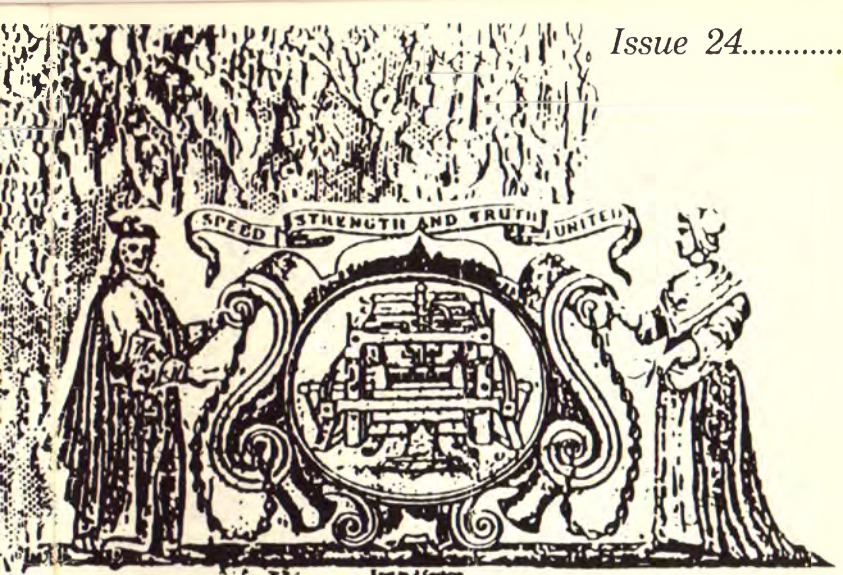
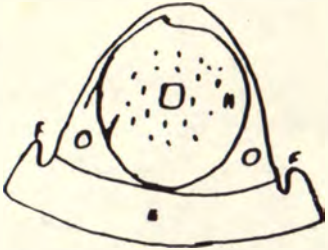
Issue 24.....



TULE

A.S.L.C.



The Australian Society of the Lacemakers of Calais

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

ANNUAL GENERAL MEETING 1989: (subject to alteration

4th February, 1989.

COVER: Frameworker Knitters Arms set on Nottingham Lace from the Branson Family.

ISSN No 0815—3442

Happy New Year to each and every member and your families - I sometimes think our families need a special word of thanks and encouragement for putting up with us all!

As I write this, my nineteenth editorial, I have a feeling of sympatica with our forebears. We also have become wanderers, for we meet in another venue for our A.G.M. and still we have not reached our final home. For those who find this difficult, remember the hardships of our 'great-grands'! There is a clearly marked, detailed instruction later in this issue which will help. We will not be having our usual luncheon at this A.G.M. owing to the temporary nature of the venue, although a plate of your usual generosity will be welcome.

Over the last three months I have had several letters which I will list in order of receipt which may be of interest.

1. *Notice of the Tamworth Book Auction to be held 12th February (Sunday) 1989 from 12 noon. "Large number of quality items and boxed lots. Further quality entries are invited. Tamworth City Auctions, 6 Kable Ave., Tamworth.*

(067 66 5333) - Neil Forscutt
(067) 86 1531 - Ross Burnett.

I have two catalogues one a $5.00 clearance listing 681 items; the second, "Recent Aquisitions", lists 681 items, more detailed and ranging in price from $10.00 to $50.00, including modern and antique books.

2. A Letter from Margaret Audin telling us of the French genealogical congress at Arras (half way between Lille on the Belgian border and Amiens, NNE of Paris, about 100 km south of Calais). Lindsay has had a call from Margaret confirming that the dates are 4th May to 7th May. The enrolment fee is 300 Fr. (about $55-$60 Australian). Lacemakers descendants will be welcomed and a conducted tour of Calais is possible.

Margaret also requests details of any lacemakers children born in France elsewhere than Calais or S.Pierre-les-Calais. Those of most interest are those born 1803--14, but note of any would be welcome. Margaret suspects that some families may have been in France before settling in Calais.

3. A lovely letter from Richard (playing with his new software -- but DON'T STOP!), with more news of Harpley families and a copy of the registration papers of that ship.

4. A lovely letter from Lindsay - reporting an Elizabeth Simpson's address to the Gosford Family History Society late last year (printed later in this edition). In this letter she also spoke warmly of Gillian Kelly's appearance at the World Congress of Genealogists held in Sydney in October of last year. She spoke to the meeting of our Lacemaker families and Lindsay was very impressed. She felt that judging by the lecture Gill had generated a lot of interest. Knowing of Gill's enthusiasm and her broad knowledge of her subject, I am sure Lindsay's praise was well deserved.

Once I was a good correspondent with distant friends. Since having children and returning to work, this claim to fame has steadily slipped away - until my quarterly letter to you all - I almost feel like ending it

Sincerely

CLAIRE.

Secretary's Report

Business last meeting, 16th of October, was concluded as quickly possible, so we would have plenty of time to meet and speak with our very special guest, Mrs Elizabeth Simpson.

A vote of thanks was carried by acclamation to Rev. Tom Halls for undertaking the provision of a poster for display at the Family History Congress.

It was decided to post M. Audin's gift to her as Elizabeth would not be returning home until the New Year.

Reports from the Publicity Officer that she had made no further progress with the Herald brought suggestions that she try the Land or Women's Weekly. Mrs Watts also advised she had sent our information sheet to the Mitchell College, Bathurst.

Members' Identity Badges were purchased with donations from several members. Thank you -- these are very helpful.

Business was then closed, and Mrs Simpson was welcomed by the President, Mr Bruce Goodwin. In reply, Mrs Simpson presented the Society with a letter of Good Wishes from the Mayor of Nottingham, and also some bobbins from the present day lacemaking machines.

Elizabeth's talk on 'The History of the Machine Made Lace, with special Reference to Calais' will be published in Tulle, starting this issue. Bruce thanked Elizabeth, and presented our thank-you gift to her -- a painting of Australian wildflowers -- the work of Gwen Chinner.

Afternoon tea was then served giving members a chance to talk to Elizabeth or to buy lace from her husband, Philip, or study Bruce's display.

I was pleased to meet some of our country members at the meeting and also at Congress. Welcome, too, to the new members who have joined our Society lately.

Thank you to all who helped in any way to make the afternoon a pleasant one -- Clair and helpers for the cuppa, Beth for transport for our guests.

Our next meeting -- the Annual General Meeting -- will be held on Saturday, 4th February, at 1 p.m. As you are aware, we can no longer meet at the State Archives, so for this meeting we will be meeting in the English Speaking Union Rooms, at 275C Pitt Street. You will find these rooms on the Ground Floor, and the building is in the block between Market and Park Streets, on the left-hand side looking towards the Quay: the western side. If the door is closed, please press the *BLACK BUTTON* by the door. Entrance is through the Pitt Street entrance.

****

TO ADMINISTER CASTOR OIL: *--from a book c.1912*

A good way to administer castor oil to children is to pour the oil into a pan over a moderate fire, break a fresh egg into it, and stir up. When this is done, flavour with a little currant jelly, or a little salt or sugar.

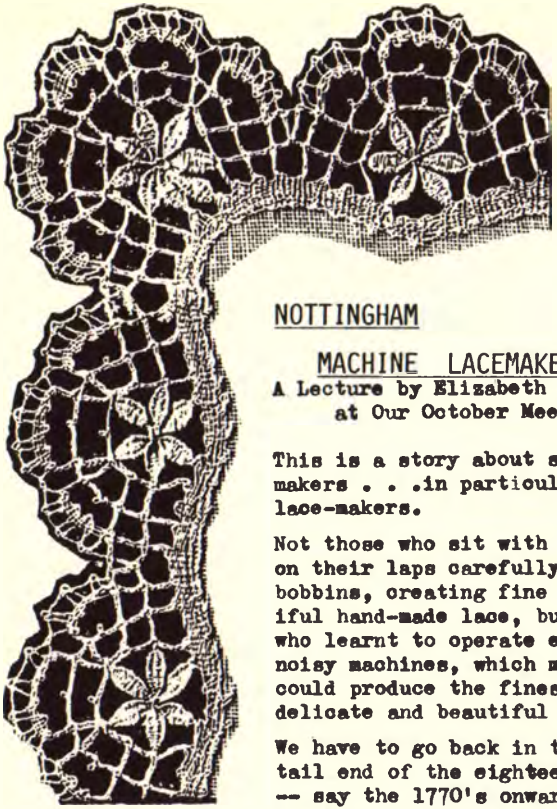
MFB's comment: May the Good Lord be thanked that castor oil is now out of fashion!

From: THE GOULBURN COOKERY BOOK of 1913.

CURE FOR DRUNKENNESS

Sulphate of iron, 5 grains; magnesia, 10 grains; peppermint water, 11 drachms; spirits of nutmeg, 1 drachm.
Dose: One teaspoon to be taken in a wineglass of water twice a day. Highly recommended.

(Comment: How'ya gonna get yer drunk to drink it?)



NOTTINGHAM

MACHINE LACEMAKERS

A Lecture by Elizabeth Simpson at Our October Meeting.

This is a story about some lace-makers . . .in particular machine-lace-makers.

Not those who sit with a cushion on their laps carefully twisting bobbins, creating fine and beautiful hand-made lace, but those who learnt to operate enormous noisy machines, which miraculously could produce the finest, most delicate and beautiful lace fabric.

We have to go back in time to the tail end of the eighteenth century -- say the 1770's onwards.

Nottingham was then a renowned centre of the hosiery industry. Hundreds and hundreds of ordinary men and women sat all the daylight hours, hunched over enormous, oily, heavy machines - knitting stockings.

Frame Work Knitting Industry was at its height.

The 'frames' on which these stockings were knitted were extremely cleverly designed machines. The fabric they produced lay flat. In order to make this into a stocking, it had, oc course, to be

seamed; hence those seams going up the backs of legs, which a lot of the more mature ladies present (and perhaps gentlemen too) will no doubt remember!

This job of seaming was children's work. As soon as they were able to hold and manipulate a needle, they were set to work.

Whole families worked together at this trade, on a hired machine set up in their own home.

The men or women of the family worked equally on the machine -- knitting was not then "woman's work". Payment was by result - piece work - the more pairs of stockings produced - the greater the income. A 'good' family could do reasonably well.

The cotton yarn, with which stockings were made, was imported from India and spun very fine. Used as a single thread it broke on the machines.

Two, three, four or even more threads would be worked together. The more threads, the stronger, thicker and more hard wearing the stockings.

The hosiery industry evolved a simple method of indicating how many threads there were being used together. A row of eyelet holes was set in the top of the stocking, forming a running pattern of groups of 2, 3, 4 or more holes. The more holes, the more threads and thus the stronger the fabric and in this case the stocking.

The buyer was able to 'see' the quality for himself.

To make these holes, 2 or more stitches were knitted together -- exactly as we hand knit today -- and then a loop picked up to create a replacement stitch in the fabric.

There were always good and clever operatives -- men and women with ideas. It wasn't long before one of them realised that if the knitting machine could be made to make a hole on purpose, perhaps it could be used to produce a net to use as a basis for lace making.

I am sure that you all know that one of the simplest kinds of lace is produced as a form of embroidery onto net.

What is net after all but a whole lot of holes?

The best began to experiment.

But the first net fabrics had one major fault -- if one thread was caught, the whole fabric unravelled, being woven with one continuous thread, as is all knitting.

It was necessary, therefore, to knot the threads somehow.

In the early 1770's then it was already possible to produce 'net' using a knitting machine.

By 1775 warp net was being imported from England into France. Onto this the French lace makers embroidered beautiful lace designs.

By 1777 there were over 200 stocking frames suitably adapted to make bullet hole net fabric, working in Nottingham.

Both the English and French courts were renowned for their extravagant clothes. Rich fabrics -- bold colours and masses of fine hand made lace were used . . . lace which took hours and hours to produce.

The question now in the minds of the entrepreneurs was, "If these machines could be further adapted, could they possibly make proper lace as fast as they can now make the net?

As early as 1774 King Louis XVI had sent the Duc de Liancourt to England with an operative named Rhambolt. Rhambolt came to Nottingham and learnt to work a pin machine owned by HARVEY & ELSE. On his return to France he took this newly acquired skill to produce point net, and thus the French began their competition with the English machine lace makers.

You will notice all these different 'nets' mentioned: Warp-net; Bullet-hole net; pin-net; point-net . . . all slightly different kinds, as the machine makers and operatives together worked out the 'how' of this exercise.

Many patents were taken out over the years between the 1770's and the 1840's and are a good source of research if you've a mind to wade through them.

There is evidence that at least one Englishman, George Armytage, reached France as early as 1802 with his wife and three children, preceded by his machinery. This had been smuggled through Holland and Belguim. He set up as a point net lacemaker in Paris, with a man named James Moore.

Moore, it seems, was a rather doubtful character involved in smuggling and the partners fell out, Armytage accusing Moore of trying to scuttle the firm by smuggling in machinery! Armytage actually took legal action against Moore, won and requested permission to move to Brussels.

This was granted, with the proviso that if he were not put in charge of a factory under the responsibility of a man named Gillet, then he must go to Verdun.

The reasoning behind this is that during the Napoleonic wars from 1803 to 1814, Englishmen living in France were not allowed to do so in the coastal regions, they had to move well inland -- hence Verdun! Oddly enough Felkin tells us that Armytage

". . .about the year 1850, and at the age of 82, announced his intention to make a voyage to Australia, 'to make himself acquainted with the country".

He is said to have died there in 1857 . . . presumably aged 89.

Another man, Samuel Brodhurst, a London stocking maker, went to France with his son, 'for health reasons' in 1802. Both Brodhursts, father and son, worked for Armytage and Moore for a time, but were sent to Verdun with all of Moore's employees after the partnership between Armytage and Moore broke up.

Just exactly who it was who set up the first lace making machinery in France is still in doubt. Perhaps if the Napoleonic wars had not happened about this time it might all have been easier to work out!

The next step, however, in this industry, is to progress from the making of these 'nets' to the reproduction of lace itself. The width of the fabric which could be produced on a stocking frame ranged from an inch to the size of the machine -- an enormous width compared with hand made lace.

If the machine makers could work out the 'how' of producing lace designs with their machines, the industry would simply take off.

Many men worked at this.

One notable name is that of JOHN LEAVERS.

He was born in Sutton-in-Ashfield in Nottinghamshire in 1786 and learnt his trade as a 'setter-up' of lace machines in Radford.

Much has been written about him, his ingenuity, his patience, his withdrawal from the mainstream of the industry. He liked to work alone - some say to protect his patents - some because he was just that sort of man. But we have to remember that he was trying to build this machine during the time when the Luddite rebels and frame breakers were smashing everything they could lay hands on.

Is it particularly remarkable then that he seemed to be working in secret? Undoubtedly he was a genius and is recognised today as the 'Father' of the modern lace industry.

By 1813 he had built a prototype of the machine which would become world famous and stamp the name LEAVERS for ever into the industry . . .this he did in a tiny garret in a building in Nottingham which can still be seen today.

A machine which was later described as "combining the strength and intelligence of the elephant with the delicacy, patience and artistry of the spider.

Leavers 'Improved' machine was first used in a factory belonging to STEVENSON & SKIPWORTH in Nottingham . . . this about 1815 . . . and the machine-made lace industry 'began' in Nottinghamshire.

A lot of people prospered, but strangely the story relates that John Leavers often hadn't two half-pennies to rub together.

By 1821 he was thoroughly dis-illusioned and with two of his brothers, THOMAS and JOSEPH, moved over to France.

There they built a machine at Grande Couronne, a suburb of Rouen. Later, it is said, these machines formed the basis of the Calais lace industry.

This new lace fabric could be produced so fast now that it was possible for designers to incorporate lace cloth into fashion on a really large scale. No longer was lace used only for edging or insertion -- but whole garments could be made of it -- and even household items like curtains and bed-spreads were possible.

Veils and scarves, small and very easy to mass produce, flooded the lower end of the market -- anyone could afford to buy and wear one. Fashion really caught hold of lace.

As the machine made lace industry boomed, the stocking makers industry declined. Lace making required a superior skill -- all the better operatives moved over from stocking making to lace making. They became the new elite, attracting better wages and thus affording better living conditions.

A gulf between stocking makers and lace makers began to yawn.

As far back as 1792, 1,500 acres of Basford had been enclosed and a whole new suburb erected, known as New Basford.

Amongst the first to move into this area were the better off lace makers with their families. A new, prosperous and smart Nottingham suburb began to flourish.

But by about 1810, there was a great deal of unrest amongst the stocking makers. In their individual efforts to make more money, they were over-producing.

Warehouses were stacked high. Demand could not keep up with supply and so prices fell and with prices -- wages. It now became virtually impossible to make enough pairs of stockings per week to obtain a living wage.

Angry men began to smash up the stocking frames, mindlessly taking their fury — out on the actual machines with which they earned their livelihood!

The coming of power-driving changed the life-styles

of all the operatives. It was much more economical to house the machines all together in a 'factory shed' and keep them going.

24 hours a day even, if this was possible.

In effect it was usual to shut them down for at least 4 hours through the night, unless demand was really high and then they often were run right through the whole night!

Single frames, worked by hand in the family home, were no longer viable.

Operatives now found themselves slaves to the machines, working 8 hours on and 8 hours off. Suddenly the pattern of their lives changed disastrously.

Frustration caused discontent to simmer. Even more frames than ever were now destroyed, as mobs of men attacked the hated 'factories'. As we move into the nineteenth century, this then is the picture of life in Nottingham for the stocking maker and the machine lace maker.

ANNUAL GENERAL MEETING

4TH FEBRUARY -- 1 P.M.

CHANGED MEETING VENUE

275c PITT STREET

Between Market and Park Streets -- left-hand side looking towards the Quay (western side). On Ground Floor.

Entrance is through Pitt Street entrance. If the door is closed -- press the BLACK BUTTON by door.

The Meeting will be held in the English Speaking Union Rooms. Please bring something for afternoon tea.

CONTINUING DR BOB BURGESS'S STORY

THE MAIDEN VOYAGE OF THE 'HARPLEY'

The 'Harpley' (Launceston Examiner of 11th September, 1847): The 'William' brought unwelcome intelligence of the 'Harpley'. We give elsewhere as much of the particulars as the Sydney papers afford and regret to add that private advices are less favourable.

The vessel experienced strong easterly gales, and about 18 days after leaving Hobart Town was struck with a heavy sea which carried away a portion of her bulwarks (the sides of the ship above its upper deck). From that time she continued to leak to such an extent that the pumps required constant working. It was decided to proceed to Valparaiso, but contrary winds thwarted the design, and Captain Buckland decided it more advisable to bear up for Tahiti, where the ship arrived on the 28th June, about forty-six days after she had sprung a leak, during the whole of which time the pumps were vigorously worked by the crew and the military.

We understand that in consequence of the absence of the chief authority from Tahiti, a difficulty occurred as to the landing of the cargo, and she had to remain there idle for two or three days until the "Governor" returned. Upwards of two hundred tons of cargo had been landed, but the leak had not then been discovered: it was feared that the whole of the cargo would have to be discharged and the vessel hove down. We need scarcely add that this intelligence has been received with general regret, from the painful frustration of the many anxious hopes of a prosperous voyage which attended her departure from this island. We subjoin an extract from the letter of a passenger to an officer of the 11th, by which it will be seen that the respected proprietor, Mr Raven, had exhibited the same spirit of liberality which distinguished him in this town. . .

"Sixteen days after leaving port, have sprung a leak; all hands work the pumps night and day; for eight days often obliged to be lashed to the pumps to prevent being swept off, as the sea continued breaking over the deck: obliged to heave part of the cargo and guns overboard to lighten the ship: got to Tahiti on 28th June; landed the troops and passengers on the 1st July, who were placed in the mission-house, while the Harpley was being discharged and refitted. The soldiers speak hightly of Mr Raven's kindness, who supplied the men with grog four times a day, and oftener during the roughest of weather, and allowed them an extra supply of provisions. The crew of the H.M.B. (Her Majesty's Britannic) ship-of-war 'Grampus' assisted the Harpley's crew."

The above accounts are really only precis of the incredible drama. The real flavour of what it meant to be at sea in a howling gale that threatened to destroy the ship is captured in the amazing tale of an unnamed passenger aboard the Harpley on it's maiden voyage and published in the Launceston Examiner on 15th September, 1847. This is an extract of a letter dated Tahiti, 2nd July, 1847.

"This is a brief account of our voyage and the disasters connected therewith, compiled from the best authorities, for the use and edification of myTasmanian friends. We sailed from Hobart Town at noon on Thursday, 29th April.

We had fair winds and strong for some time, and in six days passed the longitude of New Zealand. Sometimes it blew very hard; in fact we sailed more frequently under double-reefed topsails than in any other manner. Till the 18th May we managed to keep our course, although for the last ten days we have b een continually amongst rain, squalls and gales, but on that day it blew a gale indeed, which staggered us altogether. Our topgallant bulwarks, though strongly built, were washed away like so much brown paper, and the stout iron staunchions snapped like carrots. The sea washed the vessel fore and aft, and at every plunge we shipped many tons of water. We had grown accustoned to having two or three feet of

pumps and the soldiers would both be worn out, were considerations sufficient to make us alter course, and bear up for Tahiti, as the nearest harbour and the best place to fly "for safety and for succour", though we had no chart of the island, and did not know the least in the world how the chances of obtaining assistance might stand in such a half-civilised out-of-the-way part of the world. After we had made a northerly course for two days we had a gale - such a gale! - to use the sublime words of Euripides, --

"I've been in many a breeze before,
But never sitch a blow."

"All the other gales and squalls, etc., were insignificant by comparison with this one; it laid our blessed ship on her beam ends, washed me out of my cot (at about 3 o'clock in the morning), and frightened almost every one to a fearful extent -- that is, to the full extent of fear. I rushed out of my cabin, in which my boxes and clothes were floating about four feet from the deck, found the cuddy full of water, women weeping and screaming, and men in great bodily fear, -- and went upon deck, where I saw a picture I shall not forget in a hurry. The ship was lying right down on her larboard side, all her quarter-deck (on that side) under water, and also a great part of the poop, and a mountainous sea washing right over her. The soldiers, unable to stand, or work the pumps, were holding on as they best might to anything within their reach. Captain Buckland told the carpenter to fetch his axe to cut away the masts, but by the time all was ready the wind lulled a moment, and the ship righted a little. The sight was magnificent; sea and sky seemed all one mass; and it blew so hard that you could not look to windward nor stand for an instant without holding on vi et armis (i.e. with all the strength of your arms - vide new translation). We were skudding under two close reefed topsails and fore-topmast-staysail when this occurred. Afterwards we lay to for a couple of days under a storm trysail, when the wind was abating, we made sail, and about five weeks afterwards - having experienced nothing but foul winds - we arrived at Tahiti. We never had (for more than six weeks) one

pumps and the soldiers would both be worn out, were considerations sufficient to make us alter course, and bear up for Tahiti, as the nearest harbour and the best place to fly "for safety and for succour", though we had no chart of the island, and did not know the least in the world how the chances of obtaining assistance might stand in such a half-civilised out-of-the-way part of the world. After we had made a northerly course for two days we had a gale - such a gale! - to use the sublime words of Euripides, --

"I've been in many a breeze before,
But never sitch a blow."

"All the other gales and squalls, etc., were insignificant by comparison with this one; it laid our blessed ship on her beam ends, washed me out of my cot (at about 3 o'clock in the morning), and frightened almost every one to a fearful extent -- that is, to the full extent of fear. I rushed out of my cabin, in which my boxes and clothes were floating about four feet from the deck, found the cuddy full of water, women weeping and screaming, and men in great bodily fear, -- and went upon deck, where I saw a picture I shall not forget in a hurry. The ship was lying right down on her larboard side, all her quarter-deck (on that side) under water, and also a great part of the poop, and a mountainous sea washing right over her. The soldiers, unable to stand, or work the pumps, were holding on as they best might to anything within their reach. Captain Buckland told the carpenter to fetch his axe to cut away the masts, but by the time all was ready the wind lulled a moment, and the ship righted a little. The sight was magnificent; sea and sky seemed all one mass; and it blew so hard that you could not look to windward nor stand for an instant without holding on vi et armis (i.e. with all the strength of your arms - vide new translation). We were skudding under two close reefed topsails and fore-topmast-staysail when this occurred. Afterwards we lay to for a couple of days under a storm trysail, when the wind was abating, we made sail, and about five weeks afterwards - having experienced nothing but foul winds - we arrived at Tahiti. We never had (for more than six weeks) one

day's fair wind; or even one day's wind sufficient to enable us to lay our course; and what is more, the wind was not only generally blowing in our teeth, but mostly blowing so hard that it was impossible to carry sail. Even after we got within the tropics, when we confidently hoped to meet with a south-east trade, which would have been fair for us, we still had foul wind (though not gales), and storms of rain accompanied by a great deal of thunder and lightning, which lasted for nearly a week. Nay, misfortune pursued us so far that, although we saw Tahiti at daylight on Wednesday morning, and were close to it (within ten miles) at night, yet we were unable, in consequence of calms and light baffling winds, to get in until Saturday, and in all probability should have been outside the harbour till this very minute had it not been for the brickish conduct of the French and Englishmen-of-war lying here, who manfully and without any provocation whatever, sent 8 boats (4 French and 4 English) pulling from 12 to 18 oars each, who towed us into the harbour in gallant style, to our great joy and immense satisfaction. And here we are; amongst cocoanuts, plantains, bananas, oranges, limes, pineapples, arrowroot, Englishmen, Frenchmen, Yankeemen, Danishmen and le Kanague as the natives of these islands are called."

After such excitement the rest of the voyage was more routine. The 'Harpley' was refitted and sailed from Tahiti on 12th September, 1847. (Launceston Examiner 20th September, 1847). She apparently called in at Rio de Janiero (Miss Wayne's file note says "all well at Rio" with a newspaper reference of 26th February, 1848 - this does not seem to be the Launceston Examiner, but it may be another newspaper).

The 'Harpley' reached England on 8th February, 1848 (L.E, 10th June, 1848). Here she must have been given a very thorough going over by the Surveyor for Lloyds of London, and was classed as A1 for ten years (Cornwall Chronicle, 26th August, 1848 - this is a Launceston newspaper).

Researched by Dr. R.J. Burgess.

ELIZABETH SIMPSON AT GOSFORD

From: Lindsay Watts

During her visit to the Central Coast Mrs. Elizabeth Simpson was invited by the Gosford Family History Society to be their guest speaker at a dinner gathering The paper which she had prepared had the intriguing title "Europe the Lesse", and I quote from her synopsis of it.

EUROPE IS THE LESSE. A paper presented at the 75th Anniversary Conference of the Society of Genealogists, London. Subsequently printed in two parts in their magazine vol. 22 No. 5 and vol. 22 No. 6 of March/June 1987. The migration of people from Europe..when..how..why..whence..with particular emphasis on the wives and children, often simply coincidental migrants. Real examples quoted for Canada, South Africa and Australia.

With fluency, Elizabeth conveyed to us the very depths of her own sincere emotions and all those present were deeply moved. She described the upheavals, heartaches and struggles of 4 groups of immigrants who left their native lands, some by force, others by choice or necessity. During the 1820's one group who arrived in South Africa were sent into the hinterland in order to provide a bulwark between the established settlements and the marauding natives.

Another part of the talk was about the children of the poor and destitute, they were sent on ships to all parts of the Empire into the care of charitable organisations or foster homes, most were never to see their parents or family again.

Then there were the Irish Rebels of the 1790's. They were went as convicts to N.S.W. Some were to lead the uprising at Castle Hill in 1804.

To my delight Elizabeth also related the story of the Nottingham Lacemakers and of their struggle to make

a new life for themselves first in Calais, and then in Australia.

At the conclusion of the talk one really did believe that Europe was the Lesse and the colonies the richer.

A Paper such as "Europe is the Lesse" is universal in its appeal. It also shows that in Elizabeth Simpson we descendants of the Lacemakers have an ambassador of high standing. We wish her well.

****

OUR BOOK

Our Book has gathered form very quickly. Thank you to all those who have contributed. I have stories from the following families:

Shore, Saywell, Kenshall, Nutt, Gascoigne, Holmes, Pedder, Bromhead, Crofts, Harrison, Homan, Woodforth, Brownlow, Lander & Branson.

Some families have made several contributions, telling different delightful stories and others have sent related pieces - it's fascinating.

At present the saga is going 'on disc' and the gentleman who will publish for us is coming to Queanbeyan to spend a day organising it with me. At the moment the proposed format is a 'coffee table' format -- paper back type binding a little bit smaller than A 4.

Because of the publishing techniques, by computer, even though the book is underway, there is the facility to add for a while yet!

PLEASE, if you've been putting off getting something to me, do so now. Remember -- even if it is only a tiny piece, it will act as a reference for others!

GILLIAN

COUSINS? WHICH ONE?

FROM: RICHARD LANDER

Have you ever experienced difficulty in determining the exact cousin relationship between two family members? There is a simple mathematical formula for doing so.

1. The first step is to trace their lineage back to a common ancestor. Make sure that this is their *nearest* common ancestor and not his or her parent or child. By counting one generation too many, or too few, one will get the wrong number. Number this common ancestor "0" to ensure that this generation is not included in the arithmetic.

2. The next step is to count the number of generations separating each person from the common ancestor.

3. If the two numbers are the same, then the order of cousinhood is one less than the number. For example, if the common ancestor is a great grandparent of each person, the number of generations is three and the order of cousinhood is two - so they are second cousins.

4. If the two numbers are not the same, then the order of cousinhood is one less than the smaller number. For example, if the common ancestor is a great-great-grandparent of one person and a grandparent of the other, the number of generations are four and two respectively. Consequently, the order of cousinhood is 2-1=1 and the degree of removal is 4-2=2. They are first cousins twice removed.

5. The children of first cousins are second cousins to each other.

6. The children of second cousins are third cousins to each other.

7. The children of your first cousins are first cousins once removed to you and you are the same to them.

8. The children of your second cousins are second cousins once removed to you and you are the same to them.

9. Grandchildren of your second cousins are your second cousins twice removed and you are the same to them.

10. Great grandchildren of your second cousins are second cousins thrice removed.

Thank you, Richard. Please see me after the meeting - I've got a real 'lulu' for you to sort out!

****

Ruby Collins delighted in telling this story of what she called the happiest day in her childhood. At her suggestion, She and two small boys wagged school. They spent the day climbing and swinging on the trees, and generally enjoying themselves on the banks of Spring Creek in Main Street, Young. Ruby reported home "from school", and her mother boxed her ears and sent her to bed!

Mother (Isabella (Saywell) Summerhays) had watched all the fun from her kitchen window!

P.S. Mary Collins, Ruby's only child, died on 22nd October, 1988.

Thank you, Pat Stewart.

THE AUSTRALIAN SOCIETY OF THE LACEMAKERS OF CALAIS

OFFICE BEARERS 1988/89

PRESIDENT:	Mr Bruce Goodwin 72 Bantry Bay Road French's Forest. 2086 Phone: 451 5048
SECRETARY:	Mrs Enid Bastick 11 Linwood Street Guildford. 2161 Phone: 632 2639
TREASURER:	Mr Terence Higgins 67 Macquarie Lodge 171 Wollongong Road Arncliffe. 2205 Phone: 597 2745
EDITOR:	Mrs Claire Loneragan 9/19 Taranto Road Marsfield. 2122 Phone: 869 1670
PUBLICITY OFFICER:	Mrs Lindsay Watts 65 Britannia Street UMINA. 2257 Phone: (043) 414384