

Tulle

Issue Number 46

*Volume 14 No 1
February, 1995*



Trades Arms Inn, Maitland

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

MEETING DATES

Saturday February 18, 1995
Saturday, May 20, 1995
Saturday August 19, 1995
Saturday November 18, 1995

Venue for all Meetings:

DonBanks Cottage

6 Napier Street, North Sydney
Meeting Time: 1.00pm
Train to North Sydney Station or Bus from Wynard

NEXT MEETING

Saturday, February 18, 1995
Annual General Meeting
Speaker: G.Kelly

From Whence and To Where

In response to Member's requests this address will graphically demonstrates where the Lacemkaers came from, how they were interrelated, and where they ended their days. It will lay a foundation for following speakers and assist members develop a 'big picture' of the contingent.

Bring lunch and enjoy it in the gardens of
DonBanks, before 1 o'clock.



Tulle

Volume 14, No 1 February, 1995

From the Desks of.....	2
Extracts from Victorian Police Gazette.....	5
Sixty years of Shipping - 100 Years Ago.....	7
Memory Lane, Lindsay Watts.....	12
Memories of the Stevens Family, Doreen Taylor.....	14
Nottingham Ale.....	16
St Pierre - 1850 : St Pierre - 1990 Comparison maps	18
Sydney in 1848, D B Webster.....	20
Nottingham Notable: D H Lawrence.....	25
Australia At Last, Gillian Kelly.....	26
Letters to the Lacemakers.....	30
For the Genealogist.....	34

FROM THE PRESIDENT'S DESK

At the last meeting I decided to set the proverbial cat among the pigeons. It is time to ask some pointed questions about our future, and without notice I asked!

Where are we going? What do we want? What do we look for in 1998?

Just because you were not present at the last meeting does not mean that your ideas and opinions are not of vital importance and greatly appreciated. So I appeal to you on a personal level to give some thoughts to these questions and either jot them down and send them or bring them to the AGM on February 18. Some of the ideas that were offered at the meeting were:

- * We need to enlarge our research and data collection.
- * We need to educate ourselves, our families and society
- * We need to publish both general and individual stories
- * We need to celebrate well 150 years of Lacemakers' descendants in Australia
- * We need to collate and produce a Family Directory and Members' Interest Register.

We also decided on a rough format for the year's meetings, so that we cover family stories, a story of History, an outside speaker and a workshop of question/answer/research problems. Our four meetings this year will be held on:

February 18 May 20 August 19 November 18

We will look into the possibility of having DonBank and our Archival material open and available before atleast one meeting.

JOHN HALE

It is with great regret that I tell you that John Hale, Shirley's husband (Saywell family) died suddenly last month. John attended many meetings and was very enthusiastic about our 1998 celebrations. In

my many discussions with John I became aware of his love and wide knowledge of history. We will miss him and on your behalf I send Shirley our love and condolences.

I look forward to seeing as many people as possible at the AGM in February and wish you all a happy New Year.

Claire Loneragan.
President.

AND THE SECRETARY'S

There were 21 members present at the November meeting; Paul Thomas was welcomed back from his overseas trip which we hope to hear about later. Lindsay reported that The Newcastle Herald Saturday Magazine had an interesting article about the arrival in the Hunter district of some of the Agincourt migrants with a photograph of the Trades Arms Inn, the patrons of which had provided some relief to the rain sodden migrants as they trudged towards the Immigrants Barracks. Lindsay also arranged for a paragraph in the Sun-Herald Direct Line column which appeared on the following day.

The meeting agreed to continue our membership of the Nottingham Family History Society. Our members visiting Nottingham have found a warm and helpful welcome from NFHS members and its journal provides useful leads for family researchers.

There was discussion about the aims and directions of the Society and then Claire gave a brief talk, reflecting her interest in social history, on the Sydney of 1848.

The Society has received a copy of Bruce Goodwin's new family history Lace and Gold. Many thanks to Bruce for a magnificent effort.

Doug Webster
Secretary

AND THE EDITOR

The past few months have been most interesting in terms of people who have contacted us and joined this Society. Lindsay Watts' continued efforts to reach new fields have been most successful, particularly with the article written by Norm Barney for the Newcastle Herald.

I think I am fast becoming a proponent of the Chaos Theory! That is, if you take a wide enough sampling of anything, you will find a pattern.

While browsing in some new fields at the National Library recently, I picked up ONE microfiche from the Victorian Police Gazette for 1854 to see what was in it. In just that one fiche I found a reference to a lost Lacemaker, a reference to the husband of another, and a description of a glorious felony! These details are printed in this *Tulle*.

For a long time I have sought the farm records of the families of Clements, Suttor and Ranken. These men were the large landholders around Bathurst in 1848 and all employed Lacemakers, none more prolifically than Ranken. A recent contact suggested I try a certain Jean who is a direct descendant. The name rang bells, and a search of my childhood photo album, carefully labelled by my mother, produced a photograph of me aged 9 months being nursed by Jean, aged 16. I have unwittingly known this family all my life but only ever associated them with the property they now own, which isn't near Bathurst!

I wish you all a belated but happy and successful beginning to 1995.

Gillian Kelly
Editor.



VICTORIAN POLICE GAZETTE

Extracts from New South Wales Crime Reports, for Police Information

From SYDNEY CRIME REPORT, 27th September, 1854

STOLEN from DOMINGO GRESSIER, in Bathurst, early on the morning of the 23rd September, 1854: 1 bay mare, branded W near shoulder, J off shoulder: brown mare, branded WG on neck off side. A reward of 3*l.* is offered if strayed, and 5*l.* on the conviction of the offender or offenders.

Domingo Gressier's son married Isabella Shore, the daughter of John and Adelaide Shore from the Agincourt.

From SYDNEY CRIME REPORT, 24th November, 1854

STOLEN from JOSHUA NICHOLS, at Saltram, about four miles from Bathurst, about midnight on the 25th October, 1854: 1 bay horse, branded TK with 317 under near shoulder, two hind fetlocks white, star in forehead with small stripe downwards, small white saddle marks on back, switch tail, J on off shoulder. JOSHUA NICHOLS will give £10 on recovery of said horse, and conviction of the thief if stolen, and £2 if strayed.

Joshua Nichols was the son of William Nichols and Mary Worthington, and arrived on the Agincourt. This is the only reference to this family! Saltram belonged to the afore mentioned Ranken.



VICTORIAN POLICE GAZETTE

November, 10, 1854

A WARRANT has been issued by the Melbourne Bench for the apprehension of *Morris Grace* and *George Stevens* charged with feloniously stealing two drays of malt liquors, wines and spirits, the property of MR CHALMERS, of Peg Leg Gully. *Grace* is 5 feet 10 inches high, 28 years of age, light complexion, light brown hair, large sandy whiskers worn under chin; his right knee is a little turned in; wore a guernsey shirt and blue cloth trousers. No description can be given of *Stevens* at present. The two men above described were entrusted on the 23rd and 26th September last with the following load for conveyance from Messrs. Schulz and Co., 3, Bourke-street, Melbourne, to the above address, but up to this time the goods have never been delivered. The loading consists of 3 hhd. English ale, 1 ditto porter, 2 ditto brandy, 1 ditto pale brandy, 1 7-dozen cask of Bass's Bottled ale, 1 5½ dozen case ditto, Youger's, 14-dozen cask bottled porter, 1 quarter-caskport, 1 quarter-cask sherry, 6 cases of brandy, 6 pale ditto, 6 old Tom, ditto Hill and Underwood, 1 hhd. whiskey, 4 cases champagne. Information to the Detective Office, Melbourne. Reward £10 on conviction.
_6th November, 1854



SIXTY YEARS OF SHIPPING

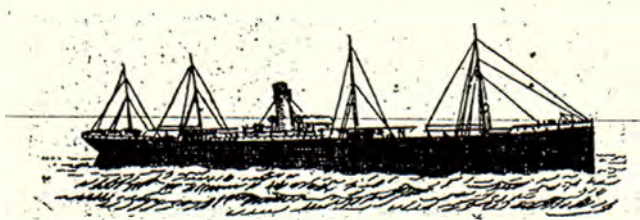
-A HUNDRED YEARS AGO

A ROMANCE OF THE SEA.

*This is the place - stand still my stead
Let me review the scene
And summon from the shad'wy past
Forms that once have been*

From wooden sailing vessels of two or three hundred tons to steel twin-screw steamers! What an evolution is suggested in the comparison. What triumphs of ship building skill; what mastery of all the skills of the science relating to the mighty deep. And this is just the transformation that has taken place in the shipping trade of this Colony since its inception 60 years ago. How many - or to put it more correctly - how few of the good old pioneers who left the shores of the mother country early in the present century for those new Australian lands dreamt that before the century had closed their descendants would be traversing the same watery wastes in vessels which, in size, construction, speed, and almost every detail, would be as far as the poles asunder from the staunch little crafts which first made their sluggish way into South Australian waters? The ocean liners of today could comfortably swing a pioneer ship from their davits. It was only about a year after South Australia was proclaimed that Brunel demonstrated with a vessel called the Great Western the possibility of maintaining a regular service under steam between England and America. The performances of the very early steamers in the Transatlantic trade were considered by many engineers of the time to be sufficiently startling to cause their sphere of action to be strictly limited for many years. Experts of the time of Brunel whatever they may have thought regarding steam communication across the Atlantic, held as an axiom that steamers would never be equal to the voyage to India or Australia, and yet today, by far the greater number of vessels trading to the Antipodes are propelled by steam, and now engineers are beginning to talk of

the time, when steam shall, in its turn, be supplanted by electricity. The first vessel to arrive in South Australia was the Duke of York, a craft of 190 tons which brought up in the Nepean Bay on July 27, 1836. She was followed on August 2 by the Rapid, which brought Colonel Light to the colony. About the same time, there also arrived from England the Lady Mary Pelham and the John Pirie. Numerous and varied have been the changes since then. No better example of the advancement made in the shipping which carries on communication and trade between Britain and this colony is to be had than is afforded by the arrival on Tuesday of the Oceanic White Star liner, Medic, which not only inaugurates a steam service between Port Adelaide and Liverpool, but also has the distinction of being the largest vessel yet to enter South Australian waters.



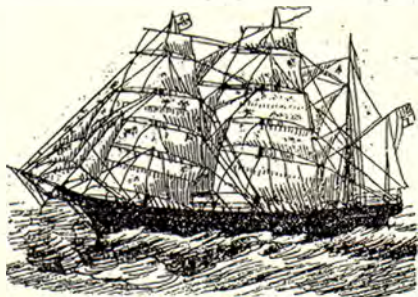
The trade of South Australia was first carried on by means of wooden sailing vessels for the very good reason that other material and a different method of propulsion had not then been adopted. The early arrivals included such names as Africaine, Orleans, Platina, Hoogly, Lalla Rookh, and Competitor. The vessels were of much smaller tonnage than we are now accustomed to see in our ports, in fact a vessel of 500 tons was considered to be a large craft. Even in 1850 we find the Cutha, of 154 tons, arriving; while the Irene, commanded by that well known mariner, Captain Bruce was only 447 tons. These old crafts with bluff bows have passed out of popular recollection, and their appearance in port at the present day would be regarded distinctly as a curiosity. We give opposite a picture of the brig Rapid, in which Colonel Light arrived in the colony in 1836. Such was the type of some of the earliest vessels to voyage to these southern climes.

It is well in passing to bestow upon what can only be termed the intrepidity of early mariners, who accomplished the long sea voyage in vessels which were after all not so very far removed in size and type with the Caravels, with which Columbus discovered America. The main difference after all is that Columbus lived ahead of his age; his name has been handed down as the benefactor of the human race. The names of many of South Australia's early mariners have been lost in obscurity. About the sixties composite vessels - that is, ships with iron frames and wooden planking began to come in, and of this description some of the best known were the Glen Osmond, Beltana,, Collingrove and Torrens, the last of which is still running. All of the others have dropped out of the trade. In 1821 the first iron vessel put to sea, but none of this class found their way out to South Australia until a little while after the the composite vessels. Among some of those well known iron ships were the Barossa, Barunga, Morialta, Gwalla, Kadina, Monaltrie, Oriana and Holmes. The growing importance of the colony's trade is to be seen not only in the larger use of native names, but also in the improvement of the type of vessel. About this time there came under notice the famous clipper ship -

*Built for freight, and yet for speed,
A beautiful and gallant craft.*

Those were were the 'good old days' of sailing vessels, so often longingly referred to by the ancient mariner of the present time.

*And the freshening gales
Sang through the shrouds and stretched the swelling sails.*



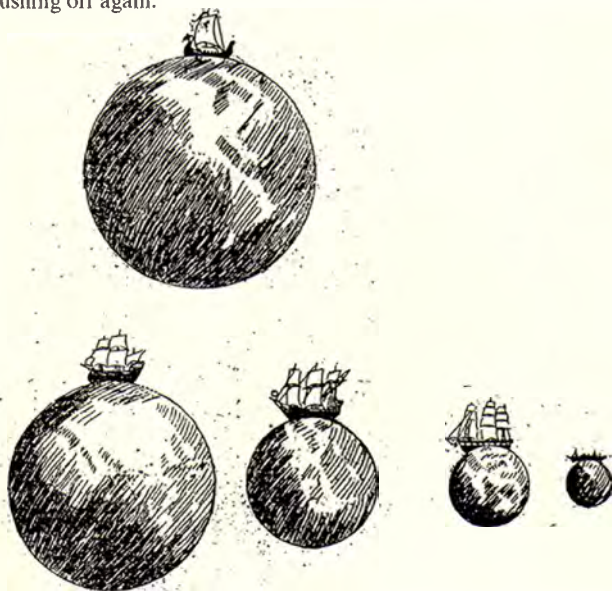
Some remarkably good passages were made, however, and generally speaking people seem to have been well served by these graceful sailing vessels. Steel as a material for constructing vessels was not in use before 1875, and consequently it is only in recent years that vessels of this type of construction have been visiting the colony. Steel ships are now supplanting all others. Last year 90% of the tonnage constructed in the United Kingdom was of steel and it may now be said that the age when "the wooden walls of England" held supremacy of the seas has forever passed away.

The substitution of steel for wood as a material of construction, and of steam for sail as a means of propulsion, have worked a complete revolution in the shipping trade, not only of this colony, but of the whole world. The first regular steam communication with this colony was established in 1852, via the Cape of Good Hope, but this arrangement did not continue very long. The construction of steel tonnage had not advanced very far in those days, and even in the early 70s the *Glenelg*, of which a good deal was thought, was only an auxiliary screw steamer. In 1857 the need for a more rapid communication with the outside world was felt. The South Australian Chamber of Commerce petitioned Parliament on the subject. The petitioners said they were of the opinion that direct steam communications with Great Britain, combined with emigration and a postal service would be highly advantageous to the province.

The improvements of recent years have not only annihilated space, but they have also caused a practical, if not an actual shrinkage of the earth's surface. Pioneers who came to the colony by sailing boats retain vivid recollections of the tedium of a five or six month's voyage. Now the same journey can be accomplished in a little over four weeks. This virtual contraction of the distance separating the Mother-country from the coming Commonwealth is due not merely from the substitution of steam for sail. The improvement of the latter type of vessel has something to do with the result, as will be seen when it is reported that there were two sailing vessels that made the journey in 76 days last year.

As navigators, the globe is twenty-one times smaller than it was in 1500. Magellan's expedition, which was the first to sail around the

globe, took nearly three years to accomplish the journey. After this came Sir Francis Drake, the first English circumnavigator of the world. He left Plymouth on Dec. 13, 1577 and returned on September 26, 1580. When on July 21, 1586 Cavendish started from Plymouth on a similar expedition and returned on September 10, 1588, he was thought to have accomplished something wonderful. With the improvement of the construction of ships the voyage was reduced to about 140 days, at which it stood until the introduction of the monster steam ships and the cutting of the Suez Canal. Recent investigation gives the present record as 52 days. According to the opinion of the best authorities, this can be further reduced to twenty five or twenty six days. This is flying with a vengeance and most people will be content to leisurely make the trip to the other side of the world in a month and take breather before rushing off again.



from THE ADELAIDE OBSERVER, Saturday, September 16, 1899

Memory Lane

"The children participated in a game in which they had to break open a big bag of lollies, resulting in a lolly scramble." Just a few words from the newsreader and I was off down memory lane again.

What would a Sunday School picnic be without a lolly scramble? Not hygienically wrapped sweets, but brightly coloured boiled lollies, handfuls drawn from a bin and thrown into the air. Off we would go, scrambling around, picking them up, mindless of the grass seeds or whatever else should adhere to them. How quick we were to savour those sticky delights.

While thinking of Sunday school picnics my mind wandered to a cherished photo taken over 100 years ago. Would the children at this picnic, so neatly dresses in their Sunday best, be allowed to participate in a lolly scramble? The formality of the dress of both the children and the adults suggests not.

Some Bromhead boys are sitting in the foreground, their sisters probably across the way with their parents. One cannot but wonder if these children would have had such a secure and healthy life had their grandparents John and Jane Bromhead returned to industrial Nottingham in 1848.

William became a magistrate, Arthur a Church of England Archdeacon, and Ernest a baker and farmer. Their sister Jane was my mother.

Lindsay Watts.
Member



Memories of the Stevens Family

I have been told that grandfather Henry Stevens provided his family with a comfortable life style through his prosperous drapery business in East Maitland.

East Maitlanders were a close-knit community. Throughout my life, and one of my Sydney friends also, the names of families our parents spoke of kept popping up, showing their togetherness.

Mother took me to the sale of Alexander Brown's home and elegant possessions after his death. (Brother of John - both 'coal barons') She remembered her family hiding his mistress under a bed in her home as someone was threatening to kill her.

Grandfather was ruined by the 'great flood'. Neighbours crowded into the upstairs of their home and spent a night of terror hearing the waters rushing through below them.



The family went to Sydney and Grandfather worked for his old friend Mr Horder. Mary, who was gentle and deeply loved, died of TB. The girls were artistic and appreciated beauty. Each married a Ewing, unrelated to one another. Mother returned to East Maitland but always wanted to live in Sydney again.

The boys went to the country. Uncle Wally (Walter Brough Stevens) became a very young station manager, working for a German property owner named Schmidt. Protocol was rigid. Although dining alone, he wore his dinner suit to dinner! He was, at all times, neat and tidy. Some cooks were impossible. One had a passion for using cochineal, serving masses of pink rice as well as other pink foods. Uncle read, and he wrote in copperplate handwriting. He enjoyed polo.

He went to war as a gunner. His gun was blown up. Only he survived but gangrene caused him to lose his leg at the hip and to live the rest of his life with embedded shrapnel. The artificial leg was dreadful - terribly heavy and caused agony where it joined the stump. Improvements came too slowly. He and a nurse fell in love in England and always corresponded. I think he was too proud, shy and embarrassed to marry.

He was offered his old job back, but felt he he could not return to the old life he had enjoyed, especially polo. On an invalid pension he bought land for small farms, built his own neat homes, was offended when Repat wanted to advertise his abilities, had a big touring car converted for his driving needs and had faithful dogs. I remember one that loved snapping at hanging branches. One day it did not let go in time and swung like Tarzan into the bush.

He loved old fashioned elegance . As the pain grew worse he sought warmer climates and died in Brisbane. He was a wonderful, brave, gentle man.

He and Grandfather spoke of country experiences . After leaving East Maitland they probably visited their brother in Brewarrina. My grandfather said that as a young man he rode a thoroughbred horse into town (probably Armidale) and was thrown into goal on the suspicion of being Thunderbolt's apprentice.

When Uncle Wally was recovering from his wounds, a man called Stephens wanted to adopt him. He also urged him to see if he was heir to a fortune in chancery for Stevens who were said to have fled from France from the Revolution. A family member (Aunt Chris) found it was not our family. Our forebears DID flee France. Head of that family was a burgmaster and lacemaking magnate. They went to Nottingham's lacemaking centre and a husband and wife came to Australia. The husband died on the goldfields and the wife started one of Australia's first schools.

Doreen Taylor
Great grand daughter
of Samuel Stevens
1994

Nottingham and Ale



The Black Horse

The malting business has, ever since the period of the Norman conquest, been a source of profit to the town and suburbs. There are now upwards of forty maltsters in Nottingham, Radford and Sneinton. The goodness of the barley grown in some parts of

Nottinghamshire, and in the vale of Belvoir; the excellent quality of the coal used in the malt kilns; and the deep and cool rock cellars possessed by almost every house in the town, have long since established the fame of Nottingham ale, which Stukely notices as being "highly valued for softness and pleasant taste." There are, however, no "common " brewers of any great extent in the town, as many of the private families and nearly all the publicans brew their own beer, and the latter are many of them wholesale dealers as well as retail dealers. So that the traveller may still regale himself, in almost any inn or tavern in the town, with a "can " (a plated gill) of that excellent and wholesome beverage, which many years ago inspired Mr Gunthorpe, a naval officer, but a native of Nottingham, with a popular bacchanalian song, of which the following is the last verse and chorus:-

*Ye poets who brag of the Halicon brook,
 The nectar of gods, and the juice of the vine;
 You say none can write well, except they invoke
 The friendly assistance of one of the nine.
 Here's liquor surpasses the streams of Parnassus,
 The nectar ambrosia on which gods regale;
 Experience will show it, nought makes a good poet,
 Like quantum sufficit of Nottingham ale!*

*Nottingham ale boys, Nottingham ale;
 No liquor on earth like Nottingham ale!*

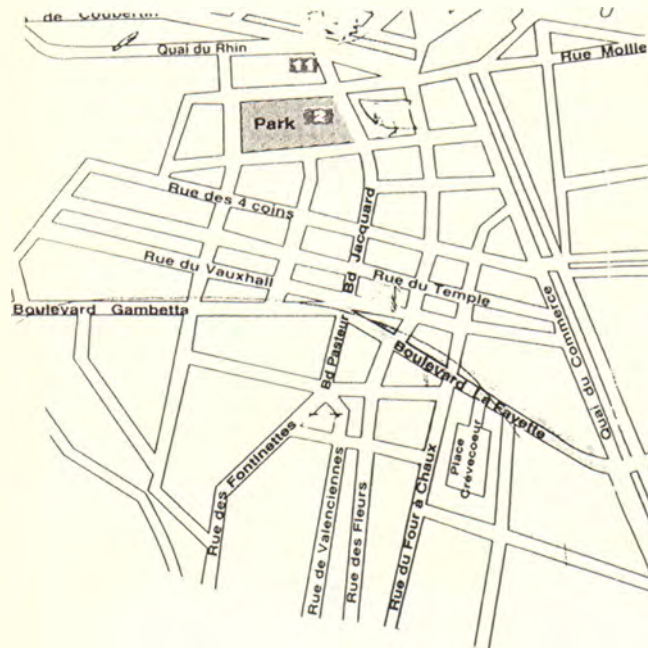
Nottingham Directory, 1863.



Newark
 White Hart Inn



St Pierre 1850



St Pierre 1990

The two maps show the area of St Pierre bounded by the canal on the right. The street that runs along the canal is Rue de Commerce.

Sydney in 1848

Part I - The Arrival

The Sydney of 1848 was a very different city from the one we know, not only for the obvious reason that the population was c 50 000 instead of 3 500 000 but because it was developing in a different kind of way. For many people the only form of transport was on foot. They walked to work, to their places of entertainment and worship, to shop and to visit friends. As a result the main concentration of population was each side of George Street between Darling Harbour and Elizabeth Street, from Sydney cove where George Street turned westward into Parramatta road. Still within walking distance, subdivision was beginning at Woolloomooloo-Surry Hills, Alexandria, Redfern, Chippendale and Glebe. This was also happening along roads out of Sydney - to South Head, to Cook's River, to Liverpool and especially to Parramatta. These settlements might be regarded as semi-urban villages rather than modern suburbs. Even the village of St Leonards had some who could commute to the city.



Beyond that, especially along the harbour and river foreshores many of the well-to-do had houses standing in extensive grounds that might include gardens and orchards as well as room for poultry, farm animals, carriage-horses and hacks. These would have given our

immigrants their first impressions of Sydney as they sailed up the coast past the Macquarie Lighthouse on South head and turned SW into Port Jackson. Some of these mansions are still visible from the harbour though now pressed more closely by modern suburbia. One of the finest and grandest of these houses to be sighted was Vaucluse. Sir Henry Browne Hayes, who had been transported for abducting an heiress, had so named it after buying a farm and building a stone cottage. William Charles Wentworth, explorer, lawyer, journalist, politician and wealthy landowner bought the farm, increased its size to 5000 acres and built an imposing Gothic mansion.

A little further along on Point Piper was the luxurious Henrietta Villa, built by Captain Piper in the times of his prosperity, (in 1848 he was living quietly on a small property on the Macquarie River that his friends had secured for his wife). Next came Lindesay on Darling Point, then Elizabeth Bay House built by Alexander Macleay, Colonial Secretary, naturalist, horticulturalist and father of seventeen. Up from the shore of Woolloomooloo Bay there were several houses in big grounds occupied mainly by officials - one was Tusculum, rented by W.G.Broughton, the first and only Bishop of Australia. Passing Pinchgut (the name which reflects its use as an early place of punishment) and Mrs Macquarie's Chair, we see Farm Cove, still with the magnificent Domain and Botanic Gardens running down to the water's edge.



An 1842 traveller wrote: "As we sailed up to the town we passed all the points and coves of this magnificent harbour, and I thought I never saw as exquisite a scene - It looked like the Artificial grottoes

and fountains we see in Cockney Country houses, but on a huge scale - The broken rocks ran sloping down to the waters edge and were covered with foliage, with here and there a house - One would have thought we were sailing thru a group of little islets, rather than a natural harbour - It certainly surpassed all pictures of it I have seen- Presently we caught a view of St James' Church Spire - and then the Governors new house - a large castelated mansion in the Elizabethan style..”¹



A short distance from Government House stands the rather grandiose stables built for Macquarie by Francis Greenaway and now a little more appropriately housing the Conservatorium of Music. Another Greenaway building, Fort Macquarie, stood on the point where Governor Phillip had had a brick hut built for his protege, Bennelong; the fort was later used as a tram depot and eventually made way for the Opera House. Between Bennelong Pt and Dawes Pt lies Sydney Cove with the city stretching westward and southward from the wharves along the shore.



¹ Quoted in Birch & McMillan The Sydney Scene p 105

On the rocky western arm of the cove was a familiar congeries of buildings huddled together - houses of the well-to-do and tenements of the poor, shops, pubs, warehouses and wharves, many built of the local sandstone and some now enjoying a refurbished new life. Near the highest point was the old military hospital dating from 1815 and soon to become the Model School where the teachers for the new National Board of Education were to be trained; after service as Fort Street High School it now houses a gallery of the National Trust. Nearby is the Garrison Church and a bit further south was Petty's Hotel on the site once occupied by John Dunmore Lang's manse. Between Dawe's Point and Miller's Point along the eastern shore of Darling Harbour were the wharves catering for the busy harbour traffic which brought the goods from Hawkesbury and more remote areas.



NATIONAL SCHOOL.

When the lacemakers arrived the river was still the main thoroughfare to Parramatta. For many the craft was a 15-20ft boat powered by a pair of oars or a lugsail, but by 1848 there were regular steam ferry services between Sydney and Parramatta. (For a few months a paddle boat with a treadmill operated literally by horsepower had been in service but the horses were replaced by a steam engine).

The trip along the river would have presented a development similar to that along the harbour foreshores, though without the really grand houses - there were working farms, some with workers' cottages nearby, some embryonic villages, some rudimentary industry. The tip of Pyrmont peninsula had some wharves and associated buildings but most of it was taken up by Surgeon Harris' Ultimo estate. Looking down Johnstons Bay one could see Lyndhurst (built by John Macarthur's son-in-law - now Historic Houses Trust HQ),

Toxteth (built by George Wigram Allen, founder of a noted legal family - now St Scholastica's) and Annandale (built by George Johnston who led the troops to depose Bligh) - all these stood in extensive grounds.

About half way to Parramatta along the northern bank some of the earliest settlement had taken place at the Field of Mars (where soldiers had been given grants) and at Eastern Farms. One settler was the First Fleet convict, James Squire who had added to his grant and established a brewery, an inn, hop yards and orchard at Kissing Point. He was the grandfather of the first Australian-born Premier of NSW. On the south bank were several similar small farms at Concord. Then Darcy Wentworth's Homebush, by 1848 somewhat neglected with the mangroves already encroaching. Adjoining it John Blaxland (brother of the explorer) had Newington where he had the colony's first saltworks; and next to that was the farm of Australia's most famous grazier, John Macarthur. The "Great Perturbator" was dead but his wife Elizabeth still spent a lot of time there with her youngest daughter. On the north bank and still visible across the park is McDonald's Farm on the land granted to a First Fleet marine private. Like Elizabeth Farm and Experiment farm (on Ruse's grant), it is a single story cottage with verandahs and french windows.



EXPERIMENT FARM HOUSE

The ferry journey ended at the Queen's wharf close to the Immigration barracks (built by Greenaway for the Military) in George Street. Parramatta, after 60 years of settlement and with its twin-towered St Johns, would have had so much in common with a small English town. After the voyage, the arrival into the harbour and the trip along the river must have seemed a foretaste of the Promised Land, though another period of travel still awaited the migrants.

DBW.

D.H. Lawrence

How many of today's young readers would even begin to understand the controversy that surrounded the Australian Censorship Board's decision to ban *Lady Chatterley*? In the cold hard light of 1995 how could anyone understand the enormous debates over who had the right to decide what was good for one?

D.H. Lawrence was born in 1885 at Eastwood, 9 miles north-west of Nottingham and far from being without honour in his own country, like Lord Byron, he was for many years the subject of great scandal, and was unmentionable in some circles. The chief reason was that he ran off with, and eventually married his professor's wife. His later problems with censorship simply confirmed the bad impression.

Many of Lawrence's works, especially the earlier ones, are set in the Eastwood / Nottingham area. Here, too, there has been controversy. The famous portrayal of his father as a violent drunkard in the autobiographical "*Sons and Lovers*" was regarded by the people who knew him as a malicious caricature, and there was similar resentment over other characters thought to be based on local people.

Ill-feelings have long since faded, and the Lawrence industry is growing rapidly. Its strangest exhibit is Lawrence's tombstone in the wall of the New Eastwood Library. Lawrence died in 1930 at Vence. This headstone is the original, and was purchased by the Eastwood Urban District Council when Lawrence's body was disinterred and moved from Vence to Taos in Mexico.

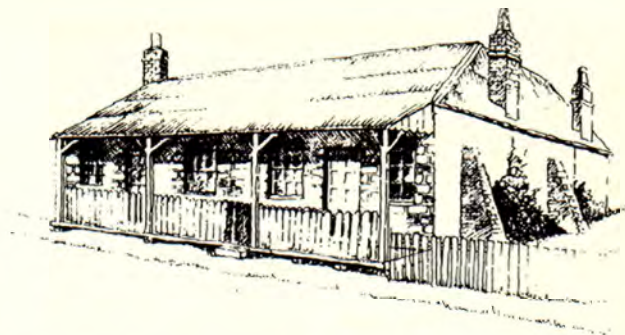


Australia at Last

In 1847 the Adelaide Register of November 11 described the unexpected prosperity in the colony, and added, in reference to immigration "...the most cautious settlers admit that it is not hundreds but thousands that are wanted and could be employed for carrying out the extension of agricultural cultivation." A little less than a year later, the matter of agricultural labourers was being widely discussed in NSW. While there were plenty of immigrants arriving, they were rarely taking up employment beyond Emu Plains and Penrith. Indeed, consignments of immigrants destined for over the mountains and up the coast were being purloined by needy farmers on the way. Plans were put in place to develop depots in the rural areas where farm labourers were desperately needed and those newly arrived in Sydney were quickly dispatched to these centres to await employment offers in the country.

By the time the Agincourt and Fairlie passengers arrived in Sydney, depots were operating in both Bathurst and Maitland. The immigrants were not to remain in Sydney at all, lest they develop habits of indolence and dissipation. The less they saw of Sydney, the more likely they were to accept the hardships of the journey in front and the life in isolated bush areas. (Votes and Proceedings, June 1848)

The Agincourt berthed in the Harbour late on October 6, 1848. According to Bert Archer, the passengers did not disembark until the following day. Early on the morning of October 10th, the first of the passengers boarded the Maitland and made their way up the coast, down the Hunter River to Morpeth. A second small group of 22 passengers followed the next day. From Morpeth wharf they walked to Maitland and were housed in the East Maitland Immigrant's Home.



Caroline Chisholm's Immigrants' Home, No 1 Smiths Row, now Mill Street.

This building was then No1 Smiths Row and was owned by a John Smith who probably lent it to Caroline Chisholm in 1842. While Caroline's initial interest was the moral and physical safety of young females, this Depot went through stages of being an Asylum, a hospital, and by 1848, families were being advertised as being at the Depot awaiting employment opportunities.

And so, the Maitland contingent would have rounded the corner into Smith's Row to face a long, single storeyed building built of brick and undressed stone. It was just one room wide, but with a wing off each end, pointing to the rear, and sheltering a shallow, flagged court. Kitchens were housed in each of these wings and some 18' away, "out the back" were two brick privvies. The northern end had two brick buttresses and is supported with a steel rod. The roof was shingled and extended over a narrow, timber floored verandah. Inside the ceilings were very low, but lit by surprisingly large windows of twelve panes, akin to those of the framework knitters cottages so far away. Across the road was the newly built Farriers Arms.

There seems to be no pattern to the division of Agincourt passengers and there was still a deal of travelling to be done by those who went to Bathurst. Collingridge Rivett, historian, is insistent that all settlers and pioneers going to the Western areas passed through

Parramatta by boat because the road from the city out was so atrocious. In 1848 there were four steam ferries plying the river, and each of them made several trips daily. The Lacemakers would have travelled the river to Queen's Wharf on George Street in Parramatta.

In the early days of Parramatta, Gov. Phillip built a store beside the wharf on the eastern end of George Street. Lachlan Macquarie instructed the convict Francis Greenaway to design a storehouse for the site. This became a Redcoat Barracks, and then the Immigrant's Depot. After the journey up the river, the Lacemakers had a walk of only metres to reach this imposing edifice of some four stories. From here they joined a contingent of nine drays to travel out over the mountains.



By October 12, the Sydney Morning Herald reported that almost all the Agincourt passengers had left Sydney. Eight days later, the first Bathurst draft of six drays arrived there, according to the Bathurst Advocate of October 21st. Three more were expected to arrive on the 21st, having been held up along the way - partly, one assumes, to allow Mrs Crofts to have her child with a little dignity and comfort.

Having reached Bathurst, the Immigrant Depot there was found to be

entirely too small to provide for such a large contingent, and Mr Edward Austen sheltered them in his large store. Despite Bathurst's cries for rural help, a week later only 43 of them had been engaged.



The Harpley passengers disembarked at Port Adelaide, which boasted a substantial wharf, a six-ton crane, storehouses and a well constructed road across the ubiquitous swamp. The trip from the Port to the city took two hours by dray, but was a pretty trip through belts of eucalypts and the trees that lined the meandering Torrens .

In 1851 a young immigrant described his journey into the town as being accomplished on a two wheeled cart driven tandem, made to hold nine, but on his journey it carried thirteen. He said the road was very wide, but full of holes, only a rough causeway over a huge marsh.²

Once in the city there was a government depot at Immigration Square on the west parklands. From here, immigrants were dispatched into the embryonic colony, and one assumes this was where the Harpley passengers ended their voyage and began their life in Australia.

Seemingly, then, the pattern was the same for all the Lacemakers: arrival, another journey, dispatch to a depot and then the last great step into Australian life. Until this stage, the lives of the

² C H Barton, Book of Letters

Lacemakers had been very similar, but from this point on the lives of the Lacemakers of Calais diverged and began the weaving process that today we are trying to unravel!

GK
1995

The Agincourt passengers were in Sydney for some four days. My efforts to establish records for any of the Immigrants Depots- either Sydney, Parramatta, Bathurst, Maitland or Adelaide have been futile. I would greatly appreciate any leads any of our readers have on this vexing question!

Letters to the Lacemakers

Gillian,
In November Tulle on p12 you have reproduced a drawing by Joseph Fowles of part of Pitt Street taken from his book "Sydney in 1848" which is partly a misnomer as this book records that a Foy lived further along Pitt St in 1857.



Sydney PO Directory confirms that this was William Foy (Tinplate Worker). In 1867 William Foy married Harriet Davis who came to Australia on the Agincourt with her Lacemaker parents Joseph and Nancy Davis when she was 4

years old. By the time she married William Foy he was living and had his business at 16-18 Hunter Street.

Kate Foy

I wonder if the Davis family was one of the few who succumbed to Sydney town in 1848. Joseph would have had to have found employment in that 4 days before the contingents moved out. (The Nutt family stayed in Sydney.) The descendants of Harriet can develop a clear idea of her life! How marvellous.

I had never noticed that little anomaly in Fowles. According to the publisher's note in my edition (1962) the drawings were first published in twenty parts 1848-1850, then in 1878 it was reset and reprinted. It says that from page 1 to page 88 is the facsimile. The street annotations are from page 91 on and carry the note that they have been copied from the work of J A Dowling, who in turn recognises the work of Houison, N. Selve and R Carter. Dowling marked his own copy with the names of the occupants according to his own recollections. He was born in 1850

Gillian,

re Rebecca Cresswell and her Mum Rebecca:

I am satisfied that Rebecca the daughter married twice at St Mary's Dover, as follows:

1. Marriage November 19, 1838. After Banns. Banns read Oct 21, Oct 28 & Nov 4, 1838. Thomas Todd of Market Pl, tailor, Widower of full age. Father Thomas Todd of Market Pl, gardener. to Rebecca Cresswell of Market Pl, minor, spinster, Father David Cresswell, lacemaker, witness D Cresswell & Mary Cook.

2. Marriage Nov 22, 1842 After Banns. Banns read Oct 23, Oct 30, Nov 30, 1842. Levi Turner of Snargate St, Iron Moulder, B. of full age to Rebecca Cresswell of Snargate St. Spinster of full age, Father David Cresswell, Lacemaker, Witnesses John & Louise Taylor.

The second entry is incorrect in describing Rebecca as a Spinster. Whilst I am no handwriting expert I am

satisfied that the signatures of Rebecca in the two registers are identical. I have not found an entry at the General Registry recording the death of Thomas Todd between 1838 & 1842, so it is probable that he died in France. I have also found that Banns were read at St Mary's Church Dover on Dec. 4, 11 & 18, 1842 for the proposed marriage of Jonathon Burkinshaw & Rebecca Cresswell, both being of that Parish. Owing to the closeness of the dates, this last reference must be for the marriage of Rebecca Cresswell, née Hilditch, mother of Rebecca. I cannot, however find a record of the marriage!

Frank Creswell,
Surrey.

Frank Creswell is a long time correspondent of mine, and of members of the Wells family. Sarah Wells was Sarah Cresswell (2s's!). The first mentioned Rebecca was her sister. The two marriages are intriguing because I can find no record of Todd's death either. The fact that Rebecca uses her maiden name at the time the second Banns were read makes me wonder if the title of 'Spinster' was purposeful! Their father David died in Calais, and they had a brother David in Calais who fetched up in Victoria!

Gillian,

My interest is through my paternal grandfather, ARTHUR J SAYWELL (1870-1942) who was lacemaker/designer from Nottingham. He arrived in Australia late last century but obviously was not one of the people in the article in the Newcastle Herald. His family came from France but had to leave there before he was born.

Bruce Saywell

Bruce's Saywell is intriguing. Arthur was the son of a William Saywell who was back in Nottingham in the 1850s. I made a very wrong guess in assuming that the William Saywell of this man's age who was in Calais. to be the brother of 'our' Jasper and George.

Actually, the William Saywell in Calais in the 1840s and a frequent witness was born in 1821, and looks as if he was the son of Thomas Saywell and Esther. Esther's maiden name was Burley, and she was the sister of Christiana Burley, mother of "our" Saywells! At this stage I hand over to the Saywells!

Gillian,

My ancestor Thomas Lee was a stocking manufacturer in Gedling, Nottinghamshire during the 19th century. He married Sarah Straw in 1825 and their son Henry Lee came to Australia in 1849, with his wife Sarah Jane Woolcock and son John Henry.

Judith A Power.

Judith's forbears Henry Lee and Sarah Woolcock were Harpley travellers, and this is the first contact with this family!

Excerpts from letters to Doug:

Following Lindsay's pieces in National papers we have had a great many letters from people who are not descendants, but have an interest, and have passed it on to us.

These letters will be tabled at the February meeting, but if any readers have an interest in them, please contact him.

- * Leonard Gabbot, born 1868, arrived in Sydney in 1909 as an Anglican clergyman. He had previously worked in his father's lacemaking business in Nottingham as a lace edger and spent some time in France in that capacity.
- * John Woolbank, born 1822, son of John and Elizabeth (Holland) was transferred to the Mansfield Poorhouse when aged 4 and later worked as a comb maker for the lace industry. At the age of fourteen he was sentenced to transportation for life for theft and arrived in Sydney in December, 1836 and was assigned to William Lawson at BBlarney. He spent the rest of his life there and at Molong. In 1854 he married Eliza Johnson. (The correspondent has

sent quite a full account of his trial and his life in Australia)

- * Benjamin Walker, born Nottingham 1801, occupation needlemaker, was sentenced to seven year's transportation for theft in 1820 and sent to Tasmania. (In my reply I mentioned we had a Walker family on the Agincourt DBW)
- * Henry and Mary Ann Clark arrived in Australia c 1852. 4th son Frederick (b 1847) in 1871 married Mary Shaw who had been in Calais. They had 8 children, 5 of whom survived to maturity. Mary's parents were apparently James and Sarah (Nee Oldham) Shaw who had arrived on the Agincourt with William (19), Thomas (13), James (8), Mary (4) and infant Jane.

For the Genealogist

Yardley Gobion and the Fairlie

The *Fairlie*'s 1848 voyage carried a small group of people from the village of Yardley Gobion, in Northamptonshire. Among these were several women who made bobbin lace, this being a substantial cottage industry in their village. The advent of the mighty lace machines would have damaged their trade. Like the Lacemakers, they were travelling in extended family groups. The Yardley Gobion folk assuredly got to know our Lacemakers on the voyage out, but interestingly, their lives moved on together as the *Fairlie* passengers also went to Bathurst.

The passengers were:

Joseph **Elms**, his wife Dinah and children Sussanah, William and a baby Elizabeth born at sea. In 1850 they had a son John, and Thomas in 1852. Thomas died at birth, and so did his mother, Diana.

George **Horner**, Noah's brother.

John and Sarah **Bliss**, (nee Horner), and their child John.

John's brother, Thomas **Bliss** and wife Louisa.

(The **Horner's** father William came on the *Charlotte*, dropped ten years off his age to get here, and brought two more of his daughters, Mary Anne and Ellen with him

Arthur **York** brought his second wife, a widow, Elizabeth Brown. Her children Amy Brown, Henry Brown James Brown, his son Arthur York, and their children William York and Sarah Weston York came too. Elizabeth's first husband was Thomas Brown who died in 1837. He had a sister Harriet, married to William **Tebbat**. Harriet, and William Tebbat were on the *Fairlie* with their son Thomas

Mary Anne **Bonham**, and her brother Eli **Bonham**. Mary Ann married fellow traveller, widower George **Briant** who brought his children Thomas, Ann Sussanah, Emma, Sarah.

With this conglomerate of families came one Joseph **Gray!** and then there was George **Lewis** who married Mary Foran, the bushranging brothers' sister and they had 10 children. George had properties in the Oberon area and is buried in the O'Connell cemetery.

Leads from the Newspapers of the Day

Often newspapers of the times unwittingly give quite full family stories. Charles Richmond arrived in Adelaide on the *Harpley*, with his wife, Elizabeth and his children including a daughter Ruth. On Saturday December 27, 1851, the *Adelaide Observer* reported a Coroner's Inquest:-

DEATH OF A CHILD FROM FALLING DOWN A WELLAn inquest was held on Tuesday last at Crafe's Inn on the Mount Barker Road, on the body of William Albert **Richmond**. Ruth **Richmond**, sister of the deceased, stated that her brother, aged seventeen months, was playing near the house on Tuesday last when he was missed. Witness ran to the well, which was only a few yards from the house, and found her brother floating on the surface. She immediately obtained assistance and had her brother taken out, but life

was extinct. Verdict: Accidental Death.

By March 30, 1861 there is a marriage announcement in the same paper:

On 25 March, at Pirie St Adelaide, William, Eldest son of Edwin Fewster Esq, to Ruth, third daughter of late Charles Richmond Esq, both of Stirling.

And finally, on 15 May, 1915, The Chronicle carries the news of William Fewster's death:

Mr William Fewster died at Glenelg on 3 May, in his 75th year , was an old coach driver.

Marriages from the Adelaide Observer

WELLS - PARSONS: Mr Samuel Wells to Miss Elizabeth Parsons, 23 April, 1857 at Yankalilla.

FORBES - PEET : March 3, 1858. At Sturt, Mr James Forbes to Emma, the youngest daughter of Mr Thomas Peet of Government Farm

From the South Australian Register

DAVIS: Catherine Davis died 30.7.50. daughter of John Davis, machinist of King William Street.

Member's Request

Is anyone researching the name of **SCOTHERN** ? Samuel Kirk married Elizabeth Scothern at Lowdham, Notts, in 1769. A daughter Mary married George Sumner and arrived per the *Harpley*. Please contact

Mr Howard Kirkbright
17 Jessie Street
Seacliff Park

Office Bearers
Australian Society of the Lacemakers of Calais

PRESIDENT Mrs Claire Loneragan
42 Lavarack Street
Ryde, 2112
Ph: 02 878 5492

SECRETARY Mr Doug Webster
56 Rivett Street
Hackett, ACT, 2602
Ph: 06 248 8403

TREASURER Miss Barbara Kendrick
190 Shaftesbury Road
Eastwood, 2122
Ph: 02 874 2330

EDITOR Mrs Gillian Kelly
10 Sorrell Place,
Queanbeyan, 2620
Ph: 06 297 2168

PUBLICITY OFFICERS Mrs Lindsay Watts
65 Britannia Street
Umina, 2257
Ph: 043 41 4384 and

Mrs Beth Williams
13 John Street
Baulkham Hills, 2153
Ph: 02 639 6606



Ranken's Bridge, Bathurst