on the Ryan for two more voyages, and finally paid off late in 1897 at Melbourne. His girlfriend, Catherine Sloan, had told him (no doubt) to swallow the anchor or else. Captain Ross Wier was the Ryan's skipper.

The Loch ships were beautifully kept and maintained and were called by seafarers "Ships of the Scots Navy". They were built of iron and all of them carried passengers. In fact, the lochs were the last sailing ships to do so, to Australia. The Loch Vennachar was lost with all hands in 1905. No trace was found of her wreck until just a few years ago, when divers found her either on King or Kangaroo Island. The only evidence of her loss in 1905 was the figurehead which Captain Bennett, who had retired the voyage before at Melbourne, identified.

The Loch Tay was converted into a coal hulk at Adelaide early this century, and was only cut up for scrap about 1956. I saw this coal hulk in Adelaide when I was on the Australmead in 1924, and she was in good condition. The ship watchmen and his family were living on board.

The Loch Ryan was purchased by the Australian Government as a training ship and renamed John Murray. She was wrecked on Malden Island while on a voyage from San Francisco to Melbourne in 1917. All the crew were saved.

John Alcott, the Sydney marine artist, painted a beautiful picture of the Loch Vennachar. The original was sold a few years ago for \$1,500.

# *The Sloane Family History*

The name Hannibal goes a long way back in our family and I, his Grandfather John Sloan (1841 – 1919), write this from a copy which was in my Grandmother Agnes Mennie Sloan's possession and which I have read many times. Perhaps sixty years hence my family may copy this and add whatsoever required to be added thereto.

James LUSK, an officer in the British Army, (I do not know what rank he held) was on the Continent where his eldest son was born.

A black doctor saved both Mother and Child, and the parents named their son after the doctor whose name was Hannibal.

## *John Hannibal Sloan*

James LUSK	Officer	Born at London 1610
Hannibal LUSK	Merchant	Born at Abroad 1640
James LUSK	Merchant	Born at London 1672
Hannibal LUSK	Planter, West Indies	Born at London 1700
Hannibal LUSK	Planter	Born at London 1729
Mary LUSK	Daughter of Hannibal LUSK Married Capt. James WILSON	Born at London 1759 Born at Hull 1742
Hannibal WILSON	Ship's Officer	Born at Greenock 1770
John SLOAN	Draper, Saltcoats, Scotland Married Margaret Wilson	Born at Ayr 1761
Capt. Hannibal SLOAN	Pilot Married Agnes (aka Nancy) McDonald Mennie	Born at Saltcoats 1809
John Hannibal SLOAN	Born at Greenock 1841	Died Randwick N. S. W. (1919)
Married Isabel WHYTE	(1850 – 1930)	
John SLOAN	Warrant Officer Married Alice RIDD	Born at Molesworth 1878 Born at Victoria
John Hannibal SLOAN	Born at Newcastle 1907	N. S. W.

# *Hannibal Lusk, Planter, West Indies*

I know nothing concerning this man. He was the father of my great-grandmother, Mary LUSK. He worked a sugar plantation, and was the owner of over 200 slaves.

Mary LUSK, born in the West Indies, was sent to London by her father to be educated in company with a trusted black slave, at the age of 17. Poor unfortunate girl, she never got to London and hereby hangs a tale. (Truth is stranger than fiction).

The Captain of the brig in which she sailed, died of fever two days before the brig sailed and the Mate of the brig became Captain. About a week after they sailed they encountered a great storm and the Captain and two sailors were washed overboard. The Second Mate (who was in the last year of his apprenticeship) aged 21, became Captain and brought the ship to Greenock. He was my Great-Grandfather, James WILSON.

Mary LUSK was a mild and gentle woman, and James Wilson took her to his father's house in HULL and married her. So she never got to London. I have often seen the Marriage lines in my Grandmother's possession. Mary LUSK and James WILSON had three children: Mary, Hannibal and Margaret. Mrs. Mary WILSON (nee Lusk) died, young and broken-hearted. She was never reconciled to her parents.

Captain James WILSON, commonly called "Wild Wilson", settled in Port Glasgow where he now sailed from. He was part owner of a fine brig, which mounted 6 guns. He was a man of great courage and carried everything with a high hand. A painting of him, half life-size, was hung in our front parlour, and I remember, if I looked long at it, his great piercing eyes used to frighten me. I heard many stories and tales about him. His ship was at Greenock waiting for a fair wind, and the wind coming fair, his sailors were being mustered, five of whom had been put in prison.

Wild Wilson asked the authorities to let them out as the ship was ready to sail. This "The Bailies" would not do. He then went back to his ship and armed his 15 sailors with cutlasses and took one of his guns, placed it on a cart and went off to the prison with a great crowd following, demanding his men be released and threatening to blow the gates down and take them by force.

The authorities liberated his men on protest and sent post-haste to Glasgow for soldiers to seize the ship. But Wilson sailed away that night never to return. Some people thought they had gone privateering or worse; some thought that the ship had been taken by the Spaniards and crew sold as slaves; others thought that the ship with all hands was lost in the Bay of Biscay.

As this all took place 135 years ago we now may be charitable and hope that Wild Wilson and his men perished in the Bay of Biscay. Be that as it may, no tidings were ever known of any of them.

Wilson's children, Mary, Hannibal and Margaret were taken to Hull, England, to the Wilson's where they each received a first class education, in fact were accomplished, and the daughters were very beautiful. The eldest, Mary Wilson married a wealthy man, named Findlay and had 14 children.

The youngest, Margaret Wilson married my Grandfather, John SLOAN. They were very bad-tempered women. No servants could live with them long and my Grandmother was a very extravagant woman and lived far above her means. She had 9 children. Both Margaret and Mary domineered and bossed everything and everybody with whom they came in contact and although they were beautiful women, their daughters were very plain. (This I have been told). I did not see my Aunts until they were over 40 years of age, and the Misses Findlay were over 50 when I first saw them. They were tall and angular and old maids, but unmistakably, ladies. I often heard that my Grandmother's expensive habits ruined my Grandfather's business. She kept a sedan chair and two men servants to carry it about; sent her three children to a fashionable boarding school and was fond of tea parties etc. One thing is certain, he at last had to go through the Insolvent Court and his estate realised 19/- in the pound.

Mary WILSON (Mrs. Findlay) was married at the age of 15 but died early. Margaret Wilson, my Grandmother was married at the age of 25 and died at 89, although quick-tempered, she was kind to a fault. I liked the old lady. She was very kind to me but she was 80 before I saw her and the history of her young life was very sad. She was engaged to be married to a young lieutenant in the Army who was killed in battle. Her husband, John SLOAN, was 14 years her senior. My Grandmother was personally acquainted with the poet, Robert Burns.

Hannibal WILSON was well-liked by everyone who knew him. He inherited his mother's gentleness of manner. He was second-officer of a ship and at the age of 22 he fell down the hold and broke his neck.

John SLOAN, draper, of Saltcoats, Ayrshire, had a very good business. He was a sober, saving man. He went to school with the poet Burns. His mother was a member of the Tennant family, (sister of the man who invented bleaching powder, and founder of St. Rollochs works, Glasgow). He was over 40 when he married. He got behind with his business, gave it up and started a small grocery business, in Greenock where he died a poor man.

His wife had an annuity of 10/- per week. I think from the Lusk family. His five sons all went to sea. I only remember seeing one of my uncles. He, along with the Sloans that ever I knew or heard of, self-included, was devoid of caution.

Captain Hannibal Wilson SLOAN, Pilot, born at Salt Coats 1809 (son of John Sloan), was a bound apprentice to the ship "Sarah". He had a good master who taught him navigation and encouraged him to improve the little education which he had. He was a clever sailor and was Captain of a ship before I was born.

He became a Clyd Pilot in 1849 and had shares in several small vessels. He was very successful for ten years. In an evil hour he sold off everything and came to Australia, 10<sup>th</sup> April, 1859. He brought out a lot of machinery that was worse than useless.

He was the most unsuccessful man I ever knew in Australia. Every speculation he tried went crooked. He was a Royal Arch Mason and died at Molesworth, Victoria, aged 75 years.

Agnes (aka Nancy) McDonald MENNIE, wife of Captain Hannibal Wilson SLOAN, was born at Greenock, 2<sup>nd</sup> January, 1810. She was related on the Mother's side to the McDonald's of Glencoe. Her Grandfather was saved by his mother when he was 2 years of age. Nancy, my mother, was a very kind woman and was much respected and had money in her own right. I never knew how much, but when she died there was still £120 to her credit in the bank. I once heard her say that she had enough money to finish my education, which I think would have cost about £400, but alas the education was never finished.

She was very religious and would have no work of any kind whatsoever done on the Sabbath Day. Her father came from Aberdeen and ran a carrying business between Greenock and Glasgow. She died at Molesworth, Victoria, aged 65, in 1875.

John Hannibal SLOAN, son of Hannibal Wilson SLOAN, was born at Greenock, 1841. In boyhood he gave indications of intellectual ability, got first prize at school for several years, won the prize for an essay on the Life of Christ, against 300 competitors, mostly theological students of all denominations. But coming to Australia spoiled everything in that line. He had many faults and failings but was always trusted by his fellow men. He was twice elected by the Miners to represent them on the Victorian Mining Board, was the first President of the first association Gaffney's Creek, 1872. He had a seat on several land boards, was returning officer for the Shire; was miner, store-keeper, farmer, but was never successful at any venture.

The want of caution has characterized all the SLOANS that ever I knew or heard of and when a person knows that a trait of character is inherited, he or she may guard against it. I do not think that it can be totally eradicated, but many things may be prevented.

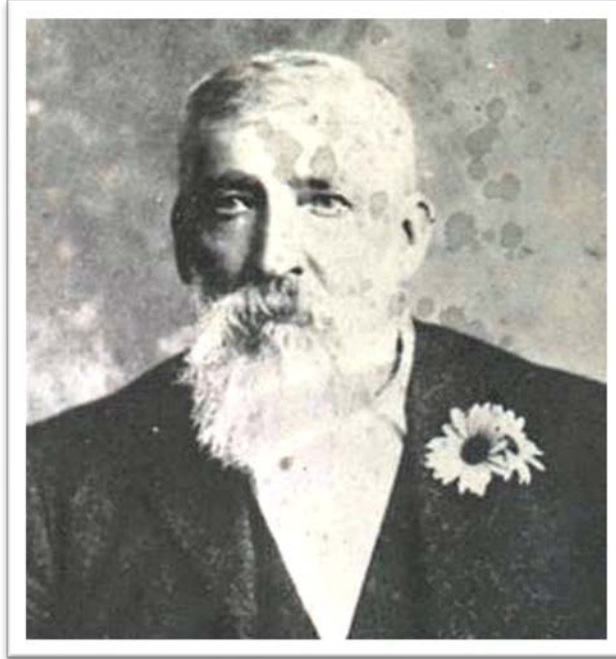
Isabella Whyte married John Hannibal SLOAN at Albury, N. S. W. 29<sup>th</sup> March, 1870. She was born in Inverness, Scotland, in 1850. She came to Australia, a baby in arms and was married at the age of 19. Her father was a native of Aberdeen and died young. She is related to the McGregor family on her mother's side. Her mother was a



native of Fort William and died at Cootamundra. Isabella SLOAN has been a good wife and mother and always kept her house and children scrupulously clean. She had eight children.

## *Parents of Catherine (Kate) McLennan (nee Sloan)*

*Married 29. 03. 1870*



*John Hannibal Sloan (15. 3. 1841 - 15. 7. 1919)*



*Isabella Sloan (nee Whyte) (15. 7. 1850 - 3. 11. 1930)*

## *Isabella Whyte Family History*

*Isabella Sloan (nee Whyte)*

1850 to 03.11.1930

Isabella Sloan (nee Whyte) who was interred in the Randwick Cemetery on the third of November, 1930 was a colonist of seventy-eight years. Born at Fort William in Inverness, Scotland, in 1850, she arrived in Melbourne with

her parents, James Whyte and Catherine McGregor, in 1852. Travelling by coach to Beechworth and afterwards to Lambing Flat (Young), her reminiscences include seeing men parading the Settlement with large calico signs on which were written: "Roll up. Roll up and send the Chinese off the field"; for the whole of one day, Chinamen trotting along the road with their bamboo baskets and large hats; women crying when the 72<sup>nd</sup> Regiment played itself out of the town to the tune of "The Girl I Left Behind Me".

While at Young, Isabella Sloan (nee Whyte) was a pupil at Mrs. Stone's private school for pianoforte tuition. The Stone had a large square tent with a boarded floor. She described Mrs. Stone as a tall aristocratic looking woman and very English.

On the Black Range Goldfield near Albury, to which Isabella Sloan (nee Whyte) travelled by tip dray, her father unearthed a 'pocket' of gold. She married John Hannibal SLOAN on 29<sup>th</sup> March 1870 and she rode side-saddled to Melbourne by easy stages. Some years later, coaching (Cobb & Co. ) up the Yarra Track to Woods Point, she had frequently to leave her young baby, Catherine Sloan (who became Catherine McLennan), on the floor of the coach while she got on to the box seat and held the reins, while the driver cut fallen trees off the path.

Isabella Sloan (nee Whyte) left seven children, eighteen grandchildren and three great-grandchildren. Her husband John Hannibal Sloan (1841 – 1919) pre-deceased her, having passed away at Randwick, on 15. 7. 1919 in his eightieth year.

*by Catherine McLennan, 19<sup>th</sup> November 1930.*

### *The Sloan Family Children*

John Hannibal Sloan (15. 03. 1841 – 15. 07. 1919)

Isabella Whyte (15. 07. 1850 – 03. 11. 1930)

Married 29. 03. 1870

### *The Sloan Children*

Hannibal Sloan	1871 – 1945	Catherine Sloan	1872 – 1930
Emily Sloan	1875 – 1958	John James Sloan	1878 – 1961
Agnes (aka Nancy) Sloan	1880 – 1966	Isabel Sloan	1883 – 1966
James Sloan	1888 – 1948		

# *The McLennan Family*

## *Alexander & Catherine (Kate) McLennan and Children*

### THE MCLENNAN CHILDREN

Alexander John	01. 1899 – 02. 1899
Isabel Sloan	21. 07. 1900 – 14. 09. 1970
Jessie Ann Finlayson	22. 06. 1902 – 10. 10. 1987
Alexander Hannibal (aka Sandy)	05. 06. 1904 – 01. 04. 1991
Sheila Agnes Rose	24. 09. 1906 – 09. 05. 1991
Donald Ian	06. 01. 1909 – 06. 07. 1991
Jean Amy	16. 06. 1911– 25. 10. 1968
Norman Eric	22. 11. 1913 – 09. 01. 1958
Joan Ivy May (aka Maisie)	15. 05. 1916 – 01. 08. 1972



### *Alexander & Catherine*

*Back Row (Standing): Donald, Isabel, Jessie, Sheila. Front Row (Seated): Jean, "Pop",  
Maisie (Joan Ivy May), Norman, "Mumma", Sandy (Alexander)*