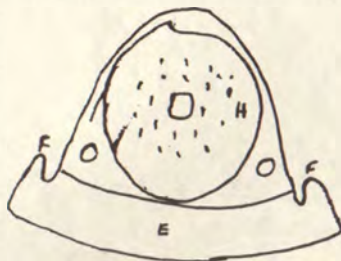


Eng. by J. Corbua

TULL

A.S.L.C.



The Australian Society of the Lacemakers of Calais meets downstairs in the Meeting Room of the N.S.W. State Archives, 2 Globe Street, Sydney.

The Executive meets from 12 noon to 1 p.m. (all interested members welcome) and the main meeting commences at 1 p.m. Tea and coffee from 3 p.m.

MEETING DATES FOR 1987/88 are:

Saturday, 7th February, 1987

Saturday, 2nd May, 1987

Saturday, 1st August, 1987

Saturday, 7th November, 1987

ANNUAL GENERAL MEETING

Saturday, 23rd January, 1988.

COVER: Framework Knitters Arms set on Nottingham Lace from the Bransen Family.

ISSN No. 0815 - 3442

Issue 16 Feb. 1987

I bid you a happy New Year for 1987. We will begin it with a meeting on

Saturday, 7th February, 1987
at The Archives, Globe Street
beginning at 1 p.m.

Our Guest Speaker will be from the N.S.W. University Local History Group, who will talk about using our resources - photos etc, in the compilation of family history. It should be an excellent, practical workshop afternoon.

The following dates of meetings are:

2nd May, 1987

1st August

7th November

23rd January, 1988 - Annual General Meeting.

They are all booked for the Archives and with luck and no double bookings, that is where our meetings will be held throughout 1987. These dates are also printed inside each cover for this year for easy reference.

It is with sadness that we report the death of Mr. Wilfred Hoy late last year. He was a regular attendant at our meetings, and his cheerful attention and stories, some of which were very funny, will be missed.

Richard Lander is currently providing us with valuable information about the Lander family, as is Gillian Kelly who is lucky having the National Library close at hand. In fact Gill was able to tell Elizabeth and Margaret about things that they could not find! In the copies to come we will publish articles from both members.

We also have an index compiled with the aid of a computer that can do it ten times quicker than a human (if the human tells it how!). Again, thanks to Richard.

The rest of Bert Archer's facsimile diary will also be printed next issue.

It is very difficult to get the time, concentration and material to write during the three months between A.G.M. and first meeting of the year, so if this opener falls short of expectations, have patience. Age brings improvement.

CLAIRE LONERAGAN

Secretary's Report

The Annual General Meeting was held on 1st November, 1986. Due to a double booking of the Meeting Room of the State Archives, we were forced at the last moment to find other premises. Our apologies to those who were inconvenienced by this happening.

However, I am sure those who did come to St. Francis Xavier Church Hall in North Sydney had a most enjoyable A.G.M. Our thanks to Claire and her band of helpers for a lovely meal.

The A.G.M. commenced after the meal. A copy of the Treasurer's Report appears in this issue. After a shuffle and a side-step or two, the office bearers for the coming year are as follows:

President:	R. Wilson, re-elected
Secretary:	G. Kelly declined
	M. Brown elected
Treasurer:	T. Higgins, re-elected
Editor:	C. Loneragan, re-elected
Publicity Officer:	G. Kelly elected.

Our President reported that he had collected some of

the Society's assets from M/s. C. Sutton. It was moved and seconded that a formal letter would be sent to M/s. Sutton requesting the return of the remainder of the Society's assets, and informing her that she is no longer a representative of the Society.

The Monthly Meeting followed the A.G.M. At this meeting, concern for the drop in financial members was expressed by the Treasurer. It was suggested that a renewal form be included in 'Tulle' and sent to those unpaid "members". If you fall into that category, maybe if you tell us why - maybe we can try to rectify matters.

It is hoped to organise a day coach trip to Morpeth and East Maitland for 14th March, 1987. Written quotes are now being awaited, so that we may finalise. Cost of this tour is expected to be about \$15. per head. Contact is in progress to arrange a local courier from the Maitland Historical Society. Our folk from the 'Agincourt' were sent to either Bathurst or Maitland.

Mrs Lindsay Watts suggested a series of articles on family 'Notables' to be published in 'Tulle'. Write your article, and send it to Claire, please!

After our two Meetings, Richard Lander told us about his recent reunion with 'Harpley' descendents in Adelaide. and his love affair with computers, and how they enrich his family history research work. Thank you, Richard, for a truly fascinating talk.

MARJORIE BROWN

Our Coach Tour to Morpeth and East Maitland is hoped to take place on 14th March -- providing we have sufficient bookings to make it economical. In order to keep costs reasonable, we will need to have a coach load of at least 45 passengers. We have a guide available. Booking of the coach will have to be confirmed the week after our February meeting. Please come prepared to book your seat.

Treasurer's Report

The Treasurer's Report presented at the Annual General Meeting, held on 1st November, 1986.

From the Balance Sheet presented today, it would appear that the finances of the Society are in good condition. This is largely due to the paid up Subscriptions of members, donations (which are minimal) and the interest on the cheque A/c. and Advance Bank interest bearing deposit.

The concern we still share is that of the 'Tulle' production. The gathering, preparation, printing etc. of the material is a heavy task, and the Secretary and Editor are commended. Costs of the printing and postage are heavy and without due care and concern could soon take all our funds. It will be noted that a second A/c. is operated by the Secretary at Lane Cove for the purpose of meeting costs.

At the time of typing this Report no word has reached us regarding the items purchased by the Society and classified as assets:

1. Shipping Lists
2. Reg. Gen. Film.

These are not recorded as such and this can perhaps be remedied. Action was being taken by appointed Members of the Executive to see to this.

Our Membership at this date gives concern -- from 72 at the initial Meeting of our Society we have now dropped to 42. At this rate our demise is imminent. A concerted endeavour to increase membership and interest in the Society is all that will keep it alive and well.

One great care we must take with fees and functions is that we do not make this too costly, moneywise, otherwise membership will drop even further.

My personal thanks is due to all who have assisted with the book work, especially the 'Tulle' and the Simpson reprints etc. and to you all as members as well.

TERENCE HIGGINS Lt. Colonel

THE AUSTRALIAN SOCIETY OF THE LACEMAKERS OF CALAIS
Statement of Income & Expenditure - July 1st 1985 --
30th September 1986

<u>INCOME</u>		<u>EXPENDITURE</u>	
Balance (1.7.85)	65.66 (622)	P & P Sundries	34.42
Subscriptions	1230.00 (623)	'Tulle' Secty.	123.16
Donations	25.00 (624)	Imprest Adv. Secty.	250.00
Sales	478.00 (625)	(Cancelled)	-
Interest (ch. a/c)	35.09 (626)	P & P Sundries	6.60
		(627) 'Tulle' Secty.	212.76
		(628) Imprest Adv. Secty	220.00
<u>TOTAL INCOME</u>	<u>1833.75</u>	<u>T/EXPEND..</u>	<u>846.94</u>

At date of 30th September 1986 ... Balance in
Westpac Cheque A/c. (No. 130191) \$ 984.89

ADVANCE BANK A/C DEPOSIT .. (No. 2189665)

\$ 600 deposited 1st May 1984

\$ 400 deposited 7th February 1985

\$ 258.89 Interest accrued to date of 30th September 1986..

Balance now credited \$ 1258.89

Information animal, vegetable and mineral....

I attended a reunion of descendants of people who travelled to Australia on the 'Harpley' in Adelaide on 28th September this year. It was a marvellous day -- fantastic weather. One hundred and nine adult descendants of people who came to Australia on the 'Harpley', attended on that day, from nine different family members that came on the 'Harpley'. There were four from the Lander family, three from the Joseph James family, 59 from Hiram Longmire's family, two from the George Dormer's family (and I think both of those have joined the Society today), twenty-four from Richard Goldfinch's family, ten from George Donisthorpe's family, four from Henry Cope's, two from Thomas Wells, and one from Thomas Duck's family. Total of 109 all up.

The Adelaide people that attended that meeting, I think that was alluded to by our President, felt that they had been somewhat left in the wild by this Group, and I have written to both Claire and Gillian suggesting that we make some sort of formal approach to the 'Harpley' descendants in Adelaide and try and get them more involved in our Society here.

They have the genesis of a good group there, and somehow we need to find a way to involve them a lot more fully than we have to date. I think that that should be left to the Executive to try and sort out.

They invited me to talk whilst I was in Adelaide, and I asked the group if anyone had any of the three things that I know that all of us have been trying to extract from our research. One: either a plan, or a photograph, or a painting, or a representation of some form of the 'Harpley', or the 'Agincourt' or the 'Fairlie', and I wasn't able to get any of those.

No one was able to come up with an exact shipping list -- we still haven't got that, although I have made an attempt, as I will explain in a little while to come up with a shipping list: and no one had any diaries or notes taken during the voyage itself.

So, from that point of view, the overall knowledge of the 'Harpley' wasn't advanced on that particular day. If anyone has records of the shipping list of the 'Harpley', and they want to make sure that it is correct, I have found four mistakes, that we'd previously thought were right, and I can now give you notice of some corrections. The Adelaide papers showed 'Dennisthorpe' as one of the passengers -- that should read 'Donisthorpe'; Mountancy should read Mountany; Brown should read Bown; and Langmore should read Longmire. These were some of the errors that were corrected on that day.

There were 109 people there on the day. I have made contact with 4 or 5 people that were there, and I hope to exchange information on a personal level and I'd like to see that extended too--it being extended on a Society level. I think that is certainly something to be encouraged.

That is all I really want to say about the Adelaide meeting. Perhaps I will go through some of the history I have discovered about the 'Harpley' and the family, and so on. My own knowledge of the Lander family is no where as great as my mother or of Enid Bastick, but I've combined a love of computers in my research -- I use a computer in sorting out vast lists of people, or word processing (all the typing I ever do is on my own computer). An interest in family history has only come from really an interest in finding useful applications for home computing. That's the truth! I initially came to these meetings to make it easier for mother and father to get here, and by attending, I've become hooked!

I have six books like this -- that's a summary of where I'm up to date, and with a home computer you can lay your pages out nicely -- you've got title pages, you can put a frame around photographs. It just makes it a lot easier to detail information in a fairly orderly method. The discs that you have managed to get back from your friend on the South Coast, I think was probably used to come up with a data base that would print out something like that. This is the generations from Edward Lander -- and that is the pages and pages and pages that has been spat forth from my computer. It will turn out ancestor charts. It will turn out descendant

charts. It will turn out family groupings. It will turn out people of the same christian name -- or the same surname -- or whatever. Puts everything in alphabetical order -- or numerical order. Don't let anyone kid you that there is not a lot of work to get the information in; but once you have got it into the computer, you can really muck around with it to your heart's content.

My research takes a number of different angles, because the family like all our families, lived both in Nottingham, and they lived in Calais. So I have studied Nottingham; I have studied Calais; I have studied the trip out on the 'Harpley'. They came to Adelaide, so I have studied early Adelaide history. They came across land, we believe, to go to the Victorian gold fields in the 1850's; so I have been able to research the gold rush in Victoria in the 1850's. They were initial selectors on the land in New South Wales taking over land from squatters, so I have had a look at the Squatters Act, and the Free Selectors Act, and combined all these things to get a greater understanding of the history involved.

I'm not perhaps so involved in the actual births, deaths, and marriages dates of people, even though I've got that information. I'm more interested in why they did things, and how they did things, and what they wore, and where they went, and what their entertainment was, and so on. Like some of our previous guest speakers, I am fortunate in that my wife speaks and can read and can understand French, so that some of the information that I have got from Calais, from Paris, from wherever, written in French, she has been able to translate for me, and that has also created another interest for us.

With the computer, one of the things I have found particularly useful, you end up with a great accumulation of dates. The computer is marvellous. You are able to put in different happenings. You can put them in in any order, and then you can get the computer to sort them. And I have got the -- what I call -- the Lander Family Historical Prospective. Every time I get a date, I just add it to the bottom of the list, get the computer to sort it again, and it brings everything out in the right chronological order.

Edward Lander, I think, was owed 209 francs, and his mother 116 francs 23 centimes. I don't know what that is worth today. The French government put a freeze on all bank accounts. It applied to the French citizens as it did to others. There was just so much turmoil in Calais.

While I was in Adelaide I viewed, and managed to get copies of some original Nottingham lace. That's a collar -- this piece here (both in very delicate condition) was in five bits across, I think. That's the actual size of it. This was owned by Mary Ann Lander -- she brought it out on the 'Harpley' with her.

I've read a number of books -- two books in particular I found very, very interesting and relevant to people coming out on sailing ships about the time. One was "The Voyage of the Africaine" and the other was "Sophy Under Sail". They both describe life on board sailing ships in the 1840's and 1850's, and if you are interested in getting a really good feel as to what life on board ships was like, I'd really recommend these to you. "Sophy Under Sail" was by Irene C. Taylor. That's a diary kept on board a boat called the 'Candahar', published by Hodder and Stoughton, 1969. The other one is "The Voyage of the Africaine". The 'Africaine' was one of the first five boats into Adelaide. You have to remember the 'Harpley' arrived in Adelaide in 1848, and Adelaide was only established in 1836, so it was only 12 years old when the 'Harpley' emigrants arrived in Adelaide. ("The Voyage of the "Africaine" is by Penelope Hope (River House), 1968.)

I mentioned before that no one has ever come up with a shipping list for the 'Harpley'. Gillian was kind enough to give me a copy of a list of people who were accepted from Calais to travel on the 'Harpley', and that together with a known shipping list of passengers that came out, was published in a South Australian paper called 'The Register', which we had previously. I put the two together and I thought I was able to come up with pretty close to a Shipping List.

Whilst I was in Adelaide I found another list which had been published in a paper that had only just come into print

about two days after the 'Harpley' had arrived. It contained yet another list, and the 'Adelaide Observer' list and the 'Adelaide Register' list line up exactly except for one name. And, together with Gillian's list, which gave the first names, I've been able to come up with what I believe to be a very likely shipping list for the 'Harpley', once again using the computer.

I had a problem with the names of the people on the ship. I always had one child too many coming out on the 'Harpley'. I couldn't work it out at all, until I went back through my notes and found I had a death certificate for a little girl called Harriet Lander, who died while the family were still living in Nottingham, before they even went to Calais. Although I had her as being 14 when the 'Harpley' sailed, she, in fact, had died when she was two, so I had to go back and change a few of the premises that I'd based my shipping lists on.

An interesting aspect as far as the Lander family is concerned, is that the very day that the 'Harpley' sailed, a little girl called Adelaide Lander was born just as the boat sailed. She was born in the English Channel. If she had been born on English soil they probably wouldn't have got the passage on the 'Harpley', because they weren't allowed more than 4 children under 10. And they already had 4 children under 10 when the boat sailed.

In Adelaide I found copies into an inquest into Adelaide's death. It was held in an hotel called 'Wheat Sheaf'. I found the 'Wheat Sheaf' when I was back in Adelaide, and I've got a card from the hotel. The inquest is interesting because three of the men who were called to witness the child's death were passengers on the 'Harpley'. Their names are all recorded there.

I've found details of land Edward Lander owned in Adelaide, and where it was, and ad infinitum. He was in the Police Force, and I found his police record.

They retained friendships with a number of people. In Adelaide I ran into ---a William Cope witnessed the birth of one of the children in Calais. William Cope's relatives were at the reunion, and I was able to meet up with obviously

Gillian put me on to the source of the petition -- there is a copy of the original petition from the Lacemakers. (Gillian interrupted 'signed by Edward Lander'.)

Signed along with Oliver Lowe, Joseph James, and John Clarke, and John Davis -- all their names are there. I have been able to meet relatives of about three of those people while I was in Adelaide. That is the actual petition.

This was written from Calais to Lord Palmerston in England. There is also, through Gillian's lead, I was able to get a copy of the letter of thanks from the Lacemakers once again back to the House -- the members of the British Government, thanking them for their help in gaining passage to South Australia. It is a beautiful letter, and if you get a chance, I think you should read it -- or I'll read it to you if you like.

I think you have all seen the petition, but the letter of thanks is:

"My Lords,

Being about to take what may perhaps be a final leave of our native land, we take this opportunity of conveying to your Lordships, to the Relief Committee, to the Emigration Board, and to all who have assisted in the good work, our heartfelt thanks for your truly noble conduct towards us."

"Situated as we were in a foreign land where a paralysed trade and a total loss of public confidence the inevitable consequence of revolution and disorder had reduced us to a state of perfect destitution, God only knows what might have been our fate, had not your Lordships, with that generous promptitude which characterises the Gentlemen of England, have granted to us your generous assistance of having done a good action will, to natures such as yours, be a sufficient reward; but of this be assured, that as we shall leave this country full of hope for the future, so shall we leave it with hearts that will be filled with gratitude towards

you till they shall cease to beat. We hope and trust that it shall please the Great Disposer of all things to grant you a long and happy life, and amidst the fierce conflicts which are shaking society to its foundation in neighbouring states, that He may preserve to Old England the inestimable blessings of peace and plenty.

"The kind treatment we have met with during our short sojourn on board the 'Harpley', has but furnished us with another proof of your generosity, and given additional strength to that love of home which previously existed in our hearts; and whatsoever may be our future lot, the welfare of our native land, and the happiness of those who rule her destinies will ever be the wish and prayer of a little band whose proudest boast will be to say that your kindness has not been bestowed in vain."

We remain
With every sentiment of respect and gratitude,
Your Obedient and Humble Servants.

Edward Lander
Joseph James
Wm. Cobb
John Clarke
John Davis"

That was their letter of thanks.

The petition is part of an enormous amount of stuff on the Lacemakers -- there is about 500 pages on Edward Lander and four other Lacemakers trying to get their money (and it was only a few francs) out of French Savings Banks. They had to get out of Calais so quickly that anyone with more than a 100 francs in their savings accounts could not withdraw it. That applied not only to the lacemakers, but to the local French as well. There was an enormous amount of correspondence backwards and forwards from the Diplomatic Service on both sides of the English Channel arguing about whether or not they should be entitled to take the money they had invested in France with them to South Australia.

old time friends.

I think most of the 'Harpley' people seemed to live in the Thebarton area of Adelaide. Just the other day I found an entry in an old almanac. I went back to Thebarton when I was in Adelaide, and found the block of land which Edward owned. I could see a house that obviously wasn't built in 1848 on the land. To get information on that land I had to get permission from the current owners. Any land under old title you must get the current owner's permission to research it further. I wrote to them and gave them just a little of what I was trying to do, and they wrote back like a flash, and said: "That's fantastic, because the block has an old house on it that we'd always felt was built in the mid 1840's." This old house is now used as a store room behind the house I could see. I couldn't see the old place. So its possible that the house that Edward built at Thebarton is still standing.

Thebarton is a suburb of Adelaide now. The South Australian Gazeteer and Road Guide, 2nd Edition, 1869, which I found (which is some 15 years after they'd left Thebarton) reports that, as a rural area only 450 people lived in Thebarton at the time, and most of them were involved in either gardening or farming. There was a tannery. The Adelaide Racecourse was at Thebarton. I think a great number of the 'Harpley' people established homes there, or camped there. Enid (Bastick) feels they may have even lived in the hotel where the inquest into Adelaide Lander was carried out, the 'Wheat Sheaf' Hotel, and I think that's a pretty reasonable assumption.

They took up a collection for the 'Harpley'. I think it possible they did for all three ships. They were able to pay at least part of their fare. The fare for each adult was about £20. That covered food on board ship, part of it was clothing, bedding, part of it was agents' fees, and so on. I think the emigrants on the 'Harpley' all found about £16 or £17 of that. The £3 came from the people of Nottingham, who didn't want them back in Nottingham. Instead of getting the dole in those days -- or instead of having government assistance -- the people of the parishes from whence they came, were responsible for them, for ever

and a day, whether they were in Calais, or wherever they were. If they decided they needed help, it was up to the parish to support the people who were born in their parish and the people -- our relatives who grew up in Calais, or who went to Calais -- could have gone back to their parishes and been supported by the parish, or gone to their Poor Houses or whatever.

I think that a lot of clothing was given to the people who came from Calais, who went to London and they never got off. They came on a steamer from Calais, and they went from one ship to the 'Harpley'. They never ever touched English soil again -- they just went from one ship to the other. But they were poorly equipped with clothing. I think the people on the 'Harpley' were given a lot of clothing and bedding, rather than money. That clothing came from the people of Nottingham, not from the people of London.

One of the points I'd like to make. In Adelaide I had the help of Kingsley Ireland, whose great grandfather also came on the 'Harpley'. Kingsley showed me the way to do research the easy way in Adelaide. There must be ways of doing it similarly here in N.S.W. A lot of the government departments in Adelaide had indexes, research rooms with absolutely no publicity whatsoever. Unless you knew they were there, no one would even tell you about them, help you find them, anything. But Kingsley, because he is a determined man, a keen family researcher, knew exactly where all of these things were, and his help was invaluable. I don't know whether we have similar skilled people in our group here, but if we have, I think it would be fantastic, if indexes are in existence that we be shown the way to them, more easier than they are today.

Kingsley walked straight passed the chap on the desk at the front door of the government department. We walked straight through and in a door, and upstairs and into a room, and there would be microfische readers.

A chap I ran into at the Archives the other day gave me a very good clue. He said: 'when you go to any of the government departments, a good question to ask is 'Do you have a guide for public servants as to how to use your records?'

The departments themselves have to train their own staff. They don't give it out too freely, but if you look as if you know what you are doing, it's amazing how many times you can be given an internal document that explains to new staff just what records are kept where, and how they work and so on.'

I haven't tried that technique, but it worked for him. This particular bloke had records particularly from the Lands Department, which are very difficult to find your way around. He knew exactly where to go for all the records he wanted, from an internal document. Its probably not too confidential, I wouldn't have thought.

Just to finish off. A couple of things that have really appealed to me in doing my family history were tracking down things from my own mother and father who are still very much alive.

I think if you are recording stuff, even sketches -- these were done by my father when he was 15 or 16. I found those digging through old files. I've got the originals of them. And I took copies of them, so they can be there.

My mother has always said the two most important acquisitions in her life were an AGA stove in the bush, and the first kero refrigerator. And going through some old files I found the receipt for her first refrigerator, so that's why I've kept that one. Cost her £75 in 1938.

(The above is the very interesting talk which Richard Lander gave at the last Annual General Meeting, on 1st November, 1986.)

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FAMILY 'NOTABLES'

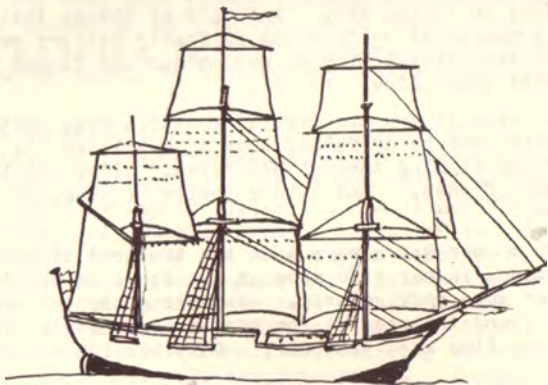
Have you a 'Family Notable'? Like a V.C.? Or a renowned singer -- or a sportsman -- or M.P. -- or just a Mum who brought up a family in particularly hard circumstances? Or someone who attained an outstanding achievement in life? Write and tell our Editor about it -- and let us all share in your story.

Those Ships

by Robert Wilson

The search for pictures and facts about the Harpley, Fairlie and Agincourt continues. Some recent investigation in Mildura may yield a picture of the two barques. We still have not found a trace of the "Harpley".

A barque is a three-masted sailing ship which is square-rigged in the fore and mainmast. The 'Fairlie' and the 'Agincourt' would have looked very much like the illustration.



Random searches of Lloyds Register revealed some information about our three ships. (1)

The oldest of the ships was the 'Fairlie'. She had been built in Calcutta in 1812 and was rated at 756 tons. In 1848 her owners were Sames Bros. and she was registered in the port of London. She seems to have been a regular visitor to Australia. 'Fairlie' made the voyage from London to Hobart Town in 1836 and 1842 and was in Australia in 1864 and 1865, as well as her Sydney visit in 1848. I am sure that she made many other visits.

The 'Harpley' was built on the River Tamar, in Tasmania, in 1847 and was described as a ship of 547 tons, owned by J. Raven, and registered in Launceston. She made voyages from London to Launceston in 1848 and 1852 under Captain Buckland. She made a further voyage to Melbourne in 1853. She broke up on the bar of Realejo harbour, Canary Islands in 1862. (5)

I must confess that I have much more information on the 'Agincourt', as it is the barque which brought my ancestors to this country. Unlike the other two ships there was another craft with a similar name. This other ship was larger -- 958 tons, and had been built in London in 1841. Fortunately she seems to have been used on the London/Calcutta run as she made voyages to Calcutta in 1848 and 1852. However, she came to Adelaide in 1865.

Our 'Agincourt' seems to have been a familiar sight in Australian ports. She is recorded (2) as having her jib-boom snapped at Gravesend before sailing to Australia, arriving in Sydney 25th June, 1846. Her 1848 voyage to Sydney is well known to all of us.

In 1850 she arrived in Adelaide, bringing to this country one of Nick Vine Hall's ancestors. (3) She also took fortune hunters from Adelaide to California during the American gold rush. The Agincourt arrived in Sydney in 1852 out of Hamburg.

Another of my ancestors arrived on the Agincourt in 1855 when she docked in Adelaide. The Agincourt transferred to the London to Aden run in the 1860's. The legislators of those days seem to have fiddled with tonnages, as in 1848 the Agincourt was described as "543 tons (old Act), 669 tons (new Act). By 1852 they were back to using the old act and in 1884 she was rated at 562 tons. Her dimensions were length 127 ft., breadth 30.5ft., and depth 21ft. (4) and she had been built in Sunderland in 1844. Laing and Company owned the ship in 1848 and it operated out of the Port of London. However in 1884 it was under Spanish registry.

There must be many more records of these ships and maybe somewhere there are some sketches of the actual craft. Let us hope that one day they come to light.

- (1) Lloyds Register, editions of 1837, 1836, 1848, 1852, 1864/5
- (2) 'Our Antipodes' by Godfrey Munday
- (3) 'Buxton Forbes Laurie' by Nick Vine Hall
- (4) Lloyds Register 1844/85 edition. (5) Enid Bastick

This item is an extract from AUSTRALIA VISITED & REVISITED

"Australia Visited and Revisited" is one of the first guide books about Australia. It was first published in London in 1853, three years after the authors began their hazardous voyage out.

After visiting the goldfields, sheep and cattle stations in Victoria, they returned to Melbourne, and travelled through Victoria to Albury on the new Sydney Road, eventually arriving at Sydney.

Gold again!! And on they travelled to the Ophir diggings, the Turon, Sofala, Pyramul, and Louisa Creek at Hargraves. The following quote is interesting, because of the reference to a 'lacemaker family', living at Warragunya, a station belonging to Mr. Suttor.

To quote: "On the following morning we proceeded to Warragunya, about three miles farther on, a station belonging to Mr. Suttor, and situated on Crudine Creek - a tributary of the Turon - which is joined by Cunningham's River. The store-keeper at this station is a native of Nottinghamshire; he was one of the men who were compelled to leave France during the revolution of 1848, and whom the British Government assisted to emigrate to this favoured land. His wife, a native of France, though born of English parents, is an interesting woman. They are, indeed, a contented couple; and it was quite refreshing to hear them speak in grateful terms of the consideration extended to them by their country. A son of theirs, a smart boy, accompanied us on the road towards Pyramul, another station of Mr Sutton's, which lay on our road.....They continued on their journey speaking to shepherds working for Suttor and said: "The shepherds spoke of their employer, Mr Suttor, with great respect; they called him a fair man to labouring people; which in these times is a character of great value for a master who wishes to retain his men. As we approached Pyramul, we were surprised to see a flock of sheep under the care of a young woman, the first shepherdess we had met on our travels. Her father she told us, had gone to Louisa Creek with some neighbours, and left her in charge of the flock.

They had been very successful, getting some days as much as seven ounces of gold among four of them."

The family mentioned would have undoubtedly arrived on the Agincourt, and were in the district where the Kemshalls finally congregated. But the description of the family excludes any members of the Kemshall family. Perhaps some member of the Lacemakers can identify this as one of their forebears.

The book was reprinted in 1974 by Ure Smith in conjunction with the National Trust of Australia (N.S.W.) Library, number 994-03 MOS. The title of the reprint is "Australia, Visited and Revisited" by Samuel Mossman and Thomas Banister.

The above article commences at the last paragraph on page 241.

BRUCE GOODMAN

Of Shoes and Ships and Sealing-wax

If your father had been a policeman (ballistics expert actually), and you also had an uncle and several cousins who had been 'coppers', you too would tend to be -- shall we say 'nosey?' -- when something unusual passes by your eyes. And I've got several queries from the 'Fairlie' and 'Agincourt' Shipping Agents Lists.

Several babies were born on the way out, but two, poor little darlings, ended up with their ship's name!

Emma Fairlie Hammond was the daughter of Arthur and Elizabeth Hammond, of Pakenham, Surrey. Arthur, 22 years old, was an agricultural labourer; Elizabeth, 23 years old, was a dressmaker. They had a 2 year old son, Charles. What happened to this family, especially Emma Fairlie?

Frances Agincourt West was the daughter of Robert McMurray West and his wife Anne. Robert, 37 years old, was a native of Deal, in Kent, and a lacemaker. Anne, 25 years old, came

from Stappleford, in Nottinghamshire. They had a 3 year old son, Robert, who was born in Calais.

Can anyone tell me what happened to Emma and Frances please? Come on all you Hammond and West descendants -- would you be prepared to write your answer as an article for 'Tulle' please? You may not think it of interest -- but, be assured, we would be delighted to receive your story. Give it to Claire.

My next mystery is a beaut! Did you notice it in the July '86 'Tulle', in the "Fairlie" Shipping Agents List? Margaret Reid, aged 20, daughter (and a flax spinner) of Archibald and Margaret Reid, of Glasgow. BUT an additional note states "This girl is not Margaret Reid. Margaret Reid was unable to join her parents sufficiently early to emigrate with them, and this girl, whose name is Anne Robinson was taken in her name." And to add to the confusion, on the Immigration Board Shipping List, she is noted as JANE ROBINSON!

Can anyone enlighten me about the Reid family's history, particularly about the two girls? Did Margaret make it to Australia? What happened to Anne (or was it Jane)?

As I typed the "Fairlie" list for 'Tulle', I rapidly became aware of the mass migration from Yardley Gubbins, in Northamptonshire. Not only did 27 native-born Yardley Gubbins residents come, but at least another 16 family members or nearby residents came too (Potters-Pury contributed several). Why did 43 people up and leave ALL TOGETHER on the one ship for a place 12,000 miles away. (Remember -- this was 1848 -- gold was found 1851.) Did the local brickworks close? (There was a brickmaker and 4 bricklayers listed.) Did someone offer 'streets paved with gold'-- and they swallowed it hook, line and sinker? Was it more sinister -- like an epidemic: cholera, diphtheria, typhoid? Joan Fenton -- do you know why your HORNER family left England? Please tell Claire, if you know.

One of my mysteries is partly answered. The cases of organ parts, cargo on the 'Agincourt', addressed to Bishop Polding, seem to have become the organ of St. Patrick's Church, in Grosvenor Street (just along the street). The organ was first used in January, 1849. (This information I have gleaned from a leaflet on the history of the church.)

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