

Volume 17 Number 3
August 1999

Tulle



Old Town Hall. LEICESTER.

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

MEETING DATES 1999

Saturday, August 21 1999

Saturday, November 20, 1999

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

Meeting Time 1.00

Train to North Sydney or bus from Wynard

**NEXT MEETING
Saturday, August 21, 1999**

In many families one person is the genealogy buff and the rest of the family enjoys the shared knowldge, but relies on that one person!

Lets encourage younger folk to think about genealogy and family history. Louise McRae will explain why she felt strongly enough about her family to be the one to arrange a reunion last year at the time of the 150 year celebrations, how she went about it, what she got out of it.

Bring along someone younger than you !

The most entertaining Professor Ken Dutton will return for our November meeting with more stories of French emigrants to Australian shores.

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FROM THE SECRETARY

Having regretfully missed the May meeting I am really looking forward to the August meeting.

You ask why? Well, this meeting will provide an opportunity for all of us to encourage someone in our family to come along and perhaps be inspired to either to continue the interest in family history or to become aware of the need to question and listen to the older members of their families.

This way they will not miss the opportunity that we did, growing up in an era when family history was not in the forefront of people's minds. I wish I had listened (or knew I should listen) more closely to my grandparents. What a wealth of information they took with them about my lacemaker forebears.

Louise McRae, of the Lander line, will be coming to help inspire our younger people. Bring along someone younger than you!! Tell them we'll give them a cup of tea and make them feel welcome. Use this as an opportunity to get your family hooked. See you there!!!!

Carolyn Broadhead
Secretary

AND THE EDITOR

Here we are approaching the end of this century. Regardless of the mathematical correctness of the beginning of the new century, popular decree has it that the change of numerations from the 1900s to the 2000s is when we shall celebrate. When the clock finishes striking midnight on 31 December 1999, the celebrations will begin and what celebrations they will be!

Time races on and our little space in history becomes smaller and smaller in the overall scale of things, and our own allotted time on earth is also diminishing. If we do not share what we know, and our passion for our families, then the future generations will be no better off than we are - they will still be struggling to make sense of our time.

To ensure this doesn't happen, we need to interest our own younger generations. We know that the generations from the 1840s were friends - they lived and loved and played and worked together - these were their common bonds. We know that our generation of descendants are friends and have every reason to believe that our younger people would like each other too - it is time to give them the opportunity to meet and share the experience!

Let's make the next meeting the time to do this - bring along a younger person, either related or interested - we have a speaker to enthuse and interest, and you never know, they, too, might make some lasting friends so that when we are unable to carry the banner, they will know and understand our heritage and the connections between us.

Gillian Kelly
Editor

Sympathy

*Our sincere sympathies are extended to the families
of Claire and John Boneragan and
Rob and Dennie Gordon.*

*Since our last meeting, both Claire and Dennie's
fathers have died.*

GLIMPSES OF THE EIGHTEENTH CENTURY

The changes in people's living styles in the last two hundred years have been relatively easy to trace. Printed materials, the availability of records and living memories have all added to clear pictures of the human journey from 1800 to now.

This same access to records has allowed a window into earlier times and many researchers are now contemplating the structure of their families in the 1700s. But what was life like then? What were the cataclysmic events that shaped the lives of those in the Midlands, and Calais?

Until the late 1600s, European farming methods hadn't changed for centuries. By the 1700s land owners, botanists and livestock breeders, were, for the first time, investigating in a scientific manner, the way in which plants and animals bred and grew.

This new interest and enthusiasm for change in farming led to the Agricultural Revolution: new crops were grown, better animals were bred and new farming methods were introduced. More people lived in towns, which led to an increase in the demand for food, farm profits rose and owners began to study and experiment even more.

Prior to this period, a great part of England was still farmed in large open

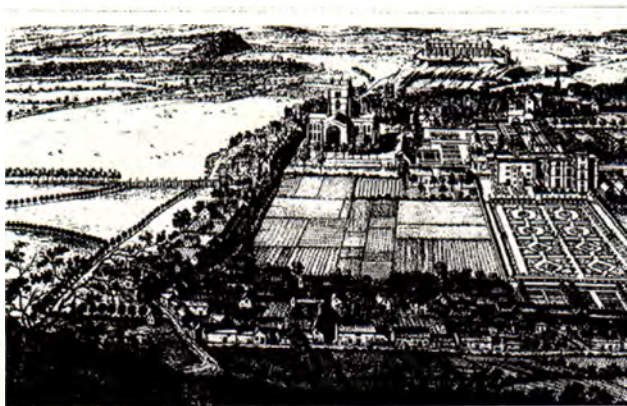


The farm labourer

fields. Villagers rented scattered strips, where they worked alongside their neighbours. This system produced enough food for their own purpose, but not enough to give a surplus that would produce profit.

Landlords enclosed their fields. The old open fields were divided into smaller plots, separated by newly planted hedges or walls, to provide small, easily worked units. The Enclosure Acts of 1759 and 1801 also meant that common land was enclosed. Three million hectares of land was enclosed in this period.

In the early 1700s most people worked at home, producing goods, slowly, by hand. Men were blacksmiths, carpenters and weavers or the farm labourers who worked their strip of land to feed their families. Women worked in the home, cared for stock, cleaned sheep fleeces and spun wool into yarn for clothing.



Jan Kip's East Prospect of Nottingham, produced about 1708. It shows the new castle in the background, St Mary's Church, and Pierrepont House with its very formal gardens. Entrance to the town was made by the causeway across the meadows -The Trent wends across the top left corner.

THE LAW OF THE DAY

A book entitled *'Extracts from Notts County Records of the 18th Century'* is full of interesting snippets that reflect the time. The following extracts are taken at random:

Listed under Deaf and Dumb Persons...

At Nottingham on 9th July 1722 John Howard a sturdy beggar from South Shields for counterfeiting himself to be deaf and dumb in order to move people's charity towards him and for counterfeiting a testimonial to get money was ordered to be whipped at the common whipping post at Mansfield and immediately afterwards sett in the pillory there in the publick market place for the space of two whole hours with these words placed over his head in the pillory "For feigning himselfe Dumb and Counterfeiting a Testimoniall to gett money"

Listed under Desertion, Neglect to Maintain etc...

At East Retford on 16 July 1736 complaint was made that John Rowbotham, son of William Rowbotham of Ollerton, Alehouse keeper, having lately by sickness and other accidents and misfortunes had one of his legs cut off and become incapable of working, his father had turned him out of doors and refused to provide for him in consequence of which he had become chargeable to the parish of Ollerton. The Court therefore ordered the father to provide for his son so long as he shall stand in need thereof.

Listed under Bastardy...

In 1720 David Speed of Wysall, Blacksmith was adjudged to be the putative father of a male bastard child born to Mary Mann of Hickling and was ordered to pay to the Overseers of Hickling the sum of seven shillings lying in expenses and a shilling a week toward the maintenance of the child until he attained the age of seven years and four pounds toward the apprenticing of the said child. There is nothing exceptional in the above order but the examination of the mother at the Red Lodge, by Sir Francis Molyneux, disclosed that she

had been barbarously and unnaturally carried from Hickling to the Red Lodge by the Constables and other officers of Hickling a distance of at least seven miles in the most severe weather within a fortnight of her confinement and that she was in such a weak state that she had to be held up by two persons whilst she was being examined and that as the results of such usage she died.

Listed under Cursing and Swearing...

At Nottingham on 13 January 1734 The Constable of Brewhouse Yard presented Richard Peet of Brewhouse Yard for Common prophane Swearing and Cursing and other Disorderly Practices To the great disturbance of the peace. Peet submitted on 14 April and was fined 6d.

Listed under Abortion...

At East Retford on 10 October 1755 Thomas Turner of Warsop, Weaver, was found not guilty of a misdemeanour in persuading and procuring Elizabeth Mason to take and swallow a certain Quantity of Arsenik mixed with Treacle in order to kill and destroy a Male Bastard Child by him begotten on her Body.

Listed under Adultery...

At Newark on 13 July 1715 John Barton of Holme "being a person of evil name fame and reputation and of very wicked manner of life" was tried in that "not having God before his eyes but moved and seduced by the instigation of the Devil he tempted and incited Anne wife of Leonard Toft to leave the said Leonard and to elope and commit adultery and to live in adultery, wickedly, impurely, villainously and devilishly to the great displease of Almighty God and to the great damage and grief of the said Leonard." The Grand Jury returned a true bill but he was found not guilty.

Under Alcoholic Liquors and Alehouses...

At Nottingham in 1736 a true bill was found against Charles Wilson, Victualler of Arnold and his wife charged with keeping an ill-governed and disorderly house frequented by evil and ill-disposed

persons both men and women of evil name and fame and dishonest conversation who remained there at unlawful hours as well in the night as in the day drinking, tippling, whoring, and greatly misbehaving themselves. The result is not recorded.

Listed under Apprentices...

At Nottingham on 1 October 1764 Josiah Gee of Basford, Frame Worker, was indicted for "violently beating his apprentice Thomas Bantam at Basford and Chaining him by the right Leg in his House there for the space often months so that his Life was despaired of" Gee submitted "and being severely reprimanded by the Court and asking pardon and promising never to do the like again and having paid all the Charges of the prosecution is fined the sum of two pence which he paid in Court and is ordered to be discharged".

Listed under Assaults...

At Newark on 15 January 1766 Thomas Hopkin. Wheelwright. was tried on a inductment for throwing a red hot stick out of the bonfire at Flintham on the 5th November in the face of Thomas Kitchen which burnt him in such a manner that he was in danger of losing one if not both his eyes. Hopkin was fined 1d, the prosecutor being rather recovered and having received satisfaction from the defendant who had also paid the surgeon.

At East Retford on 7 May 1736 Roger Fretwell of Gringley-on-the-Hill, Yeoman, was charged with assaulting the wife of John Revell, alehousekeeper at Gringley-on-the-Hill and imprisoning her in the stocks for one hour.
Acquitted.

Listed under Bigamy...

At Nottingham on 14 January 1723 John Osberton of Radford was charged with having two "wives" at one and the same time. Osberton submitted and was fined six pence.

Listed under Transportation...

At East Retford on 3 May 1728 John Selby of Hayton was sentenced to be transported to the American Colonies for stealing two pecks of wheate the property of a person unknown.

At Nottingham on 7 October 1765 William Barnes or burn of Bradmore, Labourer was sentenced to be transported for seven years to his Majesty's Colonies or Plantations in America for obtaining the sum of 6d of John Savage of Bradmore by falsely pretending that he William Barnes was lame of his right arm.

At Nottingham on 10 January 1791 Thomas Brown and Thomas Dickinson both of Gunthorpe, Labourers were severally sentenced to be transported for seven years to Parts beyond the Seas for stealing four dozen of Cream Coloured Plates of Earthenware of the value of 5s , the property of the Company of Proprietors of the Navigation for the Trent to the Mersey and Joseph Bronson of Gunthorpe, Labourer was sentenced to be transported for fourteen years to Parts beyond the Seas for receiving the plates knowing them to have been stolen.

Extracted by David Millott

COVER STORY:

The front and back cover of this edition of *Tulle* are copies of both sides of a post card found in the most amazing junk shop in the world - in a little street in Goulburn.

The black and white photographs that come from the heyday of the post card era - 1900 to the WW1 are amongst the best historic records found. The photographs are superb and many of their subjects have disappeared. A post card of the interior of a Calais lace factory has such depth-of-field that three little faces can be seen peering through the back window

There are many postcards from Pas-de-Calais to be found in Australia - relics of our soldiers' involvement in that part of France.

RAIL TRAVEL IN FRANCE



The Buddicom, 1843

These locomotives were renowned for their exceptionally long life: some of them lasted more than 70 years! They were simple, robust locomotives from the earliest years of railway and ones which the British builders sold or had made throughout Europe, but especially for the Paris-Rouen-Le Havre line in France.

More than 32 times around the world
According to LM Vilain (author of Motive Power of the Etat Railway, Paris, 1972), between 1843 and 1900 certain Buddicom engines would have run up mileages of more than 800,000.

The last survivor was withdrawn in 1916. This figure is genuine and can be proved even if there were no speedometers or mileometers fitted. In fact the mileages were known exactly, thanks to the maintenance depot logbooks in which the journeys made by each engine were carefully recorded.

Engines complete with driver.

In 1840 British industry dominated the railway market. The British built the first lines all over the world, supplying not only rolling stock and engines, but even drivers. In France they built the Paris - Rouen - Le Havre, the Paris - Caen, the Amiens - Boulogne, the Orleans - Bordeaux and many other lines. It is worth noting that the first French line had been opened between St Etienne and Lyon in 1827 built by entrepreneurs like Mark Seguin.

Well-Proven features

For the technically minded, the Buddicom is an archetypal English engine, 2-2-2 (six wheels of which two are centre driving wheels), displaying all the technical features which would remain unchanged for more than a century of steam traction: chimney at the front, fire box at the rear, central horizontal tubular boiler, horizontal cylinders at the front, footplate at the rear and separate tender carrying coal and water coupled to the loco.

Weighing nearly 17 tons, this engine was capable of average speeds between 50 and 80 km/h (35 and 50 mph) hauling up to 100 tons of passenger train, or around 30 km/h (20 mph) with goods trains of up to 150 tons.

They hauled 4-wheel wooden-bodied carriages, no doubt uncomfortable, but immeasurably superior by comparison with slow and unstable stage coaches. The train was a lot more surefooted and could reduce to several hours a road journey of several days.

The above information came from a set of Railway Engine cards which I ordered for my grandchildren because little boys like trains. So reading through the various cards, I was nicely surprised to see a train called St-Pierre. Reading through the text I was surprised to find where this Buddicom engine operated.

Did our Lacemakers use this train? - It was operating in France in the right place at the right time when our people were in St-Pierre. The only thing that may have prevented them from using this mode of transport could have been the money involved. However, the engine has the right name: St-Pierre!

Beth Williams

John Ruskin travelled in France in 1848, and in their diaries both he and his wife, Effie recorded their impressions and knowledge. In his book the Ruskins in Normandy, J Links tells us about French rail travel:

The next morning the Ruskins continued in their hired voiture to Dieppe but they merely passed through the town to join the newly opened railroad for the thirty-five miles from Dieppe to Rouen. Neither seemed to be aware of the chequered history of the Dieppe-Rouen line.

A straight line between London and Paris passes through Dieppe so that, although the Brighton-Dieppe sea crossing used to take eight hours against the two hours of the Folkestone Boulogne or Dover-Calais crossings, the total distance from London to Paris was far shorter via Dieppe than by the other routes.

The fifteen-hour diligence journey from Dieppe to Paris was reduced by four-and-a-half hours when the Rouen Paris railroad was opened in 1843 but the uncomfortable diligence drive of thirty-five miles from Dieppe to Rouen still took six hours. Ever since the 1830S, when the first project had been initiated, it had been recognised that a railroad to Rouen would make all the difference to Dieppe's prosperity.

When it became known that a traveller would be able to cover the 119 miles between Abbeville and Paris in six hours the need became even clearer if Dieppe was to maintain its competitive position. There was opposition, of course. Soldiers, it was said, would become effeminate if marching were replaced by comfortable railway travel. Train journeys would cause colds, catarrh and congestion of the lungs.

Then there was a terrible accident at Versailles when fifty people were killed and the project was abandoned. There was a second attempt to raise the money but this, too, failed. At last, in 1845, an agreement was signed between French and English bankers and provided the occasion

'for the greatest rejoicings Dieppe had ever seen. Cannons thundered from the castle and steeples pealed with bells all day. At night there were balls and revels and at dawn the choral

society crept under the windows of the principal signatories to sing them a ballad composed for the occasion.'

No railroad was started, though. In 1847 work really did begin and in 1848 it stopped. The revolution had broken out and Louis-Philippe and his Queen were smuggled out of the neighbouring port of Le Havre and borne to the safety of Claremont in England.

As soon as the new Republic was founded the French went back to work on the railway which had been begun by the English and abandoned by them when they left France at the outset of the Revolution.

There was not a great deal to be done and, on July 29, 1848, the great ceremony of inaugurating Dieppe's long-hoped-for railway took place. It had been largely an English undertaking from beginning to end, as had the Rouen-Paris line, and the English engineers and workmen had been invited to take part in the opening of the railway they had begun.

The English had financed it, designed it and for the most part built it, and, perhaps to demonstrate the Englishness of railway system, the trains ran on the left side ignoring the that they were 'abroad'. Less than three weeks later John and Effie Ruskin drove; straight through the town of Dieppe, entered the new station and embarked on the train, apparently taking it all as a matter of course. Effie admired the country of wooded hills and vales.

'had no conception France was so lovely,' she wrote, 'we have nothing in Scotland or England like the multitudes of trees planted as they are here'.)

Murray, a seasoned traveller, on the other hand, found the valleys pleasing but the high table-land monotonous. Indeed, 'during the whole ride there is not one 'object to excite curiosity'. At Malaunay the railway joined the Rouen-Havre line and soon a pretty view appeared of the blue hills which bordered the Seine. An envelope of

smoke hovered—as over all great manufacturing centres—but it was not as bad as some because here they used good English coal. They were at Rouen.

The newly opened line between Boulogne and Paris - 170 miles - took nine hours against the fourteen hours taken by the diligence.

Extracts from *The Ruskins in Normandy, A tour in 1848 with Murray's Hand-book* J G Links, John Murray, London 1961

ON HOLIDAY , one is on unfamiliar & treacherous ground. If in doubt, stand still, do nothing, say even less.

Two Lacemakers broke all three rules when they walked the streets of St Pierre . After much to-ing and fro-ing up and down the streets looking at every little indicator of the times long gone, they came to the crowded market in place de Crevcoeur where they flopped down at an empty sun-baked table on a terrace beside the church of St-Pierre .

A gentleman eventually appeared and they ordered two glasses of wine & a plate of local cheese. When the time came to pay, the man who had served them so courteously declined their money. "Our francs not good enough for you, eh?" said one of the pair in a somewhat truculent tone. "It's not that," said the man apologetically in perfect English. "Only this is my house - and you are sitting on my terrace"

THE SNEINTON MILL

In 1807 Mr. Green, a prosperous baker in Nottingham, bought a plot of land called Windmill Close in the village of Sneinton. Although there was a wooden post mill on the plot it wasn't included in the sale and was moved to a new site on Windmill Lane.

Mr. Green built himself a brick tower mill five storeys tall on a ridge overlooking the Trent Valley. This was on a perfect site for a windmill. Green's Mill was the tallest, most powerful and modern of the many windmills in Nottingham at that time.

Green must have invested heavily in the mill, but his gamble paid off because he was to sell up his bakery and become the miller of Sneinton. Nottingham was growing fast, largely as a result of the lace and hosiery industries and there was a great demand for flour and animal feed.

In 1817 Green built Mill House beside his windmill in Sneinton and he and his family moved there from Nottingham. The windmill continued to operate until some time in the 1860s by which time grain was being imported from Canada, South America and Australia and the new steam powered roller mills at ports such as Liverpool and London made wind driven mills uneconomical.. Green's Mill was abandoned and left to fall into decay.

Over the next forty years the sails were removed and the fantail fell on the foreman's cottage. The gallery rotted, the timber cap loosened and some of the windows were bricked in. In the early 1920s, Green's Mill was sold to local solicitor, Oliver Hind. Hind had the cap covered in copper sheeting to make it weather proof and leased it to H. Gell and Co. who used it as a manufactory for furniture and boot polish.

In 1947 with the mill full of waxes and polish and the tower acting as a very efficient chimney, the mill caught fire and the interior



Green's Sneinton Mill

was completely gutted. Only a few charred beams remained . After the fire it was once more left derelict.

When Green built the mill, his son George was 14 years old but he was to become one of the outstanding scientists of his time. He became a mathematician and theoretical physicist whose contribution to the understanding of such phenomena as electricity, magnetism, wave motion and the elasticity of materials did much to further scientific inquiry in the nineteenth century.

His mathematical techniques , known as Green's Function and Green's Theorem, have found applications in almost all branches of the physical sciences.

from an article by Dennis Plowman

BEN KEMSHALL HAD A RELATIVE IN THE COLONY

Edward Whitaker married Drances Darker 19 February 1795 . Edward was well known in the lace trade - he is credited with the refining of the bobbin to the slither that we know today. According to Felkin, his life as an inventor in the lace trade was full of controversy. What ever his success, he was most certainly a colleague of those at the cutting edge of the inventions that eventually produced Heathcoat's Old Loughborough.

His name was linked with Lindley, Thompson , Hood, Brown and Morley.

Edward Whitaker & Frances Darker's children were

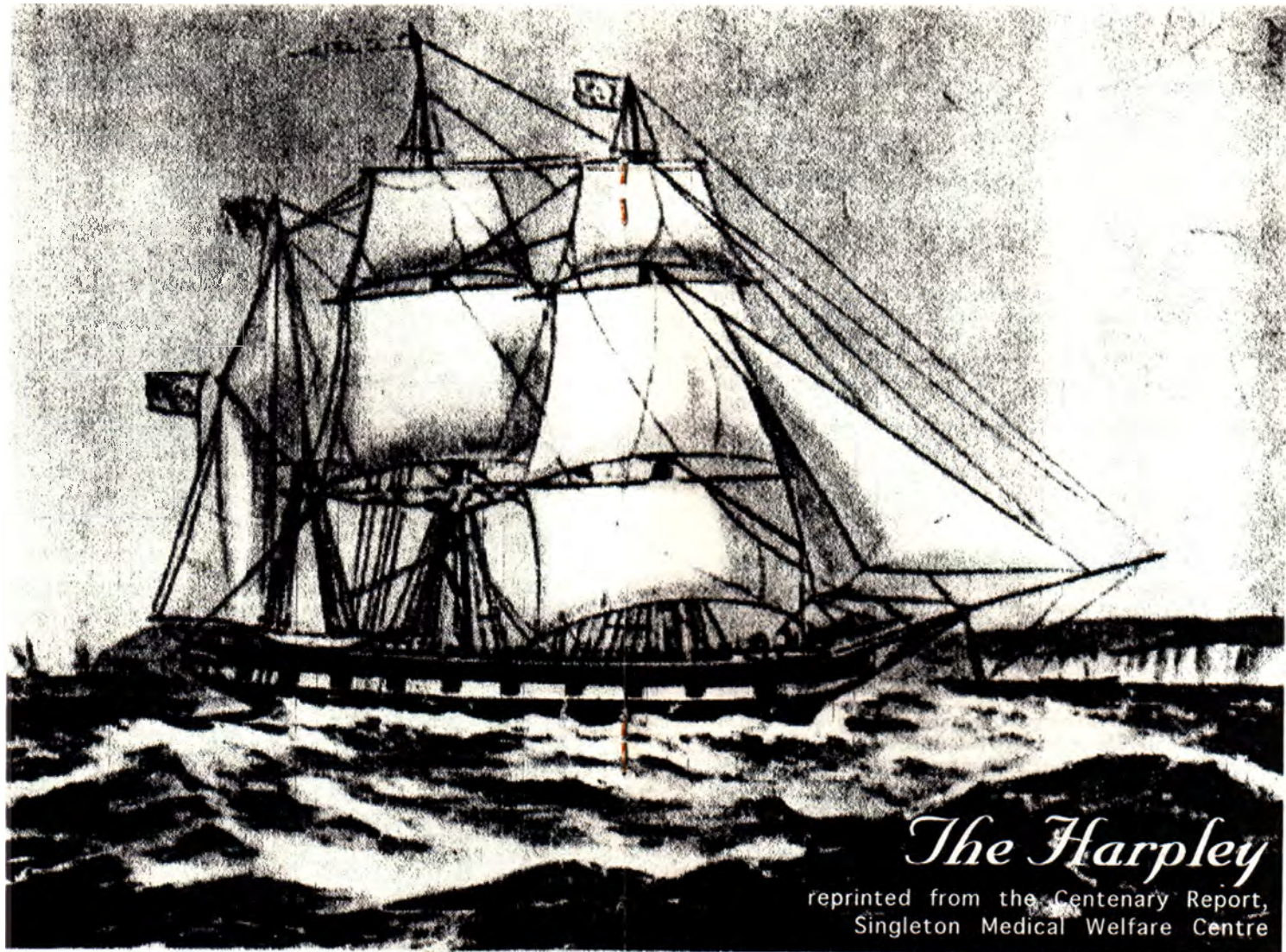
1. Edward Whitaker II ,
2. Elizabeth Whitaker
3. John Whitaker
4. Mary Whitaker
5. George Whitaker Nottingham,
6. William Whitaker

Edward and Frances' son, John Whitaker was born in 1803 in Nottingham. He arrived in Botany Bay on 4 July 1835 on *Marquess of Huntley*, having been given a life sentence for theft. On 14 May 1844 John married Zillah Eliza Roberts at Braidwood, with the consent of the Governor. He gave his trade as watchmaker, which is very compatible with the fine skills that his father had. John died in 1891 at the age of 88.

And his relative in the Colony? He was the first cousin of Ben Kemshall and living in Braidwood in 1848 with his wife when the Kemshalls arrived.

Frances Darker, wife of Edward Whitaker, the daughter of Benjamin Darker and Elizabeth Walkendon, and mother of convict John. had siblings:

1. Sarah Darker
2. Elizabeth Darker - married Will Moseley
3. William Darker
4. Mary Darker - married Will Aldred
5. Catherine Darker
6. Ann Darker - married Richard Kemshall and Lacemaker Benjamin Kemshall, their son, was aboard the *Agincourt* with his wife and children.



The Harpley

reprinted from the Centenary Report,
Singleton Medical Welfare Centre

THIS IS THE HARPLEY

While we have graphic wordy descriptions of our sailing vessels, with the exception of the *Harbinger*, a picture of the other ships has never been found. Until now! Rollicker Chandler, with his passion for the *Harpley*, has tracked down an oil painting and a line drawing of that fine ship.

The oil painting was produced by Alan Wormersley and is owned by John Duncan, descendant of Alexander Duncan who was on the *Harpley's* first voyage. We are not in a position to reproduce that artwork. The line drawing, however, appeared in the Centenary report of the Singleton Medical Welfare Centre, a copy of which is held by the Medical Library of the Melbourne University. Mr Chandler advises us that Mr Singleton and his family reached Melbourne on 31 January, 1851 on the *Harpley's* third voyage.

Member Kingsley Ireland sought the opinion of Ron Parsons, probably Australia's best known maritime historian, about the two pictures, and he kindly responded:

... the black and white illustration would appear to be the nearest. When registered in Launceston as folio 1 of 1847 by James Raven she was described as measuring 547 & 201/3500ths tons, on dimensions of 122 and 4/10th feet long, 26 & 3/10ths beam and 18 feet & 6/10ths depth of hold, built by Messrs. Paterson & Co, Exeter, VDL.

James Raven took her to London in the hopes of having her classed by Lloyd's. On the way she experienced heavy weather and while I do not know exactly what happened I assume the leak which appeared was due to poor calking, in any case she had to put into Tahiti (repeat Tahiti) - see Launceston Examiner Feb. 26, 1848 which also adds she was thought to have been lost as she was well overdue at Rio. She arrived safely in London in February. She was submitted to a

Lloyd's survey and was at first not accepted - therefore the press reported she was 'condemned' which in the language of the times was what had happened. However upon a re-application and the replacement of some unacceptable beams (which had been prepared from Swamp Gum) she was classed at Lloyd's as AI for ten years. (see Hobart Chronicle 5 September 1848)

She Left London for Pt.Adelaide (Deptford) May 12,1848; and twice more (see Migrant Ships for South Australia 1836-1866, R Parsons) Her owner had transferred her registration to London in 1852.

After her first arrival in Port Adelaide she went back to Hobart via Melbourne. After her second migrant trip to Pt.Adelaide she went to Melbourne and thence to Callao. She then arrived in Melbourne 17 July,1853 from Southampton with 260 government immigrants; She then went to Madras. She next arrived in Melbourne April 8, 1855 from Hongkong with 346 Chinese migrants, leaving for Madras again, shortly after.

During 1856 Raven sold her to a Mr Bennett of Hartlepool, vide Lloyd's Register, and in the 1862 issue of that annual publication she is shown as being owned by G.Geipel also of Hartlepool, although the registration appears to have remained in London.

She was wrecked on 12 May,1862 while on a voyage from the Clyde toward San Francisco when she struck the bar at Realijo, West Indies, when trying to put in due to weather damage. She broke in two on the first fall of the tide after she struck.

And so the history of the *Harpley* continues to develop. The Society continues to be grateful to Rollicker Chandler, not only for his enduring interest in the *Harpley*, but also for his willingness to share. Thank you also to Kingsley Ireland for pursuing the matter with the experts, and for Ron Parsons for his willingness to share his knowledge.

MODERN DESCRIPTIONS OF ANCIENT TRADES

Accomptant Accountant	Cohen Priest
Almoner Giver of charity to the needy	Collier Coal miner
Amanuensis Secretary or stenographer	Colporteur Peddler of books
Artificer A soldier mechanic who does repairs	Cooper One who makes or repairs vessels made of staves & hoops, such as casks, barrels, tubs, etc.
Bailie Bailiff	Cordwainer Shoemaker, originally any leather worker using leather from Cordova/Cordoba in Spain
Baxter Baker	Costermonger Peddler of fruits and vegetables
Bluestocking Female writer	Crocker Potter
Boniface Keeper of an inn	Crowner Coroner
Brazier One who works with brass	Currier One who dresses the coat of a horse with a currycomb; one who tanned leather by incorporating oil or grease
Brewster Beer manufacturer	Docker Stevedore, dock worker who loads and unloads cargo
Brightsmith Metal Worker	Dowser One who finds water using a rod or witching stick
Burghmaster Mayor	Draper A dealer in dry goods
Caulker One who filled up cracks (in ships or windows or seams to make them watertight by using tar or oakum-hem fibre produced by taking old ropes apart)	Drayman One who drives a long strong cart without fixed sides for carrying heavy loads
Chaisemaker Carriage maker	Dresser A surgeon's assistant in a hospital
Chandler Dealer or trader; one who makes or sells candles; retailer of groceries	Drover One who drives cattle, sheep, etc. to market; a dealer in cattle
Chiffonnier Wig maker	Duffer Peddler
Clark Clerk	Factor Agent, commission merchant; one who acts or transacts business for another; Scottish steward or bailiff of an estate
Clerk Clergyman, cleric	Farrier A blacksmith, one who
Clicker The servant of a salesman who stood at the door to invite customers; one who received the matter in the galley from the compositors and arranged it in due form ready for printing; one who makes eyelet holes in boots using a machine which clicked.	

Scottish steward or bailiff of an estate
Farrier A blacksmith, one who shoes horses
Faulkner Falconer
Fell monger One who removes hair or wool from hides in preparation for leather making
Fletcher One who made bows and arrows
Fuller One who fulls cloth; one who shrinks and thickens woolen cloth by moistening, heating, and pressing; one who cleans and finishes cloth
Gaole A keeper of the goal, a jailer
Glazier Window glassman
Hacker Maker of hoes
Hatcheler One who combed out or carded flax
Haymonger Dealer in hay
Hayward Keeper of fences
Higgler Itinerant peddler
Hillier Roof tiler
Hind A farm laborer
Holster A groom who took care of horses, often at an inn
Hooker Reaper
Hooper One who made hoops for casks and barrels
Huckster Sells small wares
Husbandman A farmer who cultivated the land
Jagger Fish peddler
Journeyman One who had served his apprenticeship and mastered his craft, not bound to serve a master, but hired by the day

Joyner/Joiner A skilled carpenter
Keeler Bargeman
Kempster Wool comber
Lardner Keeper of the cupboard
Lavender Washer woman
Lederer Leather maker
Leech Physician
Longshoreman Stevedore
Lorner Maker of horse gear
Malender Farmer
Maltster Brewer
Manciple A steward
Mason Bricklayer
Mintmaster One who issued local currency
Monger Seller of goods (ale, fish)
Muleskinner Teamster
Neatherder Herds cows
Ordinary Keeper Innkeeper with fixed prices
Pattern Maker A maker of a clog shod with an iron ring. A clog was a wooden pole with a pattern cut into the end
Peregrinator Itinerant wanderer
Peruker A wig maker
Pettifogger A shyster lawyer
Pigman Crockery dealer
Plumber One who applied sheet lead for roofing and set lead frames for plain or stained glass windows.
Porter Door keeper
Puddler Wrought iron worker
Quarrier Quarry worker
Rigger Hoist tackle worker
Ripper Seller of fish
Roper Maker of rope or nets
Saddler One who makes, repairs

or sells saddles or other furnishings for horses
Sawbones Physician
Sawyer One who saws; carpenter
Schumacker Shoemaker
Scribler A minor or worthless author
Scrivener Professional or public copyist or writer; notary public
Scrutiner Election judge
Shrieve Sheriff
Slater Roofer
Slopseller Seller of ready-made clothes in a slop shop
Snobscat / Snob One who repaired shoes
Sorter Tailor
Spinster A woman who spins or an unmarried woman
Spurrer Maker of spurs
Squire Country gentleman; farm owner; justice of peace
Stuff gown Junior barrister
Stuff gownsman Junior barrister
Supercargo Officer on merchant ship who is in charge of cargo and the commercial concerns of the ship.
Tanner One who tans (cures) animal hides into leather
Tapley One who puts the tap in an ale cask
Tasker Reaper
Teamster One who drives a team for hauling
Thatcher Roofer
Tide waiter Customs inspector
Tinker An itinerant tin pot and pan seller and repairman
Tipstaff Policeman
Travers Toll bridge collection
Tucker Cleaner of cloth goods
Turner A person who turns wood on a lathe into spindles
Victuale A tavern keeper, or one who provides an army, navy, or ship with food
Vulcan Blacksmith
Wagoner Teamster not for hire
Wainwright Wagon maker
Waiter Customs officer or tide waiter; one who waited on the tide to collect duty on goods brought in.
Waterman Boatman who plies for hire
Webster Operator of looms
Wharfinger Owner of a wharf
Wheelwright One who made or repaired wheels; wheeled carriages, etc.
Whitesmith Tinsmith; worker of iron who finishes or polishes the work
Whitewing Street sweeper
Whitster Bleach of cloth
Wright Workman, especially a construction worker
Yeoman Farmer who owns his own land.



Nottingham Review 21 Apr 1848

I.C.Wright, a prominent Nottingham citizen who took a leading part in the committee to raise money for the English workmen in Calais, circulated other citizens to gather material about the extent of poverty in Nottingham at that time. Many of the replies he received were published in the NR. Extracts from some are given below:

From W.Felkin, Lace-manufacturer, Nottingham

...Although they are not in a materially worse condition than at some former periods of public difficulty and distress, taking the mass of unemployed; those of them who have been out of work throughout the whole period of pressure, or for the greater part of it, are in an undoubtedly in a worse case than I ever knew them before. The suffering condition of this part of our fellow-countrymen is so intense as to give the edge and point to the weapons of discontent.

I do not anticipate that it will be found practicable, nor does it seem to me desirable, to make the attempt to afford relief by any combined or merely charitable effort, beyond the largest possible exercise of private and discriminating benevolence. That, the present crisis unquestionably demands. I look for permanent relief only from employment, and for the means of employment, only from relief to trade; trade at home (our present only safe dependence) can only come from quiet mutual credit and confidence, and monetary and fiscal relief of the pressure on the middle classes.

The parties just above the working people, as clerks, small shopkeepers, overlookers, persons who put out work, and such like, are in reality suffering even more than the unemployed artisans, - they have had a position, which is sensibly and rapidly sliding from under them, in spite of every effort to maintain it. I know that many such are almost broken-hearted.

The past twelve months have produced a very important

diminution in the amount of confidence felt by the middle classes towards the Government and the Parliament,- a very alarming one unless promptly and effectually met by sound measures for their satisfaction and relief.

On this class the destiny of the empire now mainly depends. I said in a letter to the Premier (then at the Home Office) in 1833,"that the question for the years to come would be what is to be done for the working class," I now assert unhesitatingly this question is enlarged to this unhappy extent, viz,"what is to be done with or for the middle class as well as the lowest classes amongst us, who are now suffering as they think grievous, yet they believe remediable wrongs?"

T.R.Sewell, Lace-manufacturer, Carrington....I have had many, very many, opportunities, alas! of witnessing the sufferings of the people during the last few years. I have a positive knowledge of the fact that the condition of the working class is greatly deteriorated, and am acquainted with many distressing cases of industrious labourers, and ingenious persons, who a few years ago were in possession of a little property, (a few hundred pounds), and who, in spite of their utmost efforts to save themselves, have gradually sunk to such a state as to be unable to obtain even sufficient food...

Many persons who possess a little property, and who see no chance of preserving it, are emigrating, lest, as they express it, they should soon be without the means of leaving the country, which they think is fast going to ruin. Numbers of our best workmen are doing the same, having no prospect but to spend their latter days in an Union Workhouse,- their wages having been reduced nearly 50 per cent, during the last twelve years,- although this has been done with the greatest reluctance on the part of their employers, who are greatly inconvenienced and mortified at having fresh hands to teach.

From the Rev R.W.Almond, Rector of St Peter's.(who consulted others)

...All agree with me in the opinion...that the distress which has

middle, and the upper part of the lowest classes; but the majority of them appear to think that, on the whole, the lowest classes have not, generally speaking, suffered so great privations as in some former periods of commercial stagnation.

With one exception they expressed belief that the badness of trade is ONE of the circumstances favourable to the growth of Chartism, and is increasing the disposition of many in the middle classes to promote the experiment of political change.

From: A.Barnett, Clerk of the Nottingham Union.

.. There is, however, one feature of the present distress in which it is distinguished from previous visitations; namely, the classes just above the poor and middle classes (I know not where the line should be drawn) are suffering to a far greater extent than formerly. Shopkeepers, small tradesmen, and publicans, are already, to a considerable extent, reduced to the verge of annihilation, and more apparently wealthy persons are in great difficulties.

It is a painful fact, that more than 2,500 wayfarers, persons travelling from town to town in search of subsistence, have within the last eight weeks been relieved by the Nottingham Union.

From: The Rev W.Milton, Incumbent of Radford, near Nottingham,

...briefly, however, I would state that the condition of my parish of 5,000 people has been growing more and more deplorable for the last two years, until they seem to be now reduced to the lowest condition of poverty. In many parts one half of the houses are now unoccupied. In the lane which I have to pass through to go into my parish, five out of seven houses on one side are empty, while in the best row of houses in the place, four in succession are without tenants. The poorer sort have been driven from the cottages into the Unions and those in the better condition are unable to pay the very heavy poor rates, amounting as they do now to 12s.6d. or upwards in the pound.

I have before my mind several cases of decent and industrious

men (of about 40 years) who for a long period, some of them upwards of a year, have been supported entirely by the labour of their wives and children. Still, I do not think that the poorest are the most disaffected, although for this cause that the ranks of the disloyal are greatly increased, poverty -or starvation rather, being the reason assigned for the desiring of a change in the Institutions and Government of the country. My own observations, as well as the testimony of the working men themselves lead me to think that a few active mischief are the mainspring of the present excitement. Indeed I believe that the active and violent politicians will almost invariably be found not amongst the poor unemployed operatives, but men in tolerable circumstances, and many of the well off. Still the miserable and destitute are the materials upon which they work: nor do I wonder when I witness the the severe and long continued distress which exists, that there should be a disposition to embrace anything which promises improvement; my marvel is that the people generally have not been desperate long ere this...

This article was prepared by DBW during 1998, from notes supplied by Barry Holland, Nottingham.

Nottingham Review

27 May 1842

RURAL POLICE AGAIN. - Within the last fortnight, we have had another case of the officiousness of these gentry, in what they call their duty, but which in reality is anything but their duty. Our readers will recollect a few weeks ago that a robbery was committed

at Risley in Derbyshire, in the house of an old woman, which we described in our paper.

Now, a blue coated serjeant named Casey, stationed at Ruddington, hearing that some men had gone from Stapleford to Calais in France, took them for the thieves, and immediately set off after them, we know not whether by order of his master, the chief constable, or whether of his own accord. His stay in Calais has been prolonged by a refusal to give the men up - and we have not heard the conclusion.

But now comes the grand question - Does he know that these men are in any way connected with this robbery further than that in his constabulary wisdom, he suspects them because they left a village a short time after it.

Why, we have intelligence from Stapleford that these men were honest and upright - men who would scorn to commit an act of theft, much more in a lone house, on an old woman - men who had the respect and esteem of their neighbours, and whose only misfortune, or rather fault, in the eyes of the police, is that they have been driven from the land of their birth, where they are starving, to seek shelter in a foreign land.

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

STOP PRESS

Barbara Kendrick in print.

Latest Edition C.W.A. "The Country Woman"
June '99. Report from C.W.A. Conference at
Dubbo, our own Barbara Kendrick reported
thus :-

"Award winner (unfortunately there isn't
actually a prize) Barbara Kendrick who made
such a brilliant job when she moved the vote
of thanks to Mike Harvey. Methinks she should
have been on the stage."

Rob E.G.

MARRIAGE WEST- CROFTS

On 1 August, 1942 a marriage was celebrated between Thelma Elsie Rogers and Stanley Joseph Kelly. The marriage was blessed with three children, Evol, Therese and Gail - a not uncommon arrangement.

What makes this marriage special is that it brought together, ninety four years after their great grandparents arrival on the *Agincourt*, two Lacemakers' families.

Thelma Rogers was the great granddaughter of Charles and Jane Crofts, and Stanley Joseph Kelly was the great grandson of Robert McMurray West.

Members Evol Watkins and Therese Mooney can now celebrate a double Lacemaker heritage!

FOR THE GENEALOGIST

SHEPSHED CEMETERY REGISTER

This list is of the legible inscriptions from those memorials at Shepsshed Cemetery which, it is believed, were moved to the current Cemetery in Charnwood Road from the now non-existent Cemetery in the Bull Ring.

The places mentioned (besides Shepsshed) are:

Costock, Whatton Field, Castle Donnington, Nottingham, Thorpe Acre, Thornton Mills and Belton.

Name	Died	Aged
Smith Churchill	2.6.1840	73
William Wild Churchill	13.2.1844	68
Smith Churchill	24.6.1842	40
Rachel Griffin	20.12.1792	53
Sarah Mills	10.3.1810	76
John Mills	18.12.1800	70
Thomas Cotton	30.3.1800	46
Thomas Green	24.7.1837	79
Ann Oram	16.3.1777	33
Abel Oram	4.5.1797	76
Elizabeth King	29.8.1804	19
Abel Oram	5.4.1835	82
Jane Oram	13.7.1810	54
George Green	13.6.1836	7
John Sheffield	25.12.1785	60
Sarah Sheffield	10.3.1814	81
Ann Jackson	7.3.179?	25
William Jackson	3.5.1803	37
Mary Jackson	2.3.1803	11
Hannah Jacques	13.12.1788	10
Mary Green	28.7.1809	24

Joseph Christian	8.4.1803	48
Ann Christian	26.5.1834	80
Jonadab King	25.1.1838	86
Ann King	13.4.1864	95
Eleanor Harris	6.4.1767	71
Thomas Bentley	11.4.1828	66
Mary Bentley	23.11.1836	74
Elizabeth Martin	8.12.1765	29
Richard Pratt	7.8.1790	24
Martha Mills	9.12.1787	62
Revd. William Guy	17.9.1783	43
Rah. Kelsall	11.7.1807	37
John Mills	3.11.1857	62
Martha Mills	22.2.1865	71
Frederick Mills	16.7.1859	-
William Bentley	23.6.1773	19
William Harris	19.8.1767	72
Mary Harris	6.6.1727	37
Thomas Matthews	28.8.1728	84
Priscilla Matthews	4.9.1728	63
Elizabeth Churchill	25.9.1829	22
Anna Bailey	26.9.1772	54
William Leigh	5.5.1737	83
Ralph Samuel Keightly Mills	1.3.1820	9 mths
Amelia Churchill	28.3.1811?	7 mths
John Mills	? .5.1805	46
John Mills	28.12.1803	8
Sarah Christian	9.11.1858	75
Sarah Mills	29.4.1852	80
Dorothy Bryers	30.7.1853	69
John Goodall	29.5.1856	72
Ann Goodall	7.7.1868	74
William Turner	died in his infancy	

Revd. Robert Mills	10.3.1814	67
Mary Mills	28.10.1787	46
Joseph Green	17.8.1855	60
Arthur Draper	12.2.1863	2yr 4m
Eunice Draper	24.6.1807	9 mths
Emily Draper	25.6.1807	9 mths
Bellamy Nichols	15.1.1851	6
John Read	17.1.1881	76
Mary Read	15.3.1878	78

HARPLEY GOSSIP

Esther Sophia Samuels, passenger on the *Harpley* married Charles Moseby, Inn keeper in, Adelaide in October 1848; Charles Joseph Moseby was born on April 10 1849 - at best a honeymoon babe of 27 weeks gestation - therefore conceived at sea....

HELP PLEASE

GEORGE SWANWICK, born about 1739 married

1. Alice Shepherds 1766 East Bridgford
2. Mary ? c.1786
3. Martha Scrimshaw 1795
4. Elizabeth Scothern c 1800.

Apparently when his last wife died , his sons wouldn't let him get married again (he was ninety when she died!!!!) George died 12 Jan 1831 (92 yrs). I need to know where he was born? I also need to know who Mary ? was.

George and Alice had four children George b. 1772, Sarah b.1775, Ann b.1767, Elizabeth b.1769 in East Bridgeford.

Then on the IGI there are ten children listed to a George and Mary Swanwick, one of whom is definitely my ancestor so I know I'm on the track . What I'm trying to find out is: Are they the children of George senior or are they his sons children.If someone can suggest some ideas I would be really appreciative.

Heather Norgrove-Lean

MURPHY'S LAW

The chances of the item you want being at the end of a microfilm are directly proportional to

- i. How long the film is
- ii.How hard the handle is to turn

Thanks, Craig

MINIATURE SHIPS

The age old sailor's art of creating model ships that miraculously appear fully-rigged in the slimmest necked bottles is still alive! Kingsley Ireland has met a man who specialises in this art, and will produce special orders. If you are interested in discussing this with the artist, please contact Kingsley at :
128 Pentrice Rd, Angaston, SA, 5353



ASLC at Home on the NET

Thanks to member, Craig Williams, we now have our own place in cyber space. While the Internet, like a book, is only as reliable and good as the material in it, it is the most remarkable way to give people access to almost anything - and it reaches people we could never reach by traditional methods.

Craig has created a site full of interesting pieces that links our Australian heritage with our English and French connections. It is so eye catching that Dale McDonnell of Tantaraboo, Victoria wrote and said:

I wanted to congratulate whoever was responsible for one of the clearest, most thoroughly informative, historical sites I have ever seen. It is bound to win awards.

Beautifully done.

The info was totally engrossing and I am chock full of questions. Wish I could attend meetings of the Society and pick everyone's brains.

Check it out for yourself at

<http://www.angelfire.com/al/aslc/>

DIFFICULT RELATIONSHIPS

OR

Nonsense on the Net

Many, many years ago
when I was twenty three,
I got married to a widow
who was pretty as could be.

This widow had a daughter
who had hair of red.
My father fell in love with her,
and soon the two were wed.

This made my dad my son-in-law
And changed my very life.
My daughter was my mother,
For she was my father's wife.

To complicate the matters worse,
Although it brought me joy,
I soon became the father
Of a bouncing baby boy.

My little baby then became
A brother-in-law to dad.
And so became my uncle,
Though it made me very sad.

For if he was my uncle,
Then that also made him brother
To the widow's grown-up daughter
Who, of course, was my step-
mother.

Father's wife then had a son,
Who kept them on the run.
And he became my grandson,
For he was my daughter's son.

My wife is now my mother's mother
And it makes me blue.
Because, although she is my wife,
She's my grandmother too.

If my wife is my grandmother,
Then I am her grandchild.
And every time I think of it,
It simply drives me wild.

For now I have become
The strangest case you ever saw.
As the husband of my grandmother
I am my own grandpa!

Source: The Internet (Site
unknown) - Thank you RL

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Granville Coll: *Lucertii*

How are you progressing? Came
back last Tues. & have settled
down to usual routine.

I now get lumps of boards
this term, one with a
most peculiar English.

am going to see Mr. Pottle
this term for
new work. We are now

speculating about the future! if
we have one I shall try to
do it on Thurs - if to

POSTAGE OF THIS SPACE TO BE PAID BY ADDRESSEE

CARD

The ADDRESS only to be written here.

Mrs. E. Pottle

69. Margaret St.

London. W.

