

TULLE

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The Journal of Australian Society of the Lacemakers of Calais Inc.

Australian Society of the Lacemakers of Calais Inc.

Meeting Times & Place:

ASLC meets at Don Bank Cottage, 6 Napier Street, North Sydney, NSW, on the third Saturday in February (AGM), May, August & November each year. All meetings commence at 1pm. You are invited to bring a plate to share with other members at afternoon tea and fellowship which follows.

Future Meetings:

Saturday, 20 August 2016
Saturday, 19 November 2016
Saturday, 18 February 2017
Saturday, 20 May 2017

Annual General Meeting

ASLC Website:

www.angelfire.com/al/aslc

Want to Join or Membership Subscription Due?

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Jim LONGMIRE, Editor *Tulle*,
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Cover: Lacemaker ship *Baboo* in her later life as *HMS Assistance*, April 1852, painted by Thomas Sewell Robbins

Coming Meeting:

Saturday, 20 August 2016, 1.00pm

Guest Speaker:

Dianne Bilshen, of Maitland NSW Family History Group (Dianne is also a First Fleeter)

Topic: Using Historical Maps and Land Titles to recreate lives in early times in the Hunter and Sydney

Tulle is published by the Australian Society of the Lacemakers of Calais Inc. (ASLC), a non-profit entity. *Tulle* is released in February, May, August and November each year. Our journal is designed to foster family history and camaraderie amongst members and others. Original and creative content is encouraged. Secondary material must be cited. Use the author-date method as in this issue. With permission of the author(s) lengthy articles may be made available online to members in digital form with excerpts published in *Tulle*. Please submit all contributions to the Editor. We want to publish your stories and research in *Tulle*. All styles will be accepted and modified for consistency. Photographs and various other art forms are most welcome. Please submit your stories for the sake of all readers of *Tulle* and for posterity. ASLC associates with like societies.



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President's Message

As a relatively new member of our Society I eagerly soak up information and stories about our Lacemakers and their descendants. Putting together the design of our souvenir tea towels highlighted to me how little I know of many of those original families. Another read of *Well Suited to the Colony* has expanded my knowledge of some. With trips to the National Library of Australia I have read *The Lacemakers of Calais* and gradually the 116 editions of *Tulle* published before I joined ASLC.



How many editions of *Tulle* have you read? Work is currently underway to make back copies of *Tulle* more accessible to our members through our rejuvenated website. Reading the early editions shows how much our Society has learnt and published. The objectives set out in the first constitution remain our goals today:

- (1) to bring Lacemaker descendants together,
- (2) to further and share research into the lives of the Australian Lacemakers of Calais and their descendants, and
- (3) to encourage interest in the history of Australia, England and France, particularly its effect on the lives of our Lacemakers and their descendants.

Tulle is a wonderful conduit for achieving these goals. However our readership represents only a small number of the total Lacemaker descendants in Australia and overseas. Reaching out to these potential members who do not know the Lacemakers of Calais story must remain a priority.

Megan Fox

Secretary's Report

The May meeting at Don Bank Cottage was well attended. We were very pleased to welcome new member Lisa Armstrong-Cook and distant members Merilyn Stewart from the Wagga District and Maxine Menyweather from the northern end of the Gold Coast, Queensland. The attendance of long-term members also is wonderful, notably Alice Goldfinch who travelled to the meeting by suburban rail from a south western suburb of Sydney with healthy walks to and from stations. Well done Alice.



President Megan welcomed everyone, including her mother, and reported on coming events (see p. 36), the tea towel fundraiser (p. 35), the new website and encouraged active participation in Society activities and coming events. The new website will be named www.lacemakersofcalais.com.au. It will be launched once main aspects of it are completed. Meantime the Angelfire website will continue to be available. Megan reminded us that the facebook page is active and is proving to be a useful means of communication amongst members, especially newer ones.

Treasurer Robin Gordon reported that the membership and finances are about as expected in May. Membership remains around 85 [The first issue of *Tulle* lists 1982 foundation membership as 16 but in a year this grew to 73.] Research Officer Gillian reported on a new design for the bobbin and carriage colour icon for our Society.

A most interesting and thorough presentation on new datasets on immigrants to New South Wales from 1853-1900 was given by Aileen Trinder, founder of *Pastkeys*. This will be summarised in the November issue of *Tulle*. The meeting ended with the usual gathering for a cuppa and chat.

Carolyn Broadhead

Tulle 132 (August 2016)



Editor's Comment



Thanks to previous editors soon I will have access to all past issues of *Tulle*. For that I am very grateful. Many stories will be worth re-telling. I plan to include some over time as has been done before. If you have any stories, letters, obituaries etc. in old shoe boxes or filing cabinets that never got to print in *Tulle* but are special and suitable, please submit them. I can transcribe them.

Recently I visited the National Library of Canberra to see how well our journal is kept there. I am pleased to report that *Tulle* is kept in excellent condition. So between the State Library of NSW and the National Library of Australia we have two sets of *Tulle* to be held for future reference by the public.

Currently we print 100 copies of each new issue of *Tulle*. The printing continues to be done at Pymble NSW. Over 90 copies are posted to members, to archiving libraries and to societies akin to our's. Some of these societies are asking now for digital copies in exchange for the same from them. To date we have not exchanged on that basis but I anticipate doing so soon.



Early Issues of *Tulle* in National Library of Australia

This issue continues with the wonderful stories by Gillian about some lacemaker families who came on the *Harpley*. Another great contribution is that by Elizabeth Bolton on 100 years of women in policing in New South Wales. As well as the story it tells us how one lacemaker descendant - Elizabeth - has been devoting some of her energies. Thank you to all contributors.

Jim Longmire



The Cow and the Plough

Cheryl Willis

The following anecdote submitted by Cheryl is about a cow owned by her great great grandfather William GOLDFINCH. He was born in Calais in 1844 and came to Port Adelaide on the *Harpley* (see *Tulle* 130, p. 11.)



A Suspected Robbery and a Strange Discovery!

(from *The South Australian Register*, Tuesday 20 January 1874)

On Friday night, 16 January, a plough was left outside a house at Glenelg belonging to Mr. William GOLDFINCH, who is leaving his occupation of fishing for farming, and is going to settle on one of the new areas. Next morning the implement was gone, and, believing it to have been stolen, his neighbour advised the owner to inform the police, but before doing so they examined the ground to find tracks of the missing article. After some time, tracks were found leading towards the [Holdfast] Bay Road and on a sandhill they discovered the missing article, with a cow alongside. Upon further inspection the mystery was thus explained: The cow while feeding near GOLDFINCH's house had put her horns under the cross-bar of the handles, and not being able to extricate herself dragged the plough to where it was found. After about an hour's work in trying



William and Margaret Goldfinch (née Harriott)

to get the cow's head clear, a blacksmith was sent for, who took one side off the plough, and so gave her liberty. By the appearance of the tracks in one place it seemed that the cow and plough must have rolled over together down a steep embankment.



Lacemaker Characters Who Came on *Harpley* in 1848: Part B

Gillian Kelly OAM, Research Officer ASLC



*Edited Transcript
of a Presentation to
ASLC Meeting 16
May 2015*

Introduction

This article contains more stories about some lacemakers who came to the young colony of South Australia in 1848 on the sailing ship *Harpley*. We pick up from Part A which was published in *Tulle* 131 (May 2016).

A Case of Identity Confusion

‘Who do we think we are?’ is a question that sometimes makes me wonder. One case of identity confusion is that of Henry BROWN. In 1806 he married Elizabeth CHRISTIAN. Over the next 17 years eight of their children were born in the Twickenham area of London. He was a carpenter, cabinet maker and upholsterer.

Then out of the blue on the 1831 census of Calais a family crops up as Henry BARRY, wife Elizabeth née CHRISTIAN and all of the children with their names and birthdates correctly listed. So there was no doubt that Henry BROWN had become Henry BARRY and he was a schoolmaster. He died in 1834 but Elizabeth remained in Calais with her family until she died. They all worked in the lace trade but confusion reigned in Calais over her name.

Daughter Elizabeth married William LARANDON in 1834 and named herself BROWN. Mary Anne married into the FARRANDS family and named herself BARRY. She named herself BARRY when her children were born but she was BROWN on her death certificate.

George and Rhoda both came to Australia. George came on the *Agincourt* and he called himself BARRY. He was a single man and died unmarried. Rhoda married William COBB and went to Adelaide on the *Harpley*. She gave her maiden name as BROWN but was known as BARRY when her daughter was born. When Elizabeth CHRISTIAN, their mother, died in Calais in 1860, her name was given as 'BARRY called BROWN'.

So what was the problem? It would seem that Henry BROWN needed a little bit of an identity change. There was an insolvency problem and he did a stint in Marshalsea Prison which was the debtors' gaol of London. He made a fresh start and popped over to Calais with a new surname to do so.

HUMPHREY HOPKINS, MARY ORIEL AND MARY RUSHTON

Humphrey and Mary are on the lists for the *Harpley* – and so is Mary RUSHTON – travelling supposedly as their daughter, but in reality she was not. The HOPKINS had been in Calais since before 1838 and are listed on the 1846 census with Mary, aged 16, listed as their daughter, but they are not to be found on any census in 1841.

The HOPKINS settled into a rural life at Happy Valley about 20 kilometres south of Adelaide. By 1856 Humphrey was writing letters to the Council asking for the road by his place to be repaired. When he died in 1876 he was listed as being from Calais, and a colonist of some 28 years (Nottingham papers could copy the notice!) Mary HOPKINS' address when she died some 12 years later was still Happy Valley – so the HOPKINS' life seems to have been a settled one.

Amongst their belongings were letters that young Mary inherited – one from Stephen ORRILL dated August 8.1876 – he was Mary senior's brother and interestingly, one from Mr J. HUMMELL, rue Verte, St Pierre-les-Calais. Another of her relatives was George BELL, builder, of Alfred Street, Nottingham.

Mary RUSHTON stayed in Happy Valley too. She first married William RANKIN in 1852 at O'Halloran Hill. In 1853 he was admitted to the church membership of the Happy Valley Congregational Church – and this membership was withdrawn in 1855 on account of his having yielded to the temptation of drinking.



Mary HOPKINS née ORIEL



Mary WALES née RUSHTON

Mary and William had three children before his death in February 1861. She remarried with almost indecent haste one Thomas HALES, a farmer of Happy Valley who then had eight children. Mary was unanimously received back into her church. Her marriage to Thomas produced two more children, and then in 1866 Mary and a third child died in childbirth. The church gave 2 pounds sterling towards the cost of her funeral. But still there is no clear evidence of who she was or where she came from!



Wealth, Scandal and Disinheritance

Most of our lacemakers came from simple backgrounds - they came from fairly menial trades and yeoman status before the lace industry exploded. Not our Caroline LUARD. In 1848 she was amongst the first to apply to come to Australia. She was 18 born in Calais, and she was coming with John HIBBERT who was a 49 year-old bachelor laceworker from Tideswell in Derbyshire. There was a note on their application stating that they were to be married before they left. They were - just a few days before departing on the *Harpley*.

Many times our lacemaker families are wrongly identified as Huguenots. They are not, but guess what? The LUARDs really were. Their ancestors in France went through the very awful times that the Huguenots had in the 1600s and they relocated to London and became very wealthy merchants, plantation owners, military leaders and so on.



Luard Family Crest
Luard means 'little wolf'

At the same time in London there was a very wealthy sugar trader from St Kitts in the Leeward Islands named Zachariah BOURRYAU. Now one BOURRYAU daughter married one LUARD son creating a family that inherited the wealth from two very wealthy families. A product of that marriage was named Francis. He himself got married and later inherited the wealth and had a son called Francis Bourryau LUARD. This later Francis is the one we have to concentrate on.

Francis Bourryau LUARD's life is a mystery from when he was born in Kent in 1793. But in 1823 he married Mary MORTLEY of Brookland Kent. By 1831 he was in France and working as a laceworker. He was living with his wife Mary, his daughter Caroline

Louise aged one, Mary's cousin William MORTLEY, laceworker Nathan KNIGHT, and his servant Sarah HINKLEY aged 29.

By 1841, Mary, the legitimate wife had disappeared but not died. Francis was now living with Sarah as his wife and Caroline Louise aged 11 as his daughter. She had been his daughter obviously since her birth and she grew up with Mary but the implication was that Sarah was her mother. Francis was still working as a laceworker.

That raised my eyebrows so I looked for and found the birth certificate of Caroline Louise. The certificate showed that she was the daughter of Sarah and not Mary. She was the daughter of the housemaid.

There was no trace of Mary until 1851. On the British census she appears as a widow in Kent and by 1861 she is in Dover. In Calais in the early 1830s she was sharing her household with an unfaithful husband, his lover and their child, and probably that was just too much to bear. Possibly she had been sharing her household in England similarly before coming to Calais.

Francis' father did not approve. He was still alive in England and very wealthy. In his will he had written in 1834 that the assets would be divided equally between his children and then his grandchildren but only to those that were born in lawful wedlock. This ensured that Caroline Louise LUARD could not inherit any of the LUARD-BOURRYAU wealth.

The HIBBERTs, John and Caroline Louise (née LUARD) came on the *Harpley* in 1848. They moved from Adelaide to Melbourne in the 1850s. They had 9 children and John died in 1864. The final link in this incredible saga occurred when Caroline's father, Francis, arrived in Melbourne to live with his daughter. Francis died there in 1869.

A Story of Defiance

Richard GOLDFINCH was first cousin to Thomas GOLDFINCH who came to Australia in 1848 on the *Emperor*. Thomas was probably one of the first families moved off the *Harpley* before departure from Deptford because of his very large family.

Richard married a French girl Eugenie DE SOMBRE in 1840 at Dover and her father did not approve. When the opportunity to emigrate to Australia arose they were on the first list prepared. But Eugenie's father told his daughter he did not want her to go. He told Richard that he could go to Australia but that the family in Calais would look after Eugenie and their four boys (including William see p. 2). Eugenie was outraged and defiantly told her father that her place was with her husband and she was going with him. She did.



Richard GOLDFINCH



Eugenie DE SOMBRE

Both Richard and Eugenie stated that they came from Nottingham in the applications. When Eugenie and Richard were in France they were hounded by the Catholic priest to have their children baptised

as Catholics. They did. When they reached Adelaide Eugenie did not mention that she was a Catholic nor the boys. Obviously she was concerned that a French catholic background may lead to prejudice in Adelaide. She was right.

Richard went to Victoria to the goldfields, but was in Adelaide in 1852 when Philip HISKEY sent him a consignment of gold from Victoria. Richard must have caught the gold bug seriously. In 1855 Eugenie and her children were living in the Asylum for the Destitute in Adelaide. Richard was seemingly away at the goldfields but not supporting Eugenie enough, possibly down on his luck. What could a mother of four boys do to keep going without a father and income?

He returned to Adelaide in early 1855. Another child was born late that year. Richard died at Thebarton in 1876. Eugenie outlived him by many years – dying in 1898. The GOLDFINCH family has thrived since those tough times.

A Sad Story

Henry LEE and Sarah Jane WOOLCOCK. Henry was a latecomer to Calais arriving there in 1846. With wife Sarah and son John Henry LEE they lived there with Charles POTTER who also came to Australia in 1848. Charles came on the *Agincourt* most probably because he did not have a wife when he applied and he only married a couple of days before departure.



Gold Diggings at Castlemaine
Excerpt from Getty Images

Henry and Sarah caught the gold bug early. They went to Bendigo Victoria first and then to Chandlers Creek near Castlemaine. Henry mined while Sarah kept house. They had thirteen children in all, but

suffered so much sadness – eight of these children died in infancy and then there was another blow when the family moved to Melbourne.

Edwin who was the youngest of the family, while a teenager was on a picnic with friends. They were kicking the football around when Edwin wanted to lie down. A friend got him a pillow and a rug, and went back to the game. They all thought it was from having too much to drink. Three quarters of an hour later when he did not appear to be recovering a friend took him to hospital. It turned out he had died when lying down. The cause of death was suffocation from mucous in the stomach being stuck in his throat and this choked him.

So Sarah and Henry lost nine of their thirteen children. For Sarah life became much harder. In 1896 Henry was committed to the Kew Lunatic Asylum, Victoria because he was suicidal and suffered irrational fears. He thought he had committed an unpardonable sin and injured his whole family. He could not sleep and genuinely thought he could smell sulphur rising from hell. He also thought that he should be imprisoned.

Then he was diagnosed with melancholia which was described as a ‘mental disease characterised by extreme depression of the spirits.’ However he was discharged into the care one of his sons and spent one more festive season celebration with his family. Four weeks later he went for a walk and two days later his body was found in Footscray Creek.

Sarah was now alone with her three surviving sons and one daughter supporting her. In 1909 she made a will leaving her estate to her three sons in equal parts – in consideration of their having provided her with a home and a fortnightly allowance from April 1908. The will was signed by Sarah’s son-in-law, a solicitor so the family must have felt the will was fair. Sarah died at the age of 81 in the house of her son James.



An Unsolved Mystery

This story remains unsolved. Thomas SELBY was another of the Nottingham lacemakers who went to Calais in the 1830s. He went with his brother, sister and others of his family. In 1841 he married Louise DE SOMBRE who was the cousin of Eugenie GOLDFINCH. They came on the *Harpley*. Somehow Thomas made decent money, presumably at the goldfields. There was enough to go home to England and Calais.

In 1855 Thomas and Louise travelled from Melbourne to London on a very classy and famous clipper ship called the *Red Jacket*. They returned to the lace industry which is quite interesting. They must have been at Calais in 1861 because they were not in England then. But by 1871 they were in Nottingham with the family of Thomas' sister. By 1875 they were back at Calais and owned four machines in the DE SOMBRE factory - now the lace museum.



**Red Jacket Clipper Ship of
White Star Line**

Ten years later they were back in Nottingham having bought five machines which were not cheap. On the night of 28 July 1886, there was a suspicious fire at their factory that destroyed those five machines. There were firefighters found at the factory. However there was evidence that Thomas was not responsible. He was not in any sort of financial difficulties. He had healthy bank accounts. He had no obvious reason to cause the fire.

At the court case over the matter Thomas requested permission to go to the toilet. Half an hour later he was found there with a bullet hole in his head. Louise said at the inquest into his death that he had a gun that he had bought in America, and that they had lived in Calais and

Australia. Everyone who was a witness and knew Thomas said that he suffered from shocking headaches. It was known that he was agitated more than usual because of the fire. But the mystery was never solved.

The machines were insured and the insurance companies paid on the claim for the fire damage. His wife made an enormously long deposition to the inquest and nobody knows to this day whether he was murdered or shot himself.

When did lacemakers develop a love of Australia?

My final story is about this interesting question.

Joseph James was on the *Harpley* with second wife

Alice and two of his children from his first marriage. Alice died only 12 months after they arrived and Joseph married again. This marriage produced five.



Old Wild Bush Home Australia

Joseph was a farmer when he arrived on the *Harpley* in 1848. Later he became a school teacher. In 1875 he made a trip to England. In a letter back to his wife and children, a very loving and affectionate one, he wrote: *'I long to see the old wild bush home again. England is beautiful, but I am not at home among these people generally.'* Joseph had made that great change - of feeling a strong love for his new life and home in Australia.

Finally there are many more stories of our lacemaker ancestors still to be told. They will really enrich our family history.



The Origins of Tulle

Tulle is a city in the Corrèze Department and the South East of the Limousin Region of central France, about 400 kilometres by road from Paris. The city of Tulle is 240 kilometres ENE of the city of Bordeaux. Françoise HOLLANDE, President of France, born in Rouen, was the Mayor of Tulle from 2001 to 2008.



Coat of arms

The city of Tulle was a Roman town and the name derives from *Tutela* the roman goddess of protection for property and persons (as in tutelage and tutor). The city is located on a very old road linking Brittany and the Mediterranean where it crosses a ford of the River Corrèze - a tributary of the River Dore (of Dordogne). The monastery originally built in the 7th Century was destroyed by Viking invasions in 846. The first stone of a new abbey was laid in 1130 and it was completed two hundred years later. It became a cathedral when the Roman Catholic Diocese of Tulle was created in 1317.

Every August an international festival of lace making is held in Tulle to feature the special role lace has played in the city. It was a centre of lace and silk production in the 18th century, and early tulle netting probably originated in this French city. Tulle netting appeared earlier in Parisian ballet costumes than in most other nations. Good luck to the citizens of the city of Tulle with this month's festival.



Map of France showing Location of City of Tulle

Welcome to New Members:

Lisa ARMSTRONG COOK (Agincourt)

We welcome Lisa from Woodford, NSW to our Society. Her lacemaker ancestor was her 3 x great grandfather Robert McMurray WEST. He came out on the Agincourt with wife Ann (née SHEPHERD). Their daughter Frances (Lisa's gggm) was born during the journey. Lisa has been researching her family actively recently and will be flying to the UK this month to expand the research. Lisa has a BA in English and Linguistics. She has worked in government for some years and is looking for a career change towards the literary field. Lisa found out about our Society while searching online and she came across a reference to *The Lacemakers of Calais* book. Besides looking after a 27 acre bush block in the Blue Mountains with her husband, her other interests include painting, drawing and various crafts. Good luck with your family history research Lisa and have a great trip.



Barbara MEDLIN (née Duell) [Harpley]

We welcome Barbara too. She is a descendant of Hiram and Ann LONGMIRE and lives in a suburb of Adelaide. Barbara first became aware of our Society while at the Hiram LONGMIRE reunion held in October 2013 (see *Tulle* 122 pp.16-19.) Barbara was a primary school teacher before moving in to the Music Branch of the SA Education Department. After the birth of Graham's and her three children she has returned to teaching doing relief and contact work. Barbara does Hardanger Embroidery and Counted Thread Cross stitch. She has done some family history research on her father's maternal family. As well as travel, her main interests are reading, attending regular concerts of the Adelaide Symphony Orchestra and occasionally performances by the Australian Ballet.





Don Bank Cottage (also a museum), 6 Napier Street, North Sydney, where regular quarterly meetings of our Society are held. The cottage is a historical gem, very appropriate for our meetings and just the right size and ambience



Elizabeth Bolton Proudly displaying her 100 Years of Women in NSW Policing T-shirt (see p.20)



President Megan and Lacemaker Tea Towel (see p.35)



An Expression of Sympathy to our Friends in France

The recent tragic events in France call for a note of sympathy to all French people – *nos amis*.

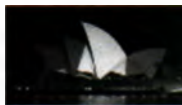
Our Society is formed on the basis that our ancestors - while of British background - lived and worked in France as lacemakers, in or near Calais, during the 1830s and 1840s. Some married French citizens and many children of our lacemaking ancestors were born in France before migrating to Australia in 1848.



Australians feel strong kinship with France. Our soldiers fought and died in your country in war and we are most grateful for the respect you show their graves and remembrance. We love the way your children sing *Waltzing Matilda*. We admire and love French style, arts, culture, architecture, language, your way of life and the ideals of liberty, equality and fraternity. We love your wine, cheese and other scents and flavours. We love *Le Tour de France*.

In the early days of European discovery of Australia French mariners played an important part. Names on our map of Australia include La Perouse, Baudin Beach, Cape du Couedic, Cape le Grand, Archipelago de la Recherche, Esperance and d'Entrecasteaux National Park. We are especially proud to be publishing a journal with a French name and to keep alive the spirit of friendship with Calais and France.

Members of our Society are very grateful for the fine records kept of our ancestors while they were residents of France. This has helped us to learn much of our family history. *Bon jour et bonne chances de la Société Australie de les Fabricants de la Dentelle de Calais*. We extend our sympathy for the tragic losses you have suffered especially in Nice and Paris. Recently our Sydney Opera House was lit in the French tricolor in sympathy.



Celebrating 100 Years of Women in Policing in New South Wales

Elizabeth Boston

[Ednote: Elizabeth is a dedicated longstanding member of ASLC and has served ASLC in various capacities. She also serves as a volunteer in policing and has played a mentoring role for policewomen in NSW. This article is adapted from her presentation to the August 2015 meeting of ASLC]



In 1915 the NSW Police Department advertised two positions for special constables. Nearly 500 women applied for the positions and two applicants, Lillian ARMFIELD and Maude Marion RHODES were chosen and subsequently sworn in as Probationary Special Constables. Maude RHODES resigned in 1920 and Lillian ARMFIELD retired in 1949 after



Lillian ARMFIELD 1915

33 years of service. The women were required to sign an indemnity releasing the Police Department of any responsibility for their safety and wore civilian clothes. They were the first women in the Commonwealth to be employed for police duties. Until 1965 the service of women police was recorded on a separate seniority list.



Maude Marion RHODES

Lillian must have acquitted herself well as she was promoted to Special Constable First Class in 1919. Her career was further rewarded for in 1947, she was awarded the Kings Police and Fire Service Medal for distinguished service, the first woman in the British Empire to receive this distinction. By the time she retired in 1949 she had reached the position of Special Sergeant First Class,



but on retirement, received no remuneration! And she still did not have a uniform.

By 1929 there were eight policewomen including Nellie MOONEY who later did a lot of work with delinquent girls around the Redfern and Chippendale areas. Roles for women were expanding and in 1948 two women were trialled at the Traffic Branch. This became the point of entry for all women recruits.

In 1941 as a result of wartime difficulties in recruiting men, there was a further increase in strength from 8 to 14 women police. Again over 500 women responded to advertisements for women police. Six Women were selected.

By 1958 the number of women in the NSW police reached 50 and for the first time, 2 women were allowed to participate in the passing out parade with their 53 male counterparts. Women could undertake initial, intermediate and secondary training conducted alongside the males, but this did not include any physical training, swimming or pistol practice. It was not until 1974 that Jill FRAZER, who had a degree in Criminology was permitted to carry a gun on dangerous assignments. But kept it in her handbag!



Lillian Armfield with Medals

Changes were afoot and they became known as 'Policewomen' in place of 'Special'. This came about on 18 March 1965 – 50 years after women started policing in NSW. The first female Commissioned Officer at the Women Police Office, Inspector Elizabeth HANLEY had to design her own uniform. She must have done a good job because she was asked to design the formal evening dress for commissioned policewomen. Later she created a suitable holster for women, rather than keeping a pistol in their handbag.

1976 was a big year for women police. Beth HANLEY was awarded the Queen's Police medal; four women were transferred to general duties – on a trial basis. Inspector Del FRICKER was appointed Officer in Charge, Women Police Office. In 1966 along with a number of policewomen she had been commended for their role in apprehending two armed offenders, Ronald RYAN and Peter WALKER. She also received, in 1967, the British Empire medal for her involvement in the 1963 arrest of a violent offender wanted for rape. The women's detective squad became known as Del's Angels.

A number of interesting items appeared in country newspapers on women policing away from Sydney. In 1975, Sue YOUNG was the first 'lady policeman' to be appointed to country NSW – Orange Police station. My favourite is Sue WILLIAMSON who, as well as being interviewed, was invited to be the Guest Hostess and provide recipes after her arrival in Parkes in 1978.

Several milestones were reached for women during the late 1970s and 1980s. Policewomen, in 1974 became eligible to sit for promotional examinations. By 1979 firearms became standard issue for all policewomen.

Further changes to their employment conditions included maternity leave which was granted in 1974 - but not paid maternity leave. Also women were allowed to remain in the force after marriage from 1976 on.

The 1980s saw further improvements in conditions for women police, largely due to the NSW Anti-Discrimination Act of 1977. Initially this legislation had been ignored by police administrators. But in 1980 a landmark case involved Eileen TOMPSETT who was married and applied to join the force. She was rejected initially but took her case to the Anti-Discrimination Board and finally was allowed to join the force.

In sharp contrast, by 1995 at the 80 Years celebration a photo shows the growing band of women who work part-time after childbirth. The policy on part-time employment for women was adopted in 1988 and now women are entitled to 14 weeks paid maternity leave or taken on half pay for 28 weeks. More progress included the first female Patrol Commander appointed in 1988 who in the following year became the first female Superintendent at Wollongong. In 1997, she was appointed Deputy Commissioner, Field Operations, the highest ranked female officer in Australia. In 2001 the first female Police Commissioner in Australia was appointed in Victoria – Christine NIXON. She was a product of the NSW force.

From two trail blazing women in 1915, the number of uniformed women now is in the thousands and represents 27% of sworn personnel. Women hold positions at virtually all levels. So in 2015 the NSW Police Force celebrated 100 years of Women in Policing and 50 years since women were 'sworn in' and given the full powers of a police officer. This included a baton relay throughout NSW.

In 1995 the Volunteer in Policing program was launched to strengthen the links between the police and the community throughout NSW. I was honoured to be part of the relay that carried the Baton between Eastwood and Gladesville Police Stations as it made its 6000km journey, visiting all 76 Local Area Commands before being handed to Governor Dame Marie BASHIR at the Sydney Opera House on 3 September 2015.



One Hundred Years Ago

One hundred years ago the war on the western front in northern France and nearby Belgium involved some of the bloodiest battles of history. The map here shows generally the location of the western front between the warring nations. Calais was only a short distance from the front. Australians were fighting along the front and suffered major casualties at places including Fromelles, Pozières and Ypres just over the French border in Belgium. Even during war life must go on as the following article on fashion in Paris shows. A second article shows the other perspective.



Fashion Notes in 1916 (by a Paris Fashion Expert)

Paris, May 23, 1916 (Source: *The West Australian* 14 July 1916)

New hat models which have appeared during the last two weeks give prominence to the high crown. Such crowns distinctly of the 1830 period so popular last season continue to hold sway. Lace hats promise to be popular if the sun continues to shine upon us. Such hats are so thoroughly suggestive of summer.....

Pale grey veils are very smart, but should be avoided by women with colourless skins. Brown veils are very becoming except when the hair is very grey. Most becoming of all is the white veil with black hand-run threads or a small black leaf design..... The veil of palest pink tulle, with one or two "beauty" spots, is becoming to some, and the little gathered and floating veils are "chic."



Winter Fashion Dangerous - certainly fashion this winter was at a

dangerous turn in the road, and it would have been most unfortunate to have taken the turn towards the grotesque. The dress makers understood the danger, and have avoided any excessive tendency, any exaggerated note which would not be worthy of perfect French taste. War fashions must be in harmony with French feelings.

The Doom of Frivolity A View from a Retiring Actress of Paris: (*The Argus*, Melbourne, Saturday 15 July 1916 from a correspondent in Paris.)

Let it be known that the most Parisienne of actresses, the idol of the Boulevard public and easily the first favourite of the footlights, has decided to retire from the stage. To an interviewer she thus explained her reasons:—*"I prefer to abdicate rather than to be overthrown. The day of such as I am is past. After the war the public will have none of us. Dramatic actors are like everyone else, and must play to the fancy of the day. That fancy will, for a very long time to come, have no patience with the very common kind of boulevard play. I am not simple enough to think that the war is going to make us models of virtue from one day to the other, but I do say it is going to change our mode of life from A to Z."*

"The France of tomorrow will have to settle down to hard work; frivolity and all that comes from it will have to take a back place. In fact, for years to come it will be a thing unknown. What we used to condone with a tolerant smile in the past will be ruled out altogether in the early future."

"The Parisienne as we knew her has got to go, if she has not already gone. I see it coming, and rather than become an overthrown idol, I prefer to blow out my lamp and steal out of the temple on the tip of my toes before it all comes clattering down about my head."



Piracy of the Lacemaker Ship *Nelson* at Hobson's Bay



One of our lacemaker ships has an intriguing connection to Williamstown, Victoria, on Port Phillip Bay just west of the mouth of the Yarra River. To visit the Hobson's Bay Information Centre near Williamstown you will travel along Nelson Place. Not far from there is a pub known as Pirates Tavern. There is a high chance that Nelson Place is so named after an incident involving our lacemaker ship *Nelson*. Why? The story below tells a fascinating saga of gold, piracy and our lacemaker ship *Nelson*. (Source: *Kalgoorlie Miner*, Monday 21 December 1931 p.3)

On the first wave of the flood of migration to Victoria after the discovery of gold in 1851 came many scoundrels from the neighbouring and older colonies (writes C. R. C. PEARCE in the Melbourne *Argus*.) About the end of 1851 and in the early part of 1852 many reports of highway robberies, mysterious deaths, and other crimes were reported in the Melbourne newspapers. As a consequence of the increase in crime and the pouring in of migrants, thousands every month, the Governor (C. J. LATROBE) was faced with a problem. So orderly had been the people of Melbourne that until 1 January 1852 a police force of only 10 men, including two Inspectors and a sergeant, had been necessary to watch over the safety of a city with a population of



30,000. The colonists had been sturdily opposed to the transportation of more convicts from Great Britain to Tasmania, and they foresaw still greater evils when, month after month, further discoveries of gold were made.

An act of piracy in Hobson's Bay added fuel to the indignation of the colonists against the convict system. The barque *Nelson* (603 tons) had been deserted by her crew, which had gone to the diggings. For

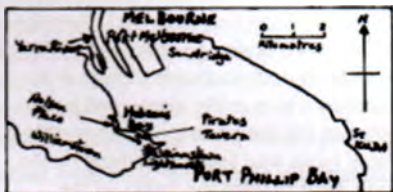


four months the barque lay at anchor in Corio Bay. At last Captain WRIGHT obtained a crew and sailed to Hobson's Bay. Off Williamstown, with 8138 oz. of gold on board, the barque was at anchor while final arrangements were being made for its departure for London.

On the night of 1 April 1852, Captain WRIGHT was ashore, and only seven members of the crew, including the chief officer (Mr Henry DRAPER), remained on board. No watch was kept. The chief officer of the *Nelson* had two



guests, the chief officer of the *Hooghly* and the second officer of the *Royal George*. The mates drank several glasses of grog, played cards, and sang songs. The evening passed merrily, and M. PADDLE of the *Hooghly*, rowed away to his ship. The chief officer of the *Nelson* went to his cabin, and the mate of the *Royal George* fell asleep on a sofa in the cuddy.



Boarding the Barque

When all was quiet on the *Nelson*, two boats with muffled oars, left the beach at Sandridge (Port Melbourne) for the barque, which was lying off the

Williamstown light-house. There were 22 men in the boats, they were armed with pistols and knives, and most of them wore masks. They boarded the *Nelson* without raising an alarm and bound and

gagged two men and a boy in the forecandle. Quietly dispersing themselves over the vessel, they found the chief officer and the carpenter fast asleep, and, arousing them with pistols at their heads, they tied them up. The mate of the *Royal George* was roughly aroused with a demand for his braces, but as he was without braces his handkerchief was used to tie his hands. Few words were said, until one of the pirates, losing his nerve, whimpered. 'Hold your tongue, you fool.' 'What are you blubbering for?' snarled one of the leaders.

The pirates threw overboard all the small arms they could find, and then turned their attention to the swivel guns mounted on the poop deck. These guns were also cast overboard. The chief officer was forced to show the pirates the lazarette, but he would not assist them in removing the gold. Afterwards one of the

desperadoes fired at him, and slightly wounded him in the thigh. The leader angrily said to the man who fired the shot, 'You will pay for that.'



A dead body, believed to be that of one of the pirates, was found at St Kilda a day or two later. It was believed to be the body of either the young man who had whimpered, or the man who had fired the shot.

When the gold had been lowered into the boats, all hands on the barque, tightly bound, were imprisoned in the lazarette. However, one of the seamen had escaped notice in the first rush, and when the robbers, were rowing ashore with their plunder, he stole out of his hiding-place under one of the boats on deck and set his mates free. Mr. DRAPER rowed to Williamstown to give the alarm, and boats were manned by the harbour-master and the water police in search of the plunderers. One of the pirates' boats was found broadside on the sand in the direction of St. Kilda. Nearby were the marks of the wheels of a dray which had evidently been driven there to carry off the gold. The other boat was found on the beach at Williamstown.

On the following Sunday morning a compositor employed at The Argus office, while walking to the beach, stumbled in the teatree

over the boxes which had contained the gold. He also found the stock of a gun which had been used in opening the boxes, in addition to a 'fancy pipe and a blue shirt'. In a hurried division of the spoil some of the gold had been spilt, and during the afternoon people carried away the surrounding sand for the purpose of washing it. A searcher found a nugget of substantial size, and others obtained small quantities of gold dust.



Telltale Nuggets

John George JAMES, a runaway convict from Van Diemen's Land, who was believed to be the ring leader, was arrested on board the ship *Thomas and Henry*, which was bound for Sydney. In his pockets

were found 20 sovereigns, and in his carpet bag there was 'every description of dress fitting for one who wished frequently to change his outward appearance.' A Geelong merchant gave information which led to other arrests. He identified two nuggets of remarkable design which had been offered him for sale. Acting on this information the Geelong police arrested William BARNES and James BALL, who, with three others, with a chaise cart and three saddle horses had called at a Geelong hotel and gone to sleep. In BARNES' possession were found a draft on the Union Bank of Sydney, for £500, £64 in cash, a gold watch and a silver watch, and a pistol loaded to the muzzle. He was described as an 'ill-looking fellow, dressed in black, with crepe round his hat.' BALL also had a draft for £500 on the Union Bank, together with £21 in cash, a nugget, a gold watch and a loaded pistol.

Others arrested at the Ocean Child Inn on the way to Little River (about half way from Melbourne to Geelong) were John HUCHINSON, James GRIMES, James MORGAN and James DUNCAN. On these were found cash, drafts on the Union Bank, watches and nuggets as well as loaded pistols. As the mail coach from Melbourne was approaching Geelong one night three men

presented pistols at the driver, with the demand that he should deliver the 'ribbons' (reins) to them for a few hours. One fellow, pistol in hand, sat behind the driver, another sat at the driver's left side, and the third took the reins and the whip. After they had driven 15 or 16 miles toward the Macedon range the men got out of the coach, wished the driver good night and apologised for having delayed Her Majesty's mails. These men were suspected robbers John JAMES, James MORGAN and James DUNCAN and they were sentenced to 20 years' imprisonment.

The Outcome

On the day on which the Nelson was boarded and plundered a public meeting had been arranged in Melbourne to protest against the continuance of the system of transporting convicts to Australia. This crime was referred to by the speakers, one of whom said that the 'awful and daring deed showed the entire insecurity of life and property in this land of gold.' The Rev. Dr. BLAIR said that at a recent Melbourne sessions out of 65 persons presented for trial only nine were free emigrants. Transportation to Van Diemen's Land ceased on February 10, 1853, when the name of the colony was changed to Tasmania.



The Commercial Career of Lacemaker Ship *Baboo*

Jim Longmire



Since relocating south to Goulburn I have been spending some time on family history research and related matters. One topic of interest to me is that of the lacemaker ships who brought some of our ancestors to Australia. These have been very well-researched by others, particularly *Agincourt* and *Harpley*. Our Angelfire website contains considerable information about the ships and lacemaker people who came on them.

I became interested in one ship in particular, *Baboo*. She brought only one lacemaker family to Australia, the Mathers. But she has an interesting history. It was that which made me want to learn some more of the ship and put together her story. With the much-appreciated guidance and assistance of Stephen Black, many details of *Baboo's* journeys, incidents and people have been compiled. Thank you for that Stephen. What follows summarises briefly the merchant career of *Baboo* from 1835 to 1850 including information compiled from the library of the Australian National Maritime Museum, Darling Harbour Sydney. Details of the merchant career are being compiled in an unpublished manuscript with the same title as above and can be obtained from me anon (jimlongy@gmail.com).

Baboo was built in 1835 at Howrah on the River Hooghly, in West Bengal India. Howrah is about 200 kilometres upstream from the open sea, the Bay of Bengal. Her size could sail the Hooghly. *Baboo* is a hindi term of endearment for an older gentleman.

The builder of *Baboo* was J. THOMAS. He and his brother built at least 20 ships at Howrah and *Baboo* was the sixth last they built. Sadly for John THOMAS and his brother later they served time in

the Calcutta Gaol for bankruptcy which must have been very tough for them. In 1838 the East India Company lost monopoly rights to shipping in the Indian and Pacific Oceans. This had a major negative impact on Calcutta's shipping business, including shipbuilding.

Old Journals

Much of the history of shipping and shipbuilding in India, particularly Bengal, is documented in a series of journals stretching well back in time and excerpts of many can be found online now. Such journals include *The Calcutta Monthly and General Register*, *Asiatic Journal and Monthly Miscellany* and *The Calcutta Christian Observer*. From such as these, old newspapers and information from Lloyds of London the merchant career of *Baboo* has been traced, albeit from sketchy information at times.

Owners and Captains

Whoever commissioned the building of *Baboo* has not been found from records seen so far. The first definite record of ownership is from *Lloyds Supplement to the Register of Shipping 1839* in which T. KINCAID is listed as owner. Thomas KINCAID was part of a larger family based at Greenock Scotland. He was a retired ship captain and kept his interest in shipping and trade. But his wider family was involved in engineering and manufacturing on the Clyde.

Five captains commanded *Baboo* in her merchant career. Sadly, two of these died at sea probably of fever some years after their commissions with *Baboo* ended, Captains BROCK and BARKER.

Captains were rewarded in those days by the equivalent of salary for particular journeys and also were given a certain share of the ship's hold for conducting their own trade. This provided them incentives to keep the merchant ship moving.

Journeys Undertaken by *Baboo*

Between 1835 and 1850 *Baboo* completed fifteen journeys. Three of these involved lengthy trips from England to Australia

(1840, 1847 and 1848) with the return legs to these being via China and India. Over her fifteen years of sailing between England, Asia and Australia *Baboo* never sailed via Cape Horn, in contrast to most sailing ships who came down under and returned 'round the Horn'.

Baboo sailed at least five journeys from India to England and back with various ports of call along the way. Two shorter trips from India to China return were sailed. And other shorter trips included India to Mauritius return, Calcutta to Colombo return plus local ones between various Indian ports.

Baboo sailed at least 300,000 thousand nautical miles or about half a million kilometres in her merchant career. Many incidents and interesting events occurred during that time.

Some Incidents and Events

Hurricanes: For a busy ship sailing the seas the *Baboo* captain and crew kept her relatively free of trouble and damage - her rating was always A1. Hurricanes were one hazard. A detailed report documents the conditions faced by *Baboo* and a number of other ships when they put to sea off Madras (now Chennai) and rode out successfully a hurricane from 21-25 May 1843. In the Bay of Bengal on 24 June 1845 she experienced a severe hurricane forcing Captain Barker to order cutting away of the topgallant masts and yards. She rode it out and sailed on via Mauritius to Liverpool arriving 18 November of that year. In February 1849 a cyclone was experienced in the Indian Ocean while en route from Sydney to Bombay.

	DEPARTURES.
JUNE.	
23.	Jezev, (Brig.) J. Auld, for Prang.
25.	Duke of Clarence, (Brig.) P. Sanford, for London.
—	Kraand, T. Hill, for China.
26.	Elizabeth, (Brig.) G. Baker, for Macao and Saigon.
—	William Wilson, J. H. Miller, for China.
JULY.	
9.	Magnet, (Barque.) J. McMillan, for Liverpool.
9.	Dover, (Amr.) J. Austin, for Boston.
9.	Ether, (Brig.) Nicholson, for the Mauritius.
11.	Shelburne, T. J. Warren, for London.
—	Baboo, (Math.) J. Terry, for ditto.
13.	Warwick, (Dicta.) J. Brewer, for Liverpool.

**Outward Leg of First Journey of *Baboo*,
Calcutta to London 1835**

Harbour Accidents: On 22 February 1841 *Baboo* 'fell on her (port) beam ends' while floating off Canning No.2 Graving Dock at the Mersey River, Liverpool England. Such ballast as there was fell to the port side which was now the bottom. The masts were horizontal instead of vertical. She must not have had serious damage as she sailed for Bombay on 3 April of the same year. A painting called '*Baboo* Overset in Canning Graving Dock' hangs at the Merseyside Maritime Museum, Liverpool England, which would be interesting to see.

In another incident on the Thames *Baboo* was cleared out with cargo for Sydney on 13 May 1847. However while under tow by the wooden tug *Newcastle* below Shadwell Basin and near Limehouse *Baboo* grounded and sustained some damage. She was pulled off the bottom and towed back to the West India dock where cargo was discharged. After checking and minor repairs the barque was re-loaded and prepared for Sydney. She departed Deal on 26 June 1847 only 6 weeks after the incident which suggests little damage was done by the grounding. On 24 October 1847 she arrived at Sydney.

***Baboo* in Australia, some Snippets**

In 1840 *Baboo* brought to Port Adelaide from Liverpool 199 emigrants on a successful trip. One of the passengers was a Captain Emanuel UNDERWOOD, a mariner from Liverpool, who brought with him a 15-foot sloop unassembled. Later the craft was assembled at Port Adelaide and named *Governor Gawler*. With her he sailed much of the coastline of South Australia, trading wherever opportunity arose. This provided considerable local information for authorities and coastal shipping, a very important part of South Australia's development.

The 1847 trip to Sydney was *Baboo's* second to Australia. Some advertisements appeared in local papers soon after her arrival. These and the cargo list reveal a little more about the barque:



- 26 October: Captain Barker will not be responsible for any debts contracted by crew of the above vessel, Gilchrist and Alexander (G&A) agents
- same day: On sale at Waterloo Warehouse, ex *Baboo* and other recent arrivals. Various items
- 30 October: *Baboo*. For charter. Fast sailing A1 barque. Has 'tween deck laid fore and aft, is well adapted for carrying stock, ready to proceed in 14 days. G&A agents
- 10 November: To Surgeons ... Drugs etc. For Sale. ex *Baboo*
- 12 November: Ships in Harbour. *Baboo* barque 423 tons, Captain Barker, at Moore's Wharf. Discharging and laid on for Shanghai. G&A agents.

Space prevents more stories which will be in the manuscript.



LACEMAKER TEA TOWEL SALES STRONG



If wanting to buy any more please contact President Megan

Coming Events

August 2016: **National Family History Month** held in Australia every August at the initiative of the Australasian Federation of Family History Organisations. Events will be conducted across our nation with the focus on genealogy, family history, heraldry and related subjects. See <http://familyhistorymonth.org.au> or contact one of our office bearers.

9-11 September 2016 (Friday to Sunday): **Annual Conference of NSW/ACT Association of Family History Societies** at Camden Civic Centre. Full Conference \$135. Camden's place in Australian history makes this an ideal location for the annual event and we hope members of ASLC can attend and help promote our Society. Conference Convenor: Tony JACKSON 0437 651124 or www.cowpastures.com.au [Note: Our wonderful Research Officer Gillian will be presenting an address at the Conference at Camden. The organisers are expecting several hundred delegates to attend, ranging from novice researchers to seasoned professionals. It would be great to see many of you there to support Gillian and demonstrate the warm welcome our Society offers to all. *Megan Fox*]

22-23 October 2016 (Saturday and Sunday): **Annual Conference of Royal Australian Historical Society (RAHS)** at Centro CBD Wollongong. See www.rahs.org.au/rahs-conference/ or contact one of our office bearers.

Now until 30 October 2016, **Ships, Clocks and Stars: The Quest for Longitude** at the Australian National Maritime Museum, Darling Harbour Sydney. See <http://www.anmm.gov.au/Whats-On/Exhibitions/On-Now/Ships-Clocks-Stars> Exhibition produced by the National Maritime Museum, London.



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Australian Society of the Lacemakers of Calais Inc.

ASLC (Business Registration Y2651913)

Who are we?

Our Society was formed in 1982 with the aim of gathering a group of people whose ancestors were machine lacemakers of Calais who came to Australia in 1848. These 'Lacemakers' were mainly from the Midlands of England who undertook two migrations in the 1800s.

The first migration or 'exodus' was to leave the English Midlands and to move to Calais France. Our Lacemaker ancestors generally migrated there in the 1820s, 1830s and 1840s. There they helped develop a European hub for machine lace. Their skills were treasured.

Many children were born in Calais or nearby and marriages with French people occurred. The future seemed assured but collapsed suddenly during the 1848 French Revolution.

Most Lacemakers and families decided that a future in a new land was preferable to returning to England's Midlands. So their second exodus with wife and children was in 1848 to colonies in Australia as assisted emigrants. They were sponsored by the Colonial Office of the British Government on the condition that they never manufacture lace 'down under.' They were well-suited to the colonies.

Most emigrants sailed from England to Australia aboard *Agincourt* (Sydney), *Fairlie* (Sydney) or *Harpley* (Adelaide.) Others came on the following vessels: *Andromache*, *Baboo*, *Bermondsey*, *Emperor*, *General Hewett*, *Harbinger*, *Navarino*, *Nelson* and *Walmer Castle*.

All descendants of lacemakers and others interested are invited to apply for membership. Members, families and others are invited to various activities of ASLC, to contribute to *Tulle* and to access our online material. We encourage you to enjoy our gatherings and contact. We engage actively with other like societies.

