



# *Tulle*

*Volume 18 Number 1  
February 2000*

*The Journal of  
The Australian Society of the Lacemakers of Calais*

**MEETING DATES 1999 & 2000**

Saturday, February 19, 2000  
Saturday, May 20, 2000  
Saturday, August 19, 2000  
Saturday, November 18, 2000

**Donbank Cottage**  
**6 Napier Street, North Sydney**

Train to North Sydney or bus from Wynard

**Meeting Time 1.00**

**NEXT MEETING**  
**Saturday, February 19, 1999**

Annual General Meeting



# *Tulle*

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*Volume 18 Number 1, February 2000*

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## FROM THE DESKS OF....

### THE PRESIDENT

Welcome to 2000. Already we have managed to survive Y2K threats, Armageddon threats and the lack of a real summer! Some of us have survived another family wedding. Many of us are back at work to find all things as we left them last year. All rather comforting really. I wonder if we will go through such hype next year when the new century really starts!

I bet you have already flicked through *Tulle* to see the general layout and what is offering, or perhaps you are very disciplined and start at the beginning and work your way through. In that case I will not spoil what Gill has in store for you, but if you are like me...Boy! She has done it again! For family reasons we both ended up in the same corner of Australia at the same time early this year, and I thought I was doing well to tell her I had spotted a property named Longmire. I had no way of getting more information, except that it is in the north-eastern part of our island state. We had been travelling before her and I felt a bit chuffed to be able to tell her something she didn't know. Then she went exploring and found lots more interesting places and bits. She really is very clever and committed, and we are very lucky to have her expertise and dedication. I think that when she gets to the Pearly Gates she will be able to fill in gaps in God's memory.

Our next meeting, on 19 February, will be an AGM. Please give some thought to attending and contributing.

The members of the committee that runs your Society have been office bearers for a long time. It's time for some new blood and some new ideas. Often committee members continue in positions against their better judgement to prevent the embarrassment of leaving the position vacant. We cannot legally operate without a quorum of the committee, but if all the members stand down and do not accept re-

election to the committee, what will happen to our Society? None of us wants to put this scenario to the test, so how about it? Give it some thought please.

We also need ideas for activities for this coming year. Please be generous, and come with ideas, good will and offers to be part of the running of your Society. I look forward to seeing you there.

Claire Loneragan.  
President

## **THE SECRETARY**

What an entertaining meeting we were treated to in November last. Prof. Ken Dutton lived up to and exceeded his reputation for entertaining us with his tales of James Auchmuty, the first Vice Chancellor of Newcastle University. Ken displayed his incredible memory of his meticulous research by regaling us with dates, events and names. He then skillfully linked the lives of the ancestors of the chancellor to the larger world events of the time.

Prior to this wonderful talk, a general meeting was held when discussion centred around the need to keep up the sales of our book in order to repay what was still owed to the author. Suggestions were to ask local libraries to purchase the book, approach Genealogical magazines, bookshops as well as shops in museums, art galleries and libraries.

We all have a responsibility to keep looking for opportunities to sell the book. Gillian did the work for all of us so we must help to recoup her outlay. Please consider this matter seriously!

The AGM will be held at our February meeting. As yet I have received no nominations for any positions. Please contact me as soon as

possible as these positions need to be shared around every couple of years.

Carolyn Broadhead  
Secretary

## THE EDITOR

I have again been challenged by the question, *What is history?* and the very first answer that always comes to my head is Ford's quote '*history is bunk!* - I don't believe it, but love its sheer audacity.

But what is history?

My own philosophy is that history is man's interpretation of events - and to that end, it varies according to the view point and needs of the interpreter. Interpreting the early days of the *Harpley* is a good point in question.

To register our good ship *Harpley*, it was necessary to state where she was built. To those in charge at the time, the general locality was needed - and she was built on the river Tamar, near Exeter - there is no argument on either score.

But for we Lacemakers, just where on the Tamar is important - and totally independently of each other, in the last few months the Landers and the Kellys have stood on the banks of the Tamar and tried to solve this riddle.

I believe we have an answer - and it was there right under our noses all the time - but we had all stepped away from the primary records - and used other historian's interpretation of fact. The history books that even mention this important little ship ( and she doesn't rate a mention in the book that is considered to be the bible of ships built on the Tamar) say she was built at Blackwall on the west side of the river. I don't believe she was.

To truly interpret history we need to go back to the records of the time - and aren't we lucky we were born into this electronic age - I have access to documents so precious and rare that even twenty years ago I would not have been allowed to touch them but they are now filmed from the originals and readily available .

A report of the launch of the *Harpley* and a map from the 1830s tell the story!

Gillian Kelly  
Editor

## *Membership 2000*



*It is that time of the year again. Please support your Society by renewing your membership early.*

*Membership dues remain at \$25 per annum and are payable to*

*Miss Barbara Kendrick  
190 Shaftesbury Road  
EASTWOOD 2122*

*or at February's meeting.*

### THREE BOOKS TO YEARN FOR

Perhaps it would be best to let the author, Bruce Goodwin, describe his latest book **Lace and Gold**.

It is 'A memoir of my family who migrated to Australia in the 1840s from Nottingham, Calais, Manchester, Cork and Clunfaele - urban families from the other side of the world who came together in Australia at the Golden River'. Bruce Goodwin's Golden River is the beautiful Turon, the site of the first gold rushes in Australia, and the temporary home of many of our families.

**Lace and Gold** cleverly tells the stories of the forebears, of today's Goodwins (including the Kemshalls who were Lacemakers) in a real and convincing manner. It brings them from their homes across the world to meet on the goldfields around Hill End and then leads the reader to the life of the author, his wife Betty and children.

There is a lot of the author in this book. It clearly illustrates Bruce's love of poetry, is sprinkled with his philosophies that reflect a man who has a grip on the world and for the technomat, the layout of **Lace and Gold** was done by Bruce on his computer. In every sense of the word, this is his book.

All readers will find something in this book that they can link to their own family lives. As it tells its tale, it will convince the reader to commit to paper the treasured parts of their own lives for the enjoyment of others. (Book House, 208pp, illustrated, paperback, \$25)

Available from  
Bruce Goodwin  
72 Bantry Bay Rd  
Frenchs Forest 2086  
at the cost of \$25





To quote from the preface, **Calais et la mer** is the result of ten years of research by author Dr Christian Borde. It is a history full of stories snatched from the silence of the libraries and archives. It is important because it is inspired by an ideal and written by an historian scrupulous, honest and brave - a true historian.

While Borde has asked himself many, many questions about the development of Calais as a port, there is one that will intrigue our readers:

Why were the tulle and lace industries established so strongly at Calais, developing so many of her characteristics, making the town a 'little Nottingham'? and why, this stage lasting up to the 1880s, did it remain the only industry?

In 1996 Christian Borde and the editor had a conversation about Robert Webster bringing the first lace machine into Calais in 1816.

Borde seemed then to question the veracity of that historic fact, but this editor believed it was the date he questioned. **Calais et la Mer** alludes to a much greater transgression of conventional history, and this makes it a very exciting volume!

It is a scholarly book, naturally written in French and developed from a thesis. It will require a great deal of patience for those who are less than francophiles. However it raises such teasing topics that it provokes the translator to battle on. (Presses Universitaires du Septentrion, 338 pp, illus, paperback 1997 )

*Calais et la mer* is available by contacting  
Dr Christian Borde  
27, rue du Temple,  
62100 Calais  
FRAN



The early years of a great city are vividly brought to life in **Nottingham 1897-1947**, a photographic record compiled by Douglas Whitworth which depicts in evocative black and white the period from birth in the Victorian era to the sweeping changes of the Twenties and Thirties.

More than half the photographs were taken by the gifted local photographer Frank Walden Stevenson, who foresaw with the coming of slum clearnace and rampant modern architecture that many of

Nottingham's older houses and public buildings would one day be lost forever. He therefore set out to preserve on film a visual record of a disappearing age, and at the same time captured in his camera's eye the essence of the every day lives of ordinary people. (Challford, 160pp, paperback)

## THE BELLS OF ST SAVIOURS, GOULBURN

One of the most magnificent church buildings in Australia is St Saviours Anglican Cathedral of the Diocese of Canberra - Goulburn. The building was designed by Edmund Blackett, commenced in 1874 and completed, except for its bell tower and spire, in 1884.

In 1988, with the aid of a Bicentennial grant, the stone tower was completed and duly furnished with its own peel of bells.



All very well and good, but their link with the Lacemakers?

The bells, blessed and annointed by the Archbishop of Canterbury, were obtained from Leicester. They came from the church of St Mark the Evangelist in Belgrave Gate, built in 1872 , and created from the parish of St Margarets.

On December 8, 1880 the bell ringers of that fair church created a record by ringing a record of 5040 changes.

The ringers were: George Burrows on 4  
John Wilson on treble Tom Cooper on 5  
William Cooper on 2 Stephen Cooper on 6  
Thomas Wilson on 3 John Bultry on 8 and William Walker on 9

## THE PENTRICH REVOLUTION AND ITS AUSTRALIAN LINKS

The sentencing of those found guilty of participating in the Pentrich Revolution of 1817 (*Tulle* 17/2, p8), led to the hanging of three.

On Saturday 18th of October 1817 at 9 o'clock in the morning, nine prisoners were put to the bar . Of these, eight changed their plea to guilty, with one, Josiah Godber saying ' I am a poor ignorant man, and hope your Lordship will have mercy.'

The Chief Baron then put on his black cap and sentenced them all to death 'by hanging until dead, then your heads be severed from your bodies, which are to be divided into four quarters.' Sentenced were

Thomas & John Bacon 64 & 54

Samuel Hunt, 24 Manchester

Edward Turner

John Onions

John Mackesswick

German Buxton

Josiah Godber.

A petition reached London with a letter to the Crown from Goodwin, the ironworks manager, who of course, knew most of them. His opinion of Josiah Godber, labourer.....bad, but still Josiah's death sentence, along with those of the others, was commuted to transportation for 14 years for high treason.

On Friday 28th November he was transferred from the County jail in Derby to Newgate prison in London, before being moved to the *Retribution*, a hulk off Sheerness, to await embarkation on the convict ship which was to take them to New South Wales. The Derby *Mercury* of the 4 December 1817 recorded the event.

*Ten of the conspirators who were convicted of high treason were taken from the county goal by the Traveller coach and*

arrived at Newgate the following day at 12 o'clock having travelled all night. They were lodged in the Transports room on the North side of the prison, where they were made very comfortable. They were all in good heart and spirits and seemed well satisfied with the change of destiny. They declared one and all that if they were once more entrusted with their liberty they would use it with discretion. Now and then they spoke of their families with dejection. They were to go off on Sunday ( 30 Nov ) to Sheerness on the mouth of the river Medway.

Some of them left the hulk during the week before Christmas and boarded the convict ship *Tottenham* at Sheerness, but four sick comrades sailed aboard the next vessel, the *Isabella*.. As things turned out, storm damage so delayed the *Tottenham* that she did not properly start her long voyage for four months, and in the event arrived off Sydney Heads a month later than the *Isabella*.

During the voyage each day brought more cases of scurvy, and of the Derbyshire men, George Weightman and Josiah Godber were reported to have soreness of the gums and lumps on the hams.

*24 June 1818*

*Because of increasing scurvy, fifty-seven days out of Plymouth the ship put into Rio for fresh water, food, and repairs to the ship.*

*19th July 1818*

*Set sail again.*

*28th July 1818*

*Passed a small volcanic outcrop named St Paul, halfway between the southern tip of Africa and Australia.*

*14th October 1818*

*The Tottenham anchored in Sydney Cove, after 10 months from embarkation to disembarkation.*

20 October 1818

*The Derbyshire convicts put foot on soil again for the first time since the previous December.*

The men were sent to either prison or Government labour....to work on farms or road building, or to work for a private individual, often a former convict himself. It was with one of these individuals that Josiah Godber was placed. His name was Mr Dickson.

Others went to Parramatta, two to Windsor and two to Liverpool . Josiah died in November 1822, aged 60, before ever being free again. He was buried in Sydney .

Steve Wright  
England

**MR. W.H. WELLS**

**Surveyor and Estate Agent.**

**SYDNEY, NEW SOUTH WALES**

*Compiler of the Geographical Dictionary, and Gazetteer of the Australian Colonies, the Australian Atlas, Land Tables, &c., &c.*



Newly arrived Emigrants in search of Farms, or Allotments, would do well to consult him, - having Maps, and Plans of every estate in the Colony, carefully compiled and collected from the office of the Surveyor-General, and the Government Gazettes.

## THE HARPLEY WAS BUILT ON THE TAMAR

*While it is enough for many to know the Harpley was an Australian ship, others need to know she was Tasmanian, still others need to know she was built on the Tamar, and still others amongst us need to identify exactly where!*

*Over the Christmas break Richard & Lyndall Lander and Gillian & Gordon Kelly, on completely separate missions, set out to identify the site. Richard scoured the river, Low Head and talked to the locals. Gillian found letters written in the 1950s in a file at the Launceston Local History library and finally had a local fisherman lead her to Spring Bay.*

The Tamar River was navigable from the earliest days of the colony. Some forty miles from its mouth, the town of Launceston was established where the North and South Esk Rivers meet and flow into the Tamar. By the early 1840s it was a pleasantly situated town with a population of some 5000 and anchorage for ships of considerable size near its quay.<sup>1</sup>

On the east bank of the river, only four or so miles from its mouth, was George Town - a straggling village that never the less was an important signalling station by which means shipping news was transmitted back and forth between Low Head at the mouth of the river and Launceston. There were no other villages established on the east bank.

On the west bank, fifteen miles from Launceston, and a couple of miles from the river, the little town of Exeter had been established, and outside Launceston, it was the most important town in the area.

The overland distance to Hobart was not great, but it was rugged and the sea was the preferred means of transport. Tasmania itself was dependent on ships, so it was no wonder that ship building was a favoured industry.

<sup>1</sup> Wells, W H, A Geographical Dictionary or Gazetteer of the Australian Colonies, 1848.

One of the early ship builders on the Tamar was George Plummer who was a captain in the Royal Navy. He came to the West Tamar from Sydney and built one of the first ships there - an open boat of twenty tons to carry grain down river to a mill. Captain Plummer settled near Blackwall on the west bank of the river and called his place Terricks.

By 1844 another would-be ship builder had arrived on the river: Captain William Paterson, who is reputed to have arrived from Scotland with four pit-sawyers, three ship-wrights and fifty apprentices. <sup>2</sup>His first ship was the *Swan*, built for James Raven a merchant of Launceston, and was launched into the North Esk River at Launceston in 1844.

At this time ships were not built in regular yards. The builder established slips at an appropriate spot on the water where there was a plentiful supply of suitable timber.

When Raven next approached Paterson to build him the brig 'Raven', Paterson moved his endeavour to a spot on the east bank of the river called Spring Bay. This bay was wide, gravel based and with a plentiful supply of good timber rising around it on three sides.

In 1847 Raven again commissioned Paterson. This time he was to build the biggest ship to come out of the Tamar - the *Harpley*. Again Paterson used Spring Bay as the slip site.

Early in 1847 the hull was completed and Raven celebrated her launch in grand style. The steamer *Gipsy* carried somewhere between two and three hundred passengers from Launceston to Spring Bay. Part of the 11th Regiment's band accompanied them and they met with Raven's own *Swan* at the bay.

Mrs Raven was given the honour of performing the launch which was, according to the paper of the day 'stylishly accomplished'. The

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<sup>2</sup> Mercury, July 23, 1944



*Harpley*, however, ground to a halt several yards from the shore, because the tide had gone out!

While James Raven entertained his guests in a spirited manner, the *Harpley* was towed up the river to Launceston, where she was moored close to today's King's Dock and fitted out. With the single exception of her chain cables<sup>3</sup>, all materials used were supplied in Launceston.

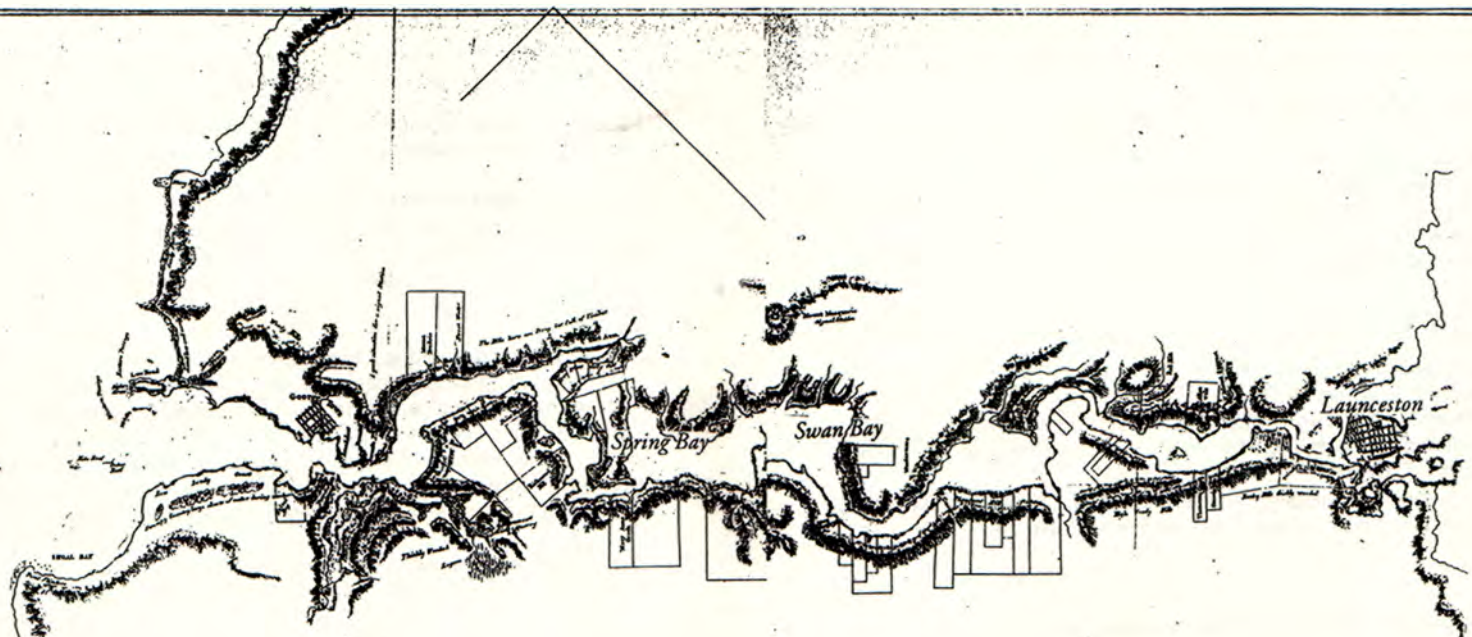
When she was registered at Launceston it was necessary for Raven to nominate a geographical location to identify her building site, and so he gave Exeter as the nearest recognised township. Later historians apparently have linked the *Harpley* and Paterson, and then looked for the site of Paterson's yards. They have identified his later and well known site as Blackwall, but Spring Bay, although carefully recorded in the papers of the day, slipped out of the records.

The *Harpley* was the last ship Paterson built at Spring Bay. His next endeavours occurred across the river at Blackwall where George Plummer operated - probably a natural move, because William Paterson married Emma, George's third daughter. He seems to have continued building until the 1860s and Paterson's Yard at Blackwall was well known.

Time has eroded accuracy, and given that Exeter is close to Blackwall, it was easy to presume that Spring Bay was there too and that the *Harpley* was built at Blackwall, as is stated in most records.

Emma Paterson died in Melbourne in 1877, at her son's home. James Raven moved to Melbourne in 1853. Only the Plummers remained on the Tamar, and even such an important little ship as the *Harpley* has slipped into anonymity, not rating even a mention in books written about ship building on the Tamar.

<sup>3</sup> These cables played an important part in her arrival in Adelaide on 2 September, 1848



VIEWS of the LAND, at the entrance to the TAMAR.

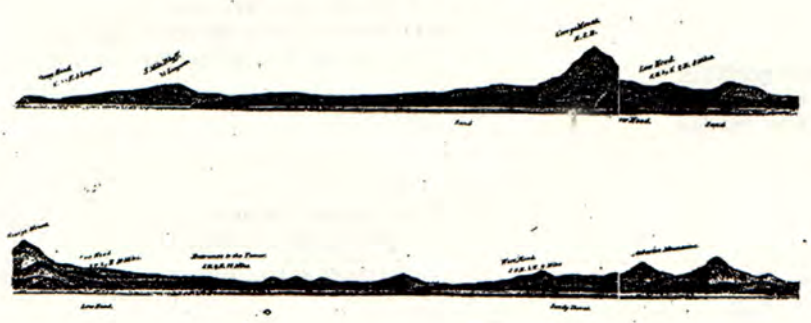


CHART  
of The  
**RIVER TAMAR**  
VAN DIEMAN'S LAND  
CORRECTED  
From the Best Authorities  
1833  
Scale of Miles

## **THE HARPLEY WAS BUILT ON THE TAMAR (cont)**

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Correspondence between the City Librarian Launceston & Mr R W Glassford, March 1957

Bradfield, A H *Two Tasmanian Barques*, Dog Watch No 12, p 110

Register of British Ships for the Port of Launceston in Van Diemen's Land, 1 / 1847

Miscellaneous Shipping: Article on wall of Maritime Museum, Low head, Tasmania - undated, but presumably late 1847, early 1848.

## **HARRIETT DAVIS MARRIED WILLIAM FOY**

In 1848, while our Lacemakers were beginning their epic emigration to the colonies, the Foundation Stone St Thomas' Anglican Church, Enfield was laid. Just a few years later, William Foy established a metal working business in Sydney.

Like many others, he came from England to the Victorian goldfields with the hope of making a fortune on the fields. Like many others, this didn't happen, and after a year in Victoria, where he married his first wife Matilda, he moved to Sydney.

In a round about way, gold did return William Foy a fortune - by going back to his trade of tinsmithing, at a business in Hunter Street, he produced the mining equipment that was sought after by the thousands and thousands who headed to the goldfields.

Tragically in 1865 Matilda died in a fire on the premises - she was only 32.

William married again - in 1867 he married Harriett Davis born in Calais in 1844. Harriett, with her parents Joseph Davis and Harriet Ingham were passengers on the *Agincourt*. (The Davis family went to Maitland to where Joseph was employed by George Turner.)

William and Harriett's family was large . Harriett mothered at least six children of her own as well as those from William's first marriage. William prospered and bought land in the Balmain Rozelle area - later this would be named Foy Street. In 1887 William auctioned off thirty seven allotments and six houses. Thirty three of these, along today's Foy Street were bought by the Balmain Council and became Punch Park.

William was an Alderman on the Balmain Council from 1870 to 1873. In 1887 they moved to a house in Enfield they called *Foyville* and then later to another home on Georges River Road that they called *Montreal*. It was here that William died in 1908, aged 87 .

William's estate was not as large as could probably been anticipated from his entrepreneurial land deals. He left a mere £300. Harriett died just two years later in 1910 and her estate left a house for each of her children as well as a substantial amount of cash. It would seem that even almost one hundred years ago businessmen put assets into their wives' names!

William and Harriett are buried in the church yard of St Thomas, along with six children. The memorial to William is the street named for him, but the headstone commemorating his life and that of Harriet, the lacemakers' daughter and their children, still stands.

The Births, Deaths & Marriages for NSW 1867 - 1884 indicate that there were 11 children from the marriage of William and Harriett:

Albert JC born 1867, married Alice Cox 1889,  
Ernest C born 1869, married Emilie Farraway 1890,  
Lillian born 1870, married John H Robertson in 1894 and died in 1918,  
buried Enfield.  
Susan M born 1872, married Richard Wallbank 1896,  
Walter Benjamin, born 1873  
Alice Maud born 1875, married James J Macken 1886, died 1944, buried  
Enfield  
Francis William born 1876  
Reuben Victor born 1878, married Euphemia Stephenson 1900, died  
1917  
Percy Oswell born 1880,  
Leslie H born 1882, died 1951, buried Enfield  
Pearl born 1884 married John D Boon, 1912, died 1960, buried Enfield

The Births Deaths and Marriages for NSW 1852 - 1867 indicate that there  
were 4 children from the marriage of William and Matilda, born in NSW:

Mary Anne born 1853  
George Sydney born 1857, married Mary J Thomas 1880  
Matilda E born 1861, married Ernest W Andree 1883  
Robert born 1864

Notes of Kate Foy

Jackson, Sally Louisa, *A Matter of Grave Importance*, St Thomas  
Anglican Church, Enfield, 1999

## WHAT IF HISTORY IS BUNK?

Did Robster Webster take the first machine to Calais or was he employed to operate a machine that someone else smuggled in?

The arrival of Christian Borde's **Calais et la Mer** has heralded a period of unrelenting frustration for its recipient. It is an educated treatise on the development of the port of Calais from the end of its wars with England until the first World War. As such, it is written in formal French and I do not trust my translating abilities to pick up the nuances of the language.

However, it seems to me that Borde is suggesting, through his detailed and careful examination of early documents, that the arrival of the lace machine in Calais was a little different to the accepted conventional history.

I have always considered it impossible for Webster to have established himself in Calais without the support of someone French, but if my understanding of Borde's book is correct, then he is suggesting something entirely different.

- What if it was obvious after 1815 that Calais needed an industry to help it grow ?
- What if there were buildings available that would house a light industry and they were untenanted?
- What if the man whose son was the first person to own an English machine was the biggest real estate owner in Calais?
- What if that first machine was actually smuggled into Calais by a Calaisien, Jean-Noël Dubout perhaps, who then offered to rent it to an Englishman who could operate it?
- What if Dubout's son was to become (1823) the first Frenchman to own an English machine?

Does this not change conventional wisdom a little?

Gillian Kelly

## I DIDN'T KNOW THAT!



As all our forebears came to Australia by sailing ship, it is perhaps interesting to reflect on some expressions that most of us use frequently - all of which come from our maritime legacy.

Today *broad in the beam* means fat and *stem to stern* refers to length. The terms *beam ends* and *even keel* will tell you if someone is dangerously insolvent (ie sailing close to the wind) or unstable.

Sailing ships sailing in unchartered waters had to take extreme care. A seaman at the bow swung a lead weight on a rope and dropped it into the sea ahead of the vessel. When it hit bottom, he called out the depth of water. *Swinging the lead* was regarded as an easy job. Sometimes ships just scraped over reefs. *Touch and go* it was called, and the phrase still refers to a narrow escape.

Ships caught in harbour during violent thunder storms sometimes *cut and run*. To save time, the crew cut the rope off the anchor and abandoned it.

Several sayings related to marine encounters between foes. Sailing ships signalled with flags and each ship flew its country's colours. To *sail under false colours* was to assume a false identity. To leave an encounter *with flying colours* meant victory. *lowering one's colours* meant surrender, but *nailing ones colours to the mast* signalled the intention of fighting without surrender.



A loose cannon aboard a sailing ship presented a real threat and it became a term applied to potential trouble makers.

Sailing ships were at the mercy of the wind. Some ships could tack into the wind, but if you were *on the wrong tack*, the wind got in front of the sails and blew them backward, or *took them aback*. Being on the *wrong tack* or *taken aback* are terms now used for being mistaken or surprised.

Richard Lander

from

*Ockham's Razor*, Radio National Show by Robyn Williams. Sunday 8 August 1999 as presented by Dr Rob Morrison, Associate Professor of Environmental Studies, Flinders University, Adelaide

## THANK YOU KINGSLEY IRELAND

Genealogy is a funny game. People who spend a lot of time researching get very familiar with the records and very good at remembering what is where! In a Society such as ours, we operate on a lot of good will and willingness to share and members really go out of their way to help others.

A request for information about the Parsons family in Adelaide appeared in a recent *Tulle*. The Parsons left married daughters in Calais and where there are descendants today.

Thank you Kingsley Ireland! Kingsley spent an enormous amount of time and effort extracting every thing he could on this family once they reached Adelaide. He bundled it all off and posted it off to France - and via the grape vine we have heard of the great excitement it caused. Language is certainly no barrier to anyone in this game!



**OFFICIAL  
SOUTH AUSTRALIAN GAZETTEER  
AND**

**ROAD GUIDE,**

CONTAINING

THE MOST RECENT AND ACCURATE INFORMATION

AS TO

EVERY PLACE IN THE COLONY

1869

**RIVERTON:** A postal township in the electoral district of Light, and hundred of Gilbert. It is situated on the river Gilbert, the Light river being 8 miles E., the Wakefield river, 9 miles N.W., and Macaw creek, 3 miles S.W. The district is an agricultural one, wheat being the staple product. Gold and copper have been both obtained in the neighbourhood, but no payable mines have been discovered. The nearest places are Hamilton, 8 miles E.; Marrabel, 7 miles, N.E.; Saddleworth, 6 miles N.; Auburn, 9 miles N.W.; Rhynie 4 miles W.; Navan, 4 miles S.; Gilberton, 7 miles S.; Kapunda, 18 miles S.E.; and Stockport, 12 miles S.S.W.;

The communication with these places is by horse of private conveyance, and with Adelaide 68 miles to S.S.W., from Marrabel or Auburn, by Rounsevell's mail coach to Kapunda, and thence by rail, or by the main road or private conveyance, via Navan, Gilberton, Templars, Gawler & c., 62 miles. Riverton has 1 hotel - the Riverton - a post and money order office, telegraph office, public pound, 5 stores, (one of which employs two saddlers,) a large wheat store, 2 blacksmiths' smithies, (one of which employs 2 wheelwrights,) 3 shoemaker's shops and 1 butcher's.

The mason's and carpenter's shops are well represented, there being 5 of the former and 5 of the latter. The post and money order offices, telegraph office, and registration for births, deaths and marriages are situated in a building attached to one of the stores

A local court is held on the first Wednesday of each month, in the large room of the hotel, and a sum of money has been voted by the government for the erection of a courthouse and a police station, which will be commenced shortly.

There is a neat church and parsonage, (Church of England,) and a bible Christian chapel, 2 sabbath schools, and a public school house, with master's residence nearly completed. There is also a branch of the South Australian Insurance Company.

The surrounding country is low and undulating, a range of hills running N. and S. about 5 miles E. of the township. All the land in the neighbourhood, with the exception of a few water reserves, is purchased, there being no Government land in the neighbourhood. The resident magistrates are M. Moorhouse and T. Giles, Esqs. The population numbers 235 in the township, and the country round is thickly populated by farmers and settlers.

Bailliere, F F *Official South Australian Gazetteer and Road Guide*, Wigg, Rundle St, Adelaide 1869. p193

Copy provided by Kingsley Ireland

Can a first cousin, once removed, return?

RURAL POLICE AGAIN. - Within the last fortnight, we have had another case of the officiousness of these gentry, in what they call their duty, but which in reality is anything but their duty. Our readers will recollect a few weeks ago that a robbery was committed at Risley in Derbyshire, in the house of an old woman, which we described in our paper. Now, a blue coated serjeant named Casey, stationed at Ruddington, hearing that some men had gone from Stapleford to Calais in France, took them for the thieves, and immediately set off after them, we know not whether by order of his master, the chief constable, or whether of his own accord. His stay in Calais has been prolonged by a refusal to give the men up - and we have not heard the conclusion.

But now comes the grand question - Does he know that these men are in any way connected with this robbery further than that in his consabulary wisdom, he suspects them because they left a village a short time after it. Why, we have intelligence from Stapleford that these men were honest and upright - men who would scorn to commit an act of theft, much more in a lone house, on an old woman - men who had the respect and esteem of their neighbours, and whose only misfortune, or rather fault, in the eyes of the police, is that they have been driven from the land of their birth, where they are starving, to seek shelter in a foreign land. One was to be the partner in a concern there, and the whole of them had got employment.

May not their officious zeal ruin them all. We have done our duty in stating the details. Let the ratepayers of the county inquire, as befits them, into another point - whether they are to pay police to fly off to another country after felonies and robberies committed in an adjoining county; a pretty pass things are come to, if they are to pay for Derbyshire apprehensions: they had better attend to Leicestershire as well, to make the system complete.

## CHARLEY BROWN RULES

22 January 1815 was the birthdate of Charles Brown, variously known as Charlie, Charley, and Mad Charley. A well known wicket keeper for the Nottingham County Club in the mid 1800s, it was largely due to his efforts that in 1852 the club was reorganised on a sensible basis.

Brown, who worked at a Nottingham dye works, was apt to fling colours all over the room when enthusing about cricket, a game in which he was famous for his ability to bowl a ball from behind his back.

When in 1864 Nottingham played a match in France, the upshot was a poem incorporating the following quatrain:

*That England has no rival  
Well known the trembling pack  
Whom Charley Brown by Calais town  
Bowled out behind his back.*

Green, Benny (Editor) *Wisden Cricketers Diary 1986*

Evol Watkins,  
Member

## SITE FIT FOR A NEW MILL-ENNIUM.

Following the article on Green's Mill at Sneinton in Tulle 17/3, page 14, Member Anne Fewkes has forwarded an Steve Willey's report from the *Nottingham Evening Post*, 27 November 1999.

Sneinton, in the 1800s was a village in its own right where many of our lacemakers were involved in the trade. It is now considered to be very close to the centre of the city.

### *SAILING TO THE FUTURE*

*The historic Green's Mill in Sneinton, was restored 14 years ago and turned into a science museum and one of the county's only working windmills. Now Nottingham City Council is planning to spend another £110 000 renovating the building and its grounds. Green's Mill was restored as a science museum in 1985 because it used to be owned by George Green, one of the leading mathematicians of the 19th Century. Steve Willey*

## FOR THE GENEALOGIST

### WISH LIST

I want ancestors with names like Rudimentary Montagnard or Melchizenick von Steubenhoffmanschild or Spetznatz Giafortoni, not William Brown or John Taylor or Mary Smith.

I want ancestors who could read and write, had their children baptised in recognised houses of worship, went to school, purchased land, left detailed wills, had their photographs taken once a year (subsequently putting said pictures in elaborate isinglass frames annotated with calligraphic inscriptions), and with informative inscriptions on their well-preserved headstones.

I want family members who wrote memoirs, enlisted in the military as officers, or served as schoolteachers, councillors, or town historians.

I want kin who were patriotic and clubby, joined every local society

they could find, who kept diaries, had paintings made of their houses, and who put a date on every piece of paper they touched.

But most of all, I want ancestors I can find!!

### **THE FAMILY OF JOSEPH CLARKE**

Over the past twelve months ASLC has been able to make some family connections and fill in some background for descendants of Joseph Clarke who arrived on the *Harpley*.

A definite picture of their enterprises is emerging- and a climb from poverty to comfort. They went from Adelaide to Launceston, then to Bendigo at the start of the goldrush, and then to Melbourne in 1871 or 72.

We await this story with great interest as it confirms the idea that it wasn't an easy start for many of the Lacemakers.!

### **THE FAMILY OF JOHN DAVIS**

Another recent contact has been with descendants of the family of John Davis . John Davis married Elizabeth Boot at St James the Apostle, Dover in 1835. Elizabeth came from the noted Nottingham family, and we had no indications of John's place of birth.

Descendant Geoff Davis has been able to unravel some of the mystery. In 1874, John was gaol keeper at Port Lincoln when he was admitted to the Adelaide Hospital with an incarcerated inguinal hernia.

The admission register for the hospital clearly states John arrived per the *Harpley*, and that he had been in South Australia for 26 years. This clearly proves this John Davis is 'our' John Davis, and the register goes on to record his place of birth was Kent.

Geoff states that there was a query about his marital status. John

died in 1888, aged 76 and he is buried with a handsome marble headstone in the Happy Valley cemetery, Port Lincoln. Elizabeth died in 1881, aged 70. However, along with other family members, she is buried in the West Terrace cemetery in Adelaide .

### **TONGUE - DUBOUT**

In 1823 a son, John , was born to William Tongue, aged 35, a mechanic and Catherine Dubout. Is Catherine a daughter of Jean-Noël Dubout, merchant of Calais and who appears to be the first Calaisien to acquire an English machine?

### **IMPRISONED!**

Below is the list of the people in Nottingham Prison, St John Street, on census night,1881.

Listed by name, marital status, age, birthplace, religion and occupation.

William ATKIN M 39 M West Meath Athlone, Ireland

Rel: Other Occ: Collier Employed

William BURGIN U 30 M Mansfield, Nottingham, England

Rel: Other; Occ: Moulder Iron Employed

Joseph MALTBY U 20 M Nottingham, Nottingham, England;

Rel: Other; Occ: Lab Bricklayers Employed

Samuel COLTON M 40 M Nottingham, Nottingham, England

Rel: Other, Occ: Painter House Employed

Joseph HOPE U 18 M Radford, Nottingham, England; Rel: Other

Occ: Fitter Machine (SPG) Employed\

William JOHNSON U 30 M Grantham, Lincoln, England;Rel: Other

Occ: Boatman Canal Employed

William GREENWOOD M 34 M Pateleybridge, York, England

Rel: Other; Occ: Watchmaker Employed

Frederick STOCKDALE U 23 M Basford, Nottingham, England

Rel: Other; Occ: Groom (ND) Employed  
George BENNETT U 52 M Sutton In Ashfield, Nottingham, England  
Rel: Other; Occ: Stocking Frame Knitter Employed  
Joseph WAKEFIELD U 16 M Belton, Nottingham, England; Rel:  
Other; Occ: Lab Bricklayer Employed  
Charles THOMS M 28 M Nottingham, Nottingham, England  
Rel: Other; Occ: Bricklayer Employed  
William MC INTOSH U 18 M Nottingham, Nottingham, England  
Rel: Other; Occ: Collier Employed

Thomas Henry SUTTON U 21 M Dudley, Stafford, England; Rel:  
Other; Occ: Joiner Employed  
William ALLSOP M 29 M Gainsborough, Lincoln, England  
Rel: Other; Occ: Printer Letter Press Employed  
Herbert WHEATLEY M 39 M Stanley, Derby, England; Rel: Other  
Occ: Collier Employed  
William EASTWOOD U 26 M Birmingham, Warwick, England  
Rel: Other; Occ: Lab Bricklayer Employed  
James FLANIGAN M 40 M Sheffield, York, England; Rel: Other  
Occ: General Dealer Self Empl

Henry CLUTE U 22 M Nottingham, Nottingham, England  
Rel: Other; Occ: Tailor Employed  
George TERRY U 22 M Nottingham, Nottingham, England  
Rel: Other; Occ: Shoe Finisher Employed  
William BUNNY M 24 M Sneinton Nottingham, Nottingham,  
England; Rel: Other; Occ: Lab Bricklayer Employed  
Frederick HALL U 23 M Derby, Derby, England; Rel: Other; Occ:  
Puddler Iron Employed  
William (Etc) BARNES (ETC) M 23 M Bleasby, Nottingham,  
England; Rel: Other

Robert CRUMP U 27 M Nottingham, Nottingham, England  
Rel: Other Occ: Painter Employed  
George HEMSHALL U 39 M Southwell, Nottingham, England  
Rel: Other Occ: Ostler Hotel Employed



Samuel CLARKE M 38 M Nottingham, Nottingham, England  
Rel: Other; Occ: Lab Bricklayer Employed  
Herbert MASON U 19 M Nottingham, Nottingham, England  
Rel: Other Occ: Butcher Employed  
John Henry FOLLOWS M 24 M Hathern, Leicester, England  
Rel: Other; Occ: Painter House Employed  
Thomas SMITH U 23 M Beverley, York, England; Rel: Other  
Occ: Lab Gen Employed  
John HOPKINSON U 18 M Nottingham, Nottingham, England  
Rel: Other Occ: Lab Gen Employed

Robert HOLMES M 36 M Sutton In Ashfield, Nottingham, England  
Rel: Debtor; Occ: Lab Smiths Employed  
Thomas COHEN U 23 M Rel: Other  
John BUXTON M 49 M Retford, Nottingham, England  
Rel: Other; Occ: Joiner Employed  
Thomas DAY M 34 M Crowlands, Lincoln, England Rel: Debtor  
Occ: Collier Employed  
Herbert BEMBRIDGE U 16 M Bulwell, Nottingham, England  
Rel: Other Occ: Collier Employed

James HALL M 29 M Hayfield, Derby, England  
Rel: Other; Occ: Draper Shop Employed  
Matthew SURGEY U 39 M Nottingham, Nottingham, England  
Rel: Other; Occ: Shoe Rivetter Employed  
William PLYER M 32 M Chard, Somerset, England  
Rel: Other; Occ: Lace Maker Factory Employed  
William JACKSON U 37 M Nottingham, Nottingham, England  
Rel: Other; Occ: Lab Gen Employed  
William (Xc) LEE U 20 M Albaston, Derby, England  
Rel: Other; Occ: Lab Bricklayer Employed  
William PARNHAM U 19 M Nottingham, Nottingham, England  
Rel: Other Occ: Lab Bricklayer Employed  
James CARR U 21 M Glasgow, Lanark, Scotland  
Rel: Other Occ: Fireman Stamer (Seaman) Employed

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**Front Cover**

Levers lace