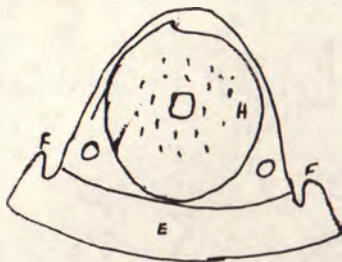




Engd by J. C. G. Kraus

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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 12.00 to 1.00pm (all interested members welcome) and the main meeting commences at 1.00pm. Tea and coffee from 3.00pm.

THE MEETING DATES for 1985/86 are:

Saturday, 2nd November, 1985

Saturday, 8th February, 1986

Saturday, 3rd May, 1986

Saturday, 2nd August, 1986

ANNUAL GENERAL MEETING

Saturday, 1st November, 1986

Cover: Framework Knitters Arms set on Nottingham
Lace from the Bransén
Family.
ISSN NO 0815-3442

Issue 15 Nov 1986 .

During the last three months I have been actively involved in the restoration of "James Craig", a three masted ship (barque) that will be our own addition to the "tall ships" sailing into Sydney Harbour for 1988. At the moment "she" is sitting - bare to her ribs on a pontoon at Roselle Bay, Sydney. Many hundreds of hours of hard, loving work have been done on her, and many, many more are still to be done, to have her ready for the day. Every worker and volunteer is working hard and long. There is a wonderful, happy feeling at the dock, rebuilding the past to present it to the present and keep it for the future.

This same atmosphere I find at Lacemaker Meetings - a wonderful enthusiasm that so far has not waned. Don't let it - keep working on your history, your ideas are so important. If there are any more ideas, things that you are not so happy about, or things you would like to see, let your Committee know.

Our guest speaker this meeting,

Due to unforeseen circumstances, our Annual General Meeting cannot be held at the NSW Archives as it was last year. This year it will be held

*at: St Francis Xavier Church Hall
Mackenzie St
North Sydney 2060*

on

1st November 1986 at 12:00 noon.

Jean Campbell, the great, great granddaughter of James and Elizabeth WOODFORTH has compiled this interesting information .

Of Shoes and Ships and Sealing-wax

James WOODFORTH was christened on 22/10/1815 at Quorndon, Leicestershire, England, the second son of John WOODFORTH and Elizabeth CRAMP. James' father was a wheelwright at the time, but by 1821 his occupation was stated as Lace Manufacturer; in 1825 as Lacemaker, but by 1828 his occupation had changed to Publican - all in the Quorndon area.

James WOODFORTH married Elizabeth CRAMP (possibly his cousin) around 1838, place unknown. By 1840 they were in France, as their children were born in Calais; John b. 1840, James b. 1843 and Elizabeth b. 1844.

James Senior, his wife and family came to Australia on the Agincourt in 1848 and settled in West Maitland, NSW. In 1851 another child, Mary Ann was born. James Junior, Elizabeth and Mary Ann were all christened on 18th June, 1851 at the Church of England Church, West Maitland. James Senior was now a servant.

In 1852, on 13th April, their eldest son, John died, aged 12 years. He was already an apprentice at that age. Their youngest daughter, Mary Ann also died the same year.

On 7th December, 1859, James' wife Elizabeth died of a disease of the liver. She was buried in the Church of England Burial Ground in West Maitland.

His son, James Junior, went to work for John McNeall, a coachbuilder and in 1865 he married John McNeall's step daughter, Margaret McLEAN.

His daughter, Elizabeth, moved to Murrurundi and married John Brown HOLDEN. James Senior went to live with his daughter. He died there in 1869 of congestion of the liver. He was 54 years old. His occupation was stated as billiard maker.

His son, James Junior, was the only person who could carry the WOODFORTH name into the next generation - of

this he made very sure as he and his wife had 14 children. It is interesting to look at the names, as the French influence is very strong. Even though he was only five years old when he came to Australia, he must have been proud of his origins.

Robert James b. 1866	Claude Lorraine b. 1878
Ernest Herbert b. 1867	Bertie McLean b. 1880
Minnie Augusta b. 1869	Lancelot Cecil b. 1881
James Frederick b. 1870	Oscar St Clair b. 1882
Lilly Malvina Maud 1873	Lyall Reginald b. 1883
Albert Edgar b. 1876	Ruby May b. 1885
Ronald St Clair b. 1877	Rollo Clare b. 1887
d. 1877	

Book Review

by Jean CAMPBELL

THE COMMON PEOPLE

A History From the Norman Conquest to the Present
by J.F.G. Harrison, Published by Fontana Paperbacks,
Great Britain, 1984 - 942 HAR 1.

This book is about the people who are usually left out of history; the men and women who have laboured to make a living in a world they did not create; whose work has sustained that wealthy, ruling minority which is normally the subject of history books.

Professor Harrison uses the evidence of the common people themselves, and draws upon recent works in crowd history, popular religion, cultural change, demography and the history of women and the family, to describe the everyday life of ordinary people: their social structure, their work, family relationships, ideas and beliefs, their institutions and popular movements.

This book vividly recreates the past as it felt to the peasants working in the fields, artisans in their workshops, industrial workers in their factories, and it enables us to trace our history from the present back to earliest times.

Part 1: THE ENGLISH PEASANTRY (1066-1500)

- Chapter 1: Villeins and Serfs
2: Craftsmen and Journeymen
3: The Growth of Freedom

Part 2: LABOURING PEOPLE (1500-1780)

- Chapter 4: Living and Working
5: Attitudes and Beliefs
6: The World Upset

Part 3: THE WORKING CLASS (1780-1880)

- Chapter 7: The Emergence of the Working Class
8: Protest and Revolt
9: Self Help and respectability
10: In the Workshop of the World

Part 4: THE PEOPLE (1880-1980)

- Chapter 11: The Labour Movement
12: War and the Dole
13: Citizens and Wage Earners

Editorial

Beth Williams spoke to our Society at the February Meeting. She talked about John and Elizabeth Macarthur, their homes, families and effects they had on the young colony. It was augmented with photographs of the farmhouse at Elizabeth Farm, Harris Park and delightful personal asides Beth put in, drawn from her experiences and knowledge gained from her work as a guide at Elizabeth Farm.

Elizabeth Macarthur was said to be the first educated woman in the colony of New South Wales. Born the daughter of a Devon yeoman farmer in August, 1766, Elizabeth was educated by a local clergyman, Mr Kingdom, whose family were close friends. On 6th October, 1788, she married John Macarthur - the second son of a Plymouth draper. He was on half pay from the Army, so life was not easy.

They came out to the colony with the New South Wales Corps, John with a commission and Elizabeth with a sickly son and pregnant with another baby, which she lost during the voyage.

Elizabeth and John settled out at Parramatta and with a grant of land began farming. Elizabeth learnt Botany from Lt. Dawes. She loved her garden, and unusually for that time, she kept the native trees. She was aware of, and became fond of, the aborigines.

Throughout her life Elizabeth wrote to Eliza Kingdom, and it is from those letters she gained affection and inspiration.

In 1792 baby Elizabeth was born and for the next four years she bore John Junior, Mary and James, who died at 11 months and then in 1798 another boy was born, named James again and lived.

A busy Mum not living in the relative comfort that we enjoy today (a visit to Elizabeth Farm at Harris Park will give you a good indication of her house, garden and life in general) Elizabeth was kept fairly busy.

In 1800 William was born and John Senior was well employed as Inspector of Public Works and Senior Officer of the Army Barracks at Parramatta and already well known for his quarrelsome nature. In 1801 he had duelled with his senior officer, Paterson, and was sent to England to face court martial charges.

He took two children, Elizabeth and John for education. Although John Macarthur was respected by his convicts and loved by his family, he could not get on with people in authority, and this trait was to dog him all his life.

The year John returned to England, Major John Forveaux of the New South Wales Corps sold his Seven Hills property to John who put one William Joyce in as overseer. This property Elizabeth used as a holding farm. The house built by Forveaux is still standing, albeit vandalised.

In 1805 John returned from England with a Mrs Lucas - governess for the children. Up until then Elizabeth had managed family, farms and finances alone and efficiently.

In 1808 Emmaline was born and once again John left the colony for England, this time to answer charges and support Colonel Johnson's actions in the arrest of Governor Bligh. This time he took James and William for their education, again leaving Elizabeth to run his colonial "empire".

In fact he had little to do with any court action, instead he spent his time in England and Europe drumming up support for his trade in colonial wool.

This time Elizabeth coped without her husband for nine years; and she did it well. Her garden provided sufficient produce for her family and all their convict workers, thus no calls were made upon the government ration stores. She continued to breed fine wool sheep, and sold her wool to the female factory at Parramatta.

John returned in 1817 and continued farming, having left the Army. He became frantically active and by 1828 had become morose. Four years later he was declared a lunatic. He locked himself into Elizabeth Farm, sent Elizabeth away and lived another two years attended only by a manservant, with visits from his Cowpastures property, "Camden Park".

Elizabeth lived her last years with Mary at "Lyndhurst" and after John's death at Elizabeth Farm and spent holidays with Emmaline at Watson's Bay.

She died aged 74 having done more than most realise to set Australia's wool industry on its feet.

Information animal, vegetable and mineral....

On 1st December, 1854, the "Lord Hungerford", a ship of 930 tons, left Plymouth, Devon, for Australia. Her captain was Captain J.W. Hirst, surgeon superintendent was Dr Dowman, and she carried 321 government immigrants. Among those immigrants were George and John EASTLAKE, from Bridestowe, a village of Devon. Both were to marry Frances SAYWELL, George in Mudgee in 1861, and John in Young in 1880, four years after George had died.

From the Sydney Morning Herald of March 21st, 1855, we have this report of the voyage they had:

"The "Lord Hungerford" has had a rather long passage of 108 days from Plymouth, which has been occasioned by the very boisterous weather she has had to contend with nearly the whole time. Captain Hirst reports having encountered a heavy gale of wind in the Bay of Biscay, which lasted from the sixth to the ninth of December, during which she carried away all her topmasts, sails etc., stove bow walks, and skylights and lost two boats. She ran 1500 miles without her topmasts, not being able to replace them for three weeks.

'January 29th, in latitude 42.30 South, longitude 14.30 West, got among ice bergs, and saw them for 30 hours.'

The "Lord Hungerford" brings to this port 321 government immigrants classed as follows: 49 married couples, 91 single females, 53 single men and 79 children. Not a single case of sickness has occurred on board, and the immigrants are all in very good

health. They are chiefly English and Scotch, and nearly all agricultural labourers and miners. No vessels have been spoken by "Lord Hungerford" during the passage."

(My comment: I'd like to get my hands on the Captain's log for the voyage. As near as I can make out, those bergs were south of Tristan Da Cunha Islands! Mid Atlantic - well south of the Cape of Good Hope. Like - why? 2,300 miles south of Capetown! On that latitude the Captain would need to be lucky to strike Tasmania - west coast! Probably fetched up in the Franklin River! That's about 42.30 South.)

Thanks Marjorie Brown. We hope you can find that log one day!

Bert Archers Diary

This "Diary" was written by Bert Archer and was based upon a diary kept by a previous passenger on the Aginccourt. It gives us some insight into the hardship and boredom that faced passengers on such long sea voyages.

On Sunday afternoon, the 11th June, 1848, the Downs Pilot came aboard at Gravesend, and reported to the Chief Officer that they would sail on the morning ebb tide. Farewells were made on Monday, the 12th and the Seamen went aloft on the fore, the main and the mizzen masts to unfurl the sails and set the canvas. The crew of 34 was kept very busy - Mr. BISSETT, the Chief Officer, was the busiest of all. It was then apparent that the ship was making ready for getting under way. A steam tug was ready to tow them out into the Thames River with the turn of the tide.

The 262 emigrant passengers crowded the bulwarks on the starboard side bidding adieus to the Gravesend crowd.

The Pilot gave the order to "heave round" and the Master, THOMAS SCOTT, then gave orders to the Bosun to weigh anchor and caste off. The anchor was hove up by the capstan on the quarter-deck and from each mast rang down the call from those aloft "sheet home". Slowly the 'Agincourt' was pulled around into midstream by the tug, which churned up the dirty yellow river water. And so with the 'Blue Peter' pennant and the Union Flag (Union Jack) flying in the breeze they were on their way to a new life in New South Wales.

It was with mixed feelings that the refugee-emigrants left England: some were reluctant to leave but all were hoping for and anticipating future prosperity in the 'new land': they had some 13,000 sea miles to travel and would have to adopt themselves to new and strange surroundings. It would be an entirely different life for them and soon their English-French background would all be in the past. They were leaving behind insecurity and the bitter memories of the recent terrible Calais days of the Third French Revolution, whilst ahead of them lay the prospect of a new unknown life.

Just after Barking Creek hove in sight they passed the Nore where several naval buoys were sited in the Queen's Channel. Then after passing the North Sandhead Lightship the Bosun gave the order to 'bring to' when approaching Deal and by reefing the sails the 'Agincourt' came to a standstill. Here the pilot boat brought off mail, the latest English Newspapers and such and took the Pilot ashore. Down came the Blue Peter Flag and the 'Agincourt' got under weigh again to pass South Foreland. It was fascinating watching the bronzed, weather-beaten seamen work the sails. They were like monkeys moving swiftly aloft up the ratlines and sang Sea Chanties as they worked.

'Chant' is a French word.

One chanty went as follows:

"A hundred years is a very long time,
Oh-ho! Yes! Oh-ho!
A hundred years is a very long time,
A hundred years ago.

They hung a man for making steam,
Oh-ho! Yes! Oh-ho!
They cast his body in the stream,
A hundred years ago....."

Other favourites included:

'Sweet Belle Malone'
'Off to Botany Bay'
'Sailing over the Ocean Blue'
'Can You Bake a Cherry Pie'

The sailors were adept in putting a clew or reef cringle in a sail, in turning up a shroud, in grafting a bucket rope, in fitting a mast cover, in fishing a spar, in gammoning a bowsprit, and in making various kinds of knots.

The decks, each day, were washed down and swabbed at 6.30 am. This woke the passengers. At 5 pm the decks were cleared up and the sails trimmed for the night.

The log was hove every two hours to ascertain the ship's speed.

On Wednesday and Saturday the 'tween decks were cleaned and holystoned and inspected by the Master.

On Sundays no work was allowed, except that which was essential, such as trimming the sails. Each Sunday morning the crew was mustered and inspected before the Church Service by Captain Thomas Scott, wearing his starched stock (collar) and tight buttoned uniform frock coat.

The 'Agincourt' was a privately owned barque of 669 tons, registered at London. It was built in 1844 at Sunderland shipyards on the Wear River in the County of Durham by CHARLES LAING for the Duncan Dunbar line, one of England's wealthiest ship owners. It was considered to be well fitted out and was said to be 'well found' in every particular. It was well suited for the conveyance of Immigrants, although the arrangements of the berths amidships, owing to her small size, was deemed by the Immigration Board to be not so advantageous as the usual method of placing them on the sides.

The Ship's Doctor was RICHARD ATKINSON - one of his assigned duties was the appointment of a passenger as a Teacher for the children and another passenger to assist him as an Orderly in the Ship's Hospital. He selected two emigrants whom he considered best suited to the jobs. At the completion of the voyage the Doctor recommended that a gratuity of £5 be granted each.

The emigrants found that except for one side of the Poop Deck, which was reserved for the Ship's Officers, they had practically a full run of the Ship. For the first few days they became absorbed in observing the crew at work, holy-stoning the decks, etc., and listened to the sailors singing sea chanties, whilst the children explored the ship and relayed their findings to the grown ups.

There were skylights to let in light below deck and also "bull's eyes", which were thick rounded glass inserts in the ship's deck.

Two anchors were carried in the bow of the ship, the heavier or 'best bower' on the starboard side. In addition to these two anchors was a larger sheet anchor and a spare lashed to the deck to be used for an emergency.

The mess tables were long wooden benches with raised edges to counter rough seas and their seats

were fixed long planks.

Each meal time had two sittings as follows:-

Breakfast	8 AM and 9 AM
Dinner	1 PM and 2 PM
Supper	5 PM and 6 PM

Two daily medical parades were scheduled - one at 10 am and the other at 5 pm.

There were no special baths; it was either saltwater showers on deck or basin and sponge in the cabin. Fresh water was very limited, the issue being one gallon each per day for drinking, cooking and washing. There were, however, some salt water closets available.

The sleeping quarters had long wooden bunks set in tiers and partitioned off into cabins along the centre of the ship. Mattresses were of fibre and were removable for airing. Each passenger was issued with a blanket and each family was issued with a commode.

The barque made good time sailing down the River on the ebb tide. The North Downs were on their starboard side. When they were opposite the Village of Sheerness and its old Fort they had reached the mouth of the River and found themselves in the North Sea. After passing North Foreland they sailed along the Kentish coast through the Strait of Dover past Goodwin Sands with the White Cliffs of Dover on the starboard side and the then 'hated' Calais on the port side next into the English Channel.

On the 14th June they passed a lighthouse probably Beachy Head. Next they passed St. Catherines and then for three days they had light winds and were able to follow close inshore along the southern coast of England past Portsmouth and the Isle of Wight.

Saturday, 16th, saw them opposite Start Point, Devon, where they put letters ashore by a fishing boat and the course was set for the open Atlantic Ocean and the hills of Devon disappeared on the northern horizon.

To a favourable breeze and the crew setting studding

sails on both sides of the vessel, it was goodbye to England.

On Sunday, 18th, the Surgeon Superintendent held their first Church Service with the Captain reading the prayers, psalms and liturgy. The Church Service became a regular Sunday event.

The denominations of the emigrants as entered in the Ship's Register were:

Wesleyan	40
Baptist	6
Roman Catholic	7
Church of England	209

It was Monday, the 19th June, when little Mary Shaw, who had been born in Calais and who was only four years of age, daughter of JAMES and SARAH SHAW died of convulsions during an epileptic fit, only one week after they had left Gravesend. Following a burial service, her body sewn up in a canvas hammock was committed to the Ocean depths and was watched by emigrants with solemn awe. This occurred off the Bay of Biscay.

For the next two days the seas were rough and most of the emigrants suffered sea sickness (mel de mer) not being accustomed to the rough pitch and tossing of the vessel - some were advised to take a quantity of bottled porter to combat the sickness. Anything not fastened or battened down was scattering and rolling about the Ship - the fore and main topsails had to be reefed.

Opposite Cape Finisterre (Spanish for edge of the world) the wind continued strong, about 10 knots an hour, as they sailed off the west coast of Spain and Portugal, visible on the Eastern horizon. Occasional buildings, painted white, were seen along the coast-line.

When opposite Gibraltar, the weather became cloudy and schools of porpoises sported on both sides of the

Ship.

On Monday, 26th June, a couple of days after passing the Straits of Gibraltar a son was born to WILLIAM and EMMA BROWNLOW and was named GEORGE AGINCOURT. WILLIAM BROWNLOW was a big man, well over 17 stone in weight. Many of the male passengers were over 6 feet in height.

The Ship carried its own small printing plant and produced a weekly news sheet called the 'Weekly Weed'. The passengers took part in working the press and in writing articles. Practically all of the adults and most of the older children aboard could read and write.

The Isle of Madeira was passed on Tuesday 27th and the mountainous part of the island was clearly seen, as far as 20 miles to the west. By this time they had reached the Atlantic Ocean Trade Winds, the average limits of which ranged from latitude 10°N to 30°N .

Rough seas followed and many again suffered seasickness. Then came a calm of several days; the vessel hardly moving. Portugese 'men-of-war', which looked like tiny sailing ships were numerous near 36°N Latitude. At night there was a phosphorescent wake, a fascinating sight, especially when viewed from the bench by the taffrail.

Next they passed to the west of the Spanish Canary Islands, situated Lat. $28^{\circ}28'\text{N}$ and Long $16^{\circ}16'\text{W}$, over a dozen in number, of which the principal are Great Canary, Teneriffe, Fortaventure, Palma, Ferra Gomero and Lancerotta, about 150 miles to 250 miles off the west coast of Africa. The circumference of the Great Canary is about 150 miles and that of Teneriffe is just under 120 miles. The peak of Teneriffe, covered by perpetual snows ('Tener' means snow and 'iffe' means mountain) 12150 feet above sea level, was quite prominent.

Shortly after passing these Islands some more porpoises and a whale were sighted and the sky became overcast with an ENE wind springing up. The course was then set at SW by S. Here flying-fish and Portugese men-of-war became prevalent. It was fascinating watching the porpoises frolicking in the water and following alongside

the Ship for a couple of days; they appeared to be staging a show for the passengers. The flying fish, in shoals of 50 - 60, would fly only a couple of feet above the Ocean surface for up to 100 yards and at other times landed on deck, 12' up.

On Wednesday, the 23rd June, they passed three inaccessible rocks up to 600 feet high and 1 mile long, called 'Martin Yez', a resort of abundance of sea fowl. A day later they crossed the Tropic of Cancer and the weather had become noticeably much warmer. A large canvas awning was stretched from the fore-mast to the mizzen-mast to give protection from the heat. Loose clothing was worn.

About this time two whales of the Spermatic type, feeding on a floating kelp, and schools of porpoises were sighted, followed by a few dolphins sporting around the Vessel. Porpoises and dolphins became a frequent source of amusement, especially when they leaped out of the water, at times as high as the fore-yard. They then had a week of good sailing with both the weather and the Trade Winds being favourable. Some days they sailed up to 200 miles still on the SW by S course. This took them well to the west of the the Verdi Islands of St Fago and St Jago.

To while away the time they sometimes played games such as chess, backgammon and cards. On deck they played shovel-board, i.e. the sliding of round flat wooden discs along the deck into 9 numbered squares. Reading was always popular. Daily constitutional walks along the main deck were taken when weather permitted.

The emigrants never grew tired of watching the crew performing its daily tasks and listening to the Officer of the Deck shouting orders such as 'ready about', 'tacks and sheets', 'main sail haul', 'let go' and 'belay'.

On Sunday, 4th July, ROBERT AGINCOURT WOODFORD, two years old, died from a Liver Disease or a Fever and after a very sad funeral service his tiny body was buried at sea.

About this time, sharks, bonetus and dolphins were seen swimming around the "Agincourt". Then followed days of storms, with vivid lightning, heavy rain and bad squalls. They were on the edge of a hurricane or cyclonic disturbance. The rain was especially welcomed, as it allowed the Ship's water tanks, square iron ones of 1,000 gallons and more in capacity, to be topped up.

EMMA JOHNSON, the youngest child of THOMAS and PHEBE JOHNSON died on Sunday, 11th July, after suffering for several days from a severe attack of dysentery and her body after being weighted and committed to the depths of the Ocean. EMMA had been born in Calais. The JOHNSON'S other three children had been born in Nottingham.

On this same day at Latitude 11°N and Longitude 20°W , they passed or really overtook and spoke with the 'Castle Eden', a barque of 930 tons, when it was carrying out repairs having been struck by a heavy squall, 7 days previously, whereby she had lost her three top masts. She had 302 Government Assisted Emigrants aboard and was bound also for Port Jackson, where she arrived three days after the 'Agincourt', having left Plymouth on Thursday, the 15th June.

For one week the 'Agincourt' sailed through the Doldrums luckily there was a light breeze and good headway was made. The weather, however, continued warm and several water-spouts were seen when they were seen when they were between 3° and 4° Latitude north of the Equator. A few turtles were also seen floating by.

They reached the Equator at Longitude 27°W on Thursday 20th July, and a 'Crossing the Line' Ceremony was enacted. There was much speculation amongst the crew as to whether the Ceremony was to be permitted, due to the attitude of the Ship's previous Captain, Henry Neatby, to such frivolity. It was learned from the crew that Captain Neatby would not entertain any sort of tom-foolery liable to foster a drunken revel or cause ill blood; he would stamp out such affairs and the passengers, having to abide by his decision, would in lieu, collect £5 to indemnify the crew for the loss of their frolic.

THE AUSTRALIAN SOCIETY OF THE LACEMAKERS OF

CALAIS

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