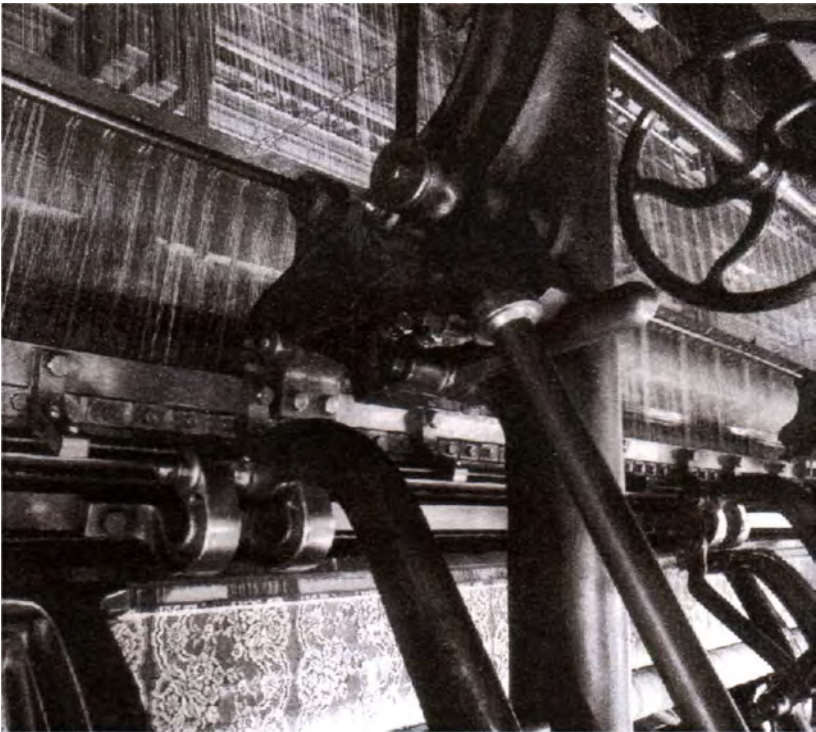


TULLE

Volume 29, No 3, August 2011 (Issue 112)
ISSN 0815 - 3442



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

The 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 1.00pm. You are invited to bring a plate to share with other members at afternoon tea and fellowship which follows.

Future Meetings:

Saturday, 20 August 2011
Saturday, 19 November 2011
AGM Saturday, 18 February 2012
Saturday, 19 May 2012

Find Us on the Internet:

www.angelfire.com/al/aslc

Want to Join or Membership

Membership Secretary

Subscription Due?

Ms Barbara Kendrick

Contact...

190 Shaftesbury Rd
Eastwood NSW 2122
Phone: 02 9874 2330

Contributions to Tulle : email

richardlander@ozemail.com.au

: post

Richard Lander
73A Killeaton Street
St Ives NSW AUSTRALIA 2075

Cover : Part of a Leavers lace machine –*from De la dentelle & des Hommes – the Lace-makers of Calais*, Paul Maurier (photographer)

This Coming Meeting:

Saturday, 20 August 2011, 1.00pm

Guest Speaker: The Guest Speaker at our August meeting will be Mr. Laurie Turtle who will speak about genealogical searches, problems and solutions - he calls it a "practical talk for genealogists". Laurie and his wife, Lorraine, operate Turtle Consolidated Services which offers three main services for their clients: A NSW BDM transcription service; a NSW State Records retrieval service; and a Tasmanian BDM transcription service.

Tulle is a digest of material submitted by members of ASLC and its contents are intended only for the benefit and education of its members. Neither ASLC, nor the Editor make any guarantee as to the quality, accuracy, usefulness, or any other aspect of the material. No warranty of any kind is implied and nor will ASLC or the Editor assume any legal liability or responsibility for the content of these pages. The entire risk inherent in relying on the content of Tulle is borne by the reader. The Editor reserves the right to include or omit, edit &/or to place photographs, comments, footnotes or illustrations within any text or other material submitted without reference to the contributor. ASLC does not research material for members or others. However, personal resources and publicly available material may be used in the compilation of material by the Editor and other contributors to Tulle.



TULLE

Issue 112, Volume 29 Number 3 – August 2011

President's Message – Stephen Black	2
Editor's Comment – Richard Lander	3
Those Other Ships	5
<i>Agincourt</i> Press Clippings from 1848	9
Emigration Papers – Surgeons Superintendent	11
A Serious Falling Out Amongst Friends? (William Ward v Richard Husband, <i>Agincourt</i> Passengers)	15
<i>Walmer Castle</i> Press Clippings from 1848	16
Congratulations to Judy Gifford, OAM	17
Select Committee Inquiry into Artisans and Machinery, 1824	19
The Suttor Family of Bathurst	27
Bathurst and Kelso Cemetery Inscriptions (Cornelius Johnson and Frances Crofts)	34
O'Connell Plains and Bathurst	35
Arrival of <i>Agincourt</i> Emigrants	39
The First New South Wales Election	40

President's Message

For me it was very pleasing to see so many of you at the May meeting. I know that some of you travel a very long way to be there and it is greatly appreciated that so many of you make the effort to attend and participate in the meetings. We were treated to an interesting and informative presentation on immigration from Britain to the Australian colonies in the 19th century. It added greatly to our knowledge of the type of migrants and the manner of their journeys here. One point that struck a chord with me was that while we all have in our family trees migrants who came here of their own free will, albeit often due to difficult circumstances, those of us with convict ancestors have another type of migrant in our trees. Whatever their backgrounds, our ancestors were all migrants to the colonies, whether they were free or forced migrants.

Our next meeting should be just as informative as the last. Our speaker will be Laurie Turtle, an experienced transcription agent for many of those records that allow us to piece together our family trees. Laurie will talk about sources of research available to us beyond the information found on certificates.

Finally a reminder that next year marks the thirtieth anniversary of our Society's formation. It is a remarkable achievement that a small disparate group of people has maintained a bond around a common interest for so long. Certainly some of the Society's original goals have been achieved with a huge wealth of knowledge obtained. Do you want to see changes to our purpose and goals? How shall we celebrate next year's milestone? These are thoughts for all members to ponder and speak to at our coming meetings or if you wish, please forward them to me.

I look forward to seeing you at Don Bank museum for the August meeting and reading your comments about our future.

Stephen Black

Those Other Ships²

I have now had a chance to look at the shipping lists of all those ships we have considered our "other ships" almost from the inception of the ASLC. They are so considered only because the three major ships all carried a large number of lacemaker families whereas the "other ships" carried a handful at most. There is no other distinction.

The *Canton* which arrived in Sydney on 12 June 1848 had aboard people who described themselves as either labourer, farm labourer, horse doctor, excavator, bricklayer, house servant, ploughman, painter and glazier, carpenter, nursemaid, herdsman, agricultural labourer, farm servant, gardener, land steward, house maid, dairy maid, cook, waggoner, wheelwright, ostler, joiner & cabinet maker, groom, blacksmith, butcher, wife, son or daughter. The only possible person aboard with anything to do with the lace trade was Edwin Wheatcroft, aged 22, who described himself as a smith from Nottingham, Nottinghamshire, whose religion was Church of England and who could read but not write.

The *Castle Eden* arrived on 9 October 1848 at Sydney. Aboard were those who described themselves as similar to those above. There was also at least one shepherd, brickmaker, whitesmith, nailer, blacksmith, millwright, engineer, tailor, wool sorter, stepson, miner, quarryman, ladysmaid, laundress, needlewoman, sawyer, gas engineer, and brickmaker. The only passengers from Nottinghamshire were William Roworth (a farm labourer) and family.

The *Emperor* arrived at Sydney on 11 November 1848. New occupations not listed above included farm bailiff, pork butcher, and coachman. Thomas Goldfinch (see extract below) was aboard with his family as well as the children of his wife, Hannah's from her first marriage to John Plummer. Also aboard was John Sedgwick, a labourer from Liddington, Bedfordshire and his family. John's fifteen year old daughter was described as a "lacemaker and

² From <http://www.records.nsw.gov.au/state-archives/guides-and-finding-aids/nrs-lists/nrs-5316#the-list-of-ships>

existed for more than 300 years, back then it was just a dusty track and it was not until Queen Victoria moved the royal residence to Buckingham Palace that serious work began on its improvement. In 1807 gas light was used for the first time in Pall Mall and by the 1840s it was being used all over London. Electric light was first used in Holborn in 1883. By the 1840s there were horse drawn buses and from the 1870s horse drawn trams. In 1834, Parliament was destroyed by fire. The new parliament included a great clock, which is now known as Big Ben. John Nash created Trafalgar Square in 1839. Nelsons column was erected in 1842. Many parks were created in London in the 19th century. Regents Park opened to the public in 1838. Victoria Park opened in 1845.

However, some London highlights would not have been known to any lacemakers lucky enough to have visited that ancient city. In the 19th century, new museums were created in London. The Victoria and Albert Museum opened in 1852. The Science Museum opened in 1857 and the Natural History Museum opened in 1881. New Scotland Yard was not built until 1891 and the statue of Eros in Piccadilly Square was only erected in 1892.

Westminster Abbey is steeped in more than a thousand years of history. Benedictine monks first came to this site in the middle of the tenth century, establishing a tradition of daily worship which continues to this day. The Abbey has been the coronation church since 1066 and is the final resting place of seventeen monarchs. It is thus the most famous necropolis in Britain. The present church, begun by Henry III in 1245, is one of the most important Gothic buildings in the country, with the medieval shrine of an Anglo-Saxon saint, (where William and Katherine signed the Register), still at its heart.

Even Deptford Docks, where most of our lacemakers began their journeys to Australia, are ancient. Deptford ("deep ford") was part of the pilgrimage route to Canterbury from London used by the pilgrims in Chaucer's Canterbury Tales. Queen Elizabeth I knighted Sir Francis Drake aboard the Golden Hind in Deptford Docks on 4 April 1581.

Richard Lander

Those Other Ships²

I have now had a chance to look at the shipping lists of all those ships we have considered our “other ships” almost from the inception of the ASLC. They are so considered only because the three major ships all carried a large number of lacemaker families whereas the “other ships” carried a handful at most. There is no other distinction.

The *Canton* which arrived in Sydney on 12 June 1848 had aboard people who described themselves as either labourer, farm labourer, horse doctor, excavator, bricklayer, house servant, ploughman, painter and glazier, carpenter, nursemaid, herdsman, agricultural labourer, farm servant, gardener, land steward, house maid, dairy maid, cook, waggoner, wheelwright, ostler, joiner & cabinet maker, groom, blacksmith, butcher, wife, son or daughter. The only possible person aboard with anything to do with the lace trade was Edwin Wheatcroft, aged 22, who described himself as a smith from Nottingham, Nottinghamshire, whose religion was Church of England and who could read but not write.

The *Castle Eden* arrived on 9 October 1848 at Sydney. Aboard were those who described themselves as similar to those above. There was also at least one shepherd, brickmaker, whitesmith, nailer, blacksmith, millwright, engineer, tailor, wool sorter, stepson, miner, quarryman, ladysmaid, laundress, needlewoman, sawyer, gas engineer, and brickmaker. The only passengers from Nottinghamshire were William Roworth (a farm labourer) and family.

The *Emperor* arrived at Sydney on 11 November 1848. New occupations not listed above included farm bailiff, pork butcher, and coachman. Thomas Goldfinch (see extract below) was aboard with his family as well as the children of his wife, Hannah's from her first marriage to John Plummer. Also aboard was John Sedgwick, a labourer from Liddington, Bedfordshire and his family. John's fifteen year old daughter was described as a “lacemaker and

² From <http://www.records.nsw.gov.au/state-archives/guides-and-finding-aids/nrs-lists/nrs-5316#the-list-of-ships>

Derbyshire whereas his wife, Frances, was from Nottingham. Thomas Parker, aged 28 and from Radford, Nottingham, was a machine fitter.

The *Nelson* arrived on 11 November 1848. On board was Samuel Strong (36), a lacemaker from Devonshire, his wife, Louisa (27) and their children, James (9), Henry (7) and Samuel (2). Joseph Rowe was also from Nottingham but he was a farm labourer. John Goodall (32), a Nottingham butcher and his wife, Jane, made the journey. Edward Maltby (29), a labourer from Radford, Nottingham, his wife, Mary (also 29) and three year old daughter, Emily were also passengers. Catherine Wilkins, a housemaid from Nottingham was amongst the single women on board. Henry Woodhead, a wheelwright from Warsop, Nottingham, was the last entry on the passenger list.

The *Baboo* arrived at Adelaide on 5 December 1848. Amongst her passengers was J. B. Mather, his wife Mary, their three children and four other Mather family members – Byron Mather, Washington Mather, Archibald Mather and Ann Mather.

The *Navarino* also went to Adelaide, arriving there on 10 November 1848. Gillian Kelly⁴ has identified the Holmes and Pepper families as lacemakers. The Holmes family consisted of William (b.1819), his wife Ann and their four children plus another William Holmes (b. 1840). The Pepper family consisted of J. Pepper, his wife and four children.

I believe that from this research it is reasonable to remove *the Canton, Castle Eden, Charlotte Jane, Steadfast and Andromache* from our list of vessels of interest because none of these appear to have arrived with lacemakers. If you have reason to believe they should be retained on our list please contact me as soon as possible. They have been deleted from this issue of *Tulle*.

Richard Lander

⁴ Kelly, G, "Well Suited to the Colony", ASLC, Queanbeyan, 1998, p.274

Agincourt Press Clippings - 1848

LATE ENGLISH NEWS: The arrival of the *Agincourt*, Captain SCOTT, puts us in possession of London papers to the 13th of June. We issue a double paper, in order that our readers may be furnished with as complete a digest of European news, as it is in our power to give.

Chartism was being daily strengthened. On Saturday, the 10th of June, a proclamation was posted throughout the metropolis, announcing that meetings appointed to be held on the following Monday, by the Chartist Executive, and the Irish Confederates, would not be permitted. The *Times* blames the ministry for interfering, and argues that it is in opposition to the English right of holding public meetings for the purpose of attempting to rectify real or supposed grievances. The *Daily News*, on the other hand, applauds the Government for the cautionary step they had taken. Scattered and unimportant meetings were held on the Monday in various parts of London and the neighbourhood; but no violence was manifested, and no symptom of disturbance showed itself in any part of town. Four Chartist leaders had been committed for trial on charges of seditious speeches. Their names are, ERNEST JONES, JOHN FUSSELL, JOSEPH WILLIAMS, and ALEXANDER SHARPS. The last three were admitted to bail; but the heavy securities (£1000) required for JONES prevented the finding of bail in his case.

Affairs on the Continent of Europe were assuming a more unsettled aspect. In France, the strength of parties was becoming every day more manifest, and the result of the present state of things in that agitated country could not be guessed at by the closest observers. Nearly two thousand persons were arrested on Sunday, June 11, but the chief part of them was released after some hours detention, they being only curious or idle spectators.

The Navigation Laws were still under discussion.

Ireland seems more tranquil since MITCHEL was sent out of the country. The Confederates and Repealers have taken decisive steps towards amalgamation of their disunited forces in a new body, which is to be at once effective and

legal; though the progress of the negotiations has been accompanied by sallies of a less moderate spirit. The Repeal Association Funds are said to be in a state of bankruptcy.

The funeral of the late Princess SOPHIA took place on Tuesday morning, at Kensal Green Cemetery; Prince ALBERT, the DUKE of CAMBRIDGE, and Prince GEORGE, were present; and representatives of the King of HANOVER, and the Duchesses of KENT, CAMBRIDGE, and GLOUCESTER. The funeral procession was perfectly unostentatious. It is understood that a mausoleum will be erected in the Cemetery grounds, and the remains of the Princess be transferred thither.

The subject of Emigration is occupying a large share of public attention. The *Times* says " The position of the Emigration question is this: On every side and by every class of persons in England, not only the utility, but the necessity of some great scheme is acknowledged. It has ceased to be a matter of speculative and contingent good; it has become one of earnest, urgent, and pressing need. It is no longer an open question with the young enthusiast, the roving adventurer, the capitalist whose avarice or whose impatience resents the niggardness of European returns, or the prodigal who has lost both capital and character in the precocity of European luxuries; it has become the question of the day, paramount to all others, intertwined as it is with all besides, and affecting as it does every family of every rank except the very highest in the kingdom.

In the papers which have come to hand, we do not perceive any notices of our staple exports; but we are glad to learn that letters arrived yesterday from a large mercantile house in London instructing their agents in Sydney to buy to the extent of 2000 bales of wool, at about the same rates, or at a shade lower, than last season. From this it would appear that hopes are entertained of an improvement in prices.

(From: *The Sydney Morning Herald*, Saturday 7 October 1848)

Emigration Papers - Surgeons Superintendent

WE have before us the papers relative to Emigration, presented to the House of Commons in the Session 1849. They consist (so far as they regard this colony) of various despatches which have passed betwixt the SECRETARY OF STATE and the GOVERNOR, with Reports of the Land and Emigration Commissioners on the one hand and of the Emigration Boards and Agents at Sydney and Port Phillip on the other.



The generally satisfactory character of the immigration which has arrived during the year 1848 at Sydney and Port Phillip, is not to be denied. To this, however, there have been frequent, though not considerable exceptions. They have occurred partly from the haste with which some of the ships, after the resumption of immigration, were fitted out

and filled up to meet the urgent demand from the colony, partly from the improper facility of persons certifying to the characters of unsuitable emigrants, and partly to the misconduct of the surgeons, masters, and ships' officers, in the course of the voyage out. These exceptions too are partly physical, partly moral.

The most remarkable circumstance that strikes us in the perusal of the reports is the frequent misconduct of the surgeons superintendent. The Commissioners appear indeed to have been peculiarly unfortunate in this respect.

Of the *Fairlie*, it is stated that, the general appearance of the vessel and the immigrants indicated a very effective discipline on board, for which it is but just to award considerable credit to the Surgeon, although for want of temper

and discretion, manifested in a distinct case, the authorities here consider it undesirable that he should again be employed in the service.

The Surgeon of the *Agincourt*, although possessing considerable abilities and good professional qualifications, was deficient in the requisite energy and promptitude. Everything was, however, well conducted.

The arrangements, discipline, and accommodation in the *Emperor*, were defective, and the gratuity of the Surgeon was partially, and that of the Chief Mate wholly, disallowed; for what particular reason is not stated, but the former we presume for the ordinary fault, inefficiency.

In these vessels it has been found necessary to represent, sometimes the misconduct, and in most instances the want of activity, firmness, and promptitude on the part of the surgeons in charge. That the character of this officer is of considerable consequence is evident from the effects which the good discipline (which it is his business to preserve amongst the emigrants) produces upon their behaviour.

We cannot omit remarking, however, that of these vessels (ED: there were a few other vessels mentioned in the report not pertaining to lacemaker emigrants so they have been omitted), only one was a Port Phillip arrival; while, of the eleven, with which no fault is found or to which praise is given, four only came to Sydney and seven to the Southern Port. What is the cause of the medical gentlemen in the Sydney-bound being greater delinquents than those in the Melbourne bound ships? Is there a fatality attending the middle province? Or is it that Mr. MEREWETHER and his Board are more keen sighted and more difficult to please than Mr. PATTERSON and his coadjutors?

Besides the cases here noticed, we have heard of one or two others of misconduct of Surgeons-Superintendent; but we know not what proportion they bear to the general immigration. Whether the matter is mending since these despatches of Sir CHARLES FITZ ROY'S were received by Earl GREY, we are not aware.

It was suggested by Mr. LATROBE, so far back as the 6th of April, 1848, that experienced naval surgeons only should be employed in this particular service.

We find this has been under consideration of the home authorities ; but it appears that the supply obtainable from the Royal Navy would be quite inadequate ; the expense also would be more than doubled, while it has not been proved that medical gentlemen of this character have been more successful than private surgeons "in the delicate task of conveying, in good health and good order, large mixed parties of men, women, and children, without any of the powers of martial discipline or any direct means of control." The Emigration Commissioners however state, that it is their practice to give a preference to officers who have already been employed in the emigration service, and that they give an increased gratuity to such. They also assure Earl GREY that they will use every precaution to exclude from the service improper or unfit persons, and to render it efficient. In the cases of the *Hyderabad*, *Lady Peel*, and *Subraon*, they aver that the testimonials of the medical men appointed were satisfactory. The Superintendent of the first was a full naval surgeon, and was recommended by an eminent London surgeon, as deserving of every confidence. The second was also well recommended. The testimonials of the third were decidedly above the average, and were explicit on the point of his kindness and moral character. Some, however, of the deficiencies of these gentlemen were such as no certificates would show, and which could not be discovered in untried men.

We propose to continue our examination of these despatches.

Published in *The Sydney Morning Herald*, Thursday, 25 April 1850.

The fact that Dr Atkinson came into some criticism for his performance aboard the *Agincourt* is perhaps surprising in light of the following press clipping from *The Sydney Morning Herald* for Thursday, 12 October 1848.

IMMIGRATION.-Nearly the whole of the passengers by the *Agincourt* have left Sydney, a draft having proceeded to the Hunter, and another draft to Bathurst. We have seen copies of addresses from the passengers of this vessel to the officers, which are extremely pleasing and creditable to all concerned. In the address to Captain Scott, and Mr. Bissett, the chief officer of the ship, they express their gratitude for the gentlemanly conduct and kind attention with which they were invariably treated during the voyage. In the address to Dr. Atkinson, they thank that gentleman for his kindness, untiring attention, and skilful and benevolent efforts on their behalf, and pray for his

future welfare. In his reply Dr. Atkinson refers to their general intelligence and good conduct, and hopes they may find that prosperity and happiness which their principles and good conduct merit. We are informed that the behaviour of these people during the voyage has been most exemplary, and that they go into the interior with a determination to meet cheerfully all the discomforts which new comers must undergo, and if they do so, we have little doubt that before many years many of them will have acquired property of their own, and the whole of them be comfortably settled, and be a valuable addition to the population of the colony. A draft of immigrants by the *Charlotte Jane* was forwarded to the Hunter by the steamer *Thistle* last night.

Whether or not Dr. Atkinson's character could be drawn into question remains open to speculation. However, the demeanour and character of the *Agincourt* passengers was never in question. An article from the *Sydney Morning Herald*, Tuesday, 26 June 1849 reads (in part):-

The immigrants aboard the *Agincourt* consisted exclusively of 'British workmen who had been residents in France, but had been compelled to leave that country in consequence of the late political disturbances. They were accepted by the Colonial Land and Emigration Commissioners as emigrants for this colony, under an arrangement made with a relief committee in England, that if £4 a head were contributed by the committee the balance of the passage money would be made up out of the colonial fund for persons who were of good character and likely to become useful in the colony as field labourers, though disqualified by their previous callings for free passages under the ordinary regulations. I am happy to be able to report that as respects physical capabilities and mental intelligence, these immigrants were as a body superior to any that I have ever inspected, and that their conduct during the voyage and after their arrival here, their respectful demeanour, and their readiness to proceed at once into the country districts, fully justified the expectations formed by the authorities in England of their probable usefulness, and proved that they were, as in their address to the British Government they pledged themselves to be, "men of good moral characters and industrious habit, in the full possession of health and strength, and men whose feelings revolted at the idea of becoming a burthen to their native land." (Report on Immigration for the Year 1848 by Francis L. S. Merewether, Esq., Agent for Immigration for Sydney and Port Phillip Districts to his


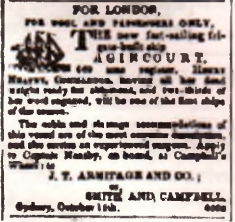
Excellency Governor Sir Charles A. Fitz Roy, 31 May 1849 and published in the Maitland Mercury, Wednesday 4 July 1849. A less readable copy can also be found in The Sydney Morning Herald, Tuesday, 26 June 1849).



A Serious Falling Out Amongst Friends?

<p>500 REWARD—The above reward will be paid upon the conviction of Richard Husband, who is charged with absconding with about 40 ozs. gold, my property, from Long Creek, near the Merro, to any person apprehending and lodging him in the custody of the police. He is supposed to be in Sydney, on the route to Port Phillip.</p> <p>Description: - Richard Husband: free, per ship <i>Agincourt</i>, 1848, from England, Nottinghamshire; about 42 years old; 5 feet 6 inches high; dark hair, turning grey, full eyed, resided some time in Bathurst.</p> <p>WILLIAM WARD. Bathurst, January 23. 2196</p>	<p>The advertisement to the left reads:-</p> <p>£5 REWARD - The above reward will be paid upon the conviction of Richard Husband, who is charged with absconding with about 40 ozs. gold, my property, from Long Creek, near the Merro, to any person apprehending and lodging him in the custody of the police. He is supposed to be in Sydney, on the route to Port Phillip.</p> <p>Description- Richard Husband: free, per ship <i>Agincourt</i> 1848, from England, Nottinghamshire; about 42 years old, 5 feet 6 inches high; dark hair, turning grey, full eyed, resided some time in Bathurst.</p> <p>WILLIAM WARD Bathurst, January 23. 2196</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

(Above) Advertisement from The Sydney Morning Herald, Tuesday 27 January 1852. Richard Husband and William Ward were both lacemakers and both travelled to Australia aboard the *Agincourt* in 1848.

 <p>THE TONS OF OIL BUTTS, SURPLUS STORES ON BOARD MR. MORT OF THE EMIGRANT SHIP AGINCOURT AT THE WHARF OF MESSRS. CAMPBELL AND CO., SATURDAY, OCTOBER 28, AT ELEVEN O'CLOCK, 100 TONS OIL BUTTS AND THE SURPLUS STORES OF THE EMIGRANT SHIP AGINCOURT, CONSISTING OF LIME JUICE, SPLIT PEAS, FLOUR, PRESERVED POTATOES, VINEGAR, BUTTER, PRESERVED MEATS, SALT, BISCUIT, ETC., ALSO SURVEY STORES, FILTERS, PAILS, MEES KIDS (?), BREAKERS, GLOBE LAMPS, COOKING APPARATUS, DEAL PLANKS, MEDICINE CHEST, BARNETT'S DISINFECTING FLUID, ETC.</p> <p>Terms - Cash.</p>	<p>The advertisement to the left appeared in <i>The Sydney Morning Herald</i>, Wednesday 25 October 1848. It reads as follows:-</p> <p>100 tons of oil butts, and the surplus stores of the <i>Agincourt</i>. Mr. Mort has received instructions to sell by public auction, at the wharf of Messrs. Campbell and Co., on Saturday, October 28, at eleven o'clock, 100 tons oil butts and the surplus stores of the emigrant ship <i>Agincourt</i>, consisting of lime juice, split peas, flour, preserved potatoes, vinegar, butter, preserved meats, salt, biscuit, etc., also survey stores, filters, pails, Mees kids (?), breakers, globe lamps, cooking apparatus, deal planks, medicine chest, Barnett's disinfecting fluid, etc.</p> <p>Terms - Cash.</p>
 <p>FOR LONDON, FOR WOOL AND PASSENGERS ONLY, THE new fast-sailing frigate-built ship AGINCOURT. 469 TONS REGISTER. HENRY NEATBY, COMMANDER. The cabin and stowage accommodations of this vessel are of the most superior description, and she carries an experienced surgeon. Apply to Captain Neatby, on board, at Campbell's Wharf, to J. T. ARMITAGE AND CO., OR SMITH AND CAMPBELL, Sydney, October 11th.</p>	<p>The advertisement to the left was for the return voyage to London by the <i>Agincourt</i>. It reads as follows:-</p> <p>For London, for wool and passengers only, the new fast-sailing frigate-built ship <i>Agincourt</i>, 469 tons register, Henry Neatby, Commander, having all her dead weight ready for shipment, and two-thirds of her wool engaged, will be one of the best ships of the season.</p> <p>The cabin and stowage accommodation of this vessel are of the most superior description, and she carries an experienced surgeon. Apply to Captain Neatby, on board, at Campbell's Wharf.</p> <p>J. T. Armitage and Co/Smith & Campbell, Sydney, October 11th.</p>

Walmer Castle - Press Clippings 1848

Extract of a Letter, dated London, 23rd July, 1848. The *Walmer Castle* is taken up by Government to convey 260 emigrants from Plymouth, from which port she will sail on or about the 4th of September; she is now undergoing a thorough overhaul under Lloyds' surveyors, to be re-classed A1 for four years, so that when she arrives in the colony you will not know her from a new ship. (From: *The Sydney Morning Herald*, Thursday, 16 November 1848).

IMMIGRANTS.-On Thursday thirty-five of the *Walmer Castle* immigrants, and seven of the *Bermondsey* immigrants, arrived in Maitland per steamer. They comprise eight married couples; two young women above fourteen years; nine young men above that age; and fifteen children (including two boys above eleven years, and three infants). Several were, we believe, engaged yesterday, but up to one o'clock, p.m., the only engagements registered at the police office were of four of the young men, two as general servants at £18 and £12 per year, one as farm servant at £16 per year, and one as hutkeeper at £14. (From: *The Maitland Mercury & Hunter River General Advertiser*, Saturday, 6 January 1849).

IMMIGRANTS.-Only one family of the immigrants now remain at the depot, the whole of the remainder by the *Walmer Castle*, *Bermondsey*, and *Waverley*, having left the depot, one or two families to join friends in the district, and the remainder under engagement. Five married men have engaged-two as carpenters, at £1 per week, and £26 per year; and three as farm labourers, at £19, £16, and £16 per year, the wives of the two last covenanting to assist for a further payment or additional rations.

PERFUMERY, &c.
Et Walmer Castle.

THE undersigned has Just Received a Fresh Supply.

White and Brown **WINDSOR SOAP**
 Essence of Yerkona
 Essence of Roselleite
 Spirit de Lavandiers aux NillesBran
 Essence Patchouli
 Superior Lavender Water
 Cologne Eau de Cologne
 Pomatum, variously scented
 Violet Hair Powder
 Powder Boxes & 4 Puffs
 Rowland's Odorine Marrow Oil
 Kalydor and Oshoto
 Officiars's Balm of Columbia
 A large assortment of Hair Brushes
 Children's Soft Hair Brushes
 Badger-hair and other Staining Brushes
 Tooth and Nail Brushes, &c.

ALSO,

Morri's Magic Razor-strops and Pass
 A few copies of Gilliam's Treatise and Description of Mexico and California.

From: *The Maitland Mercury & Hunter River General Advertiser*
 20 January 1849

FOR LONDON,
 THE *WALMER CASTLE*,
 Master, Richard Green and Co.,
 10, Abchurch Lane, Blackwall, Green, George
 Thorne, commander, having undergone a
 thorough repair and re-classed as A1 for four
 years, will sail for London direct early in
 March.

For freight or passage apply to
HOYD AND CO.

From: *Sydney Morning Herald*
 Thursday, 16 November 1848

Three young men have engaged, two as general servants at £14 per year each, and one to make himself useful to a tradesman, at an increasing wage during two years of from 4s. to 7s. per week. And one boy of twelve years has engaged as house servant at 2s. 6d. per week. (From: *The Maitland Mercury & Hunter River General Advertiser*, Saturday, 13 January 1849).

IMMIGRANTS. - Yesterday forty-five of the *Thomas Arbuthnot* immigrants arrived in Maitland per steamer. They comprise ten married couples, having among them fifteen children; eight young men, and three young women; while among the children there are two girls of thirteen years old. There is also still one of the *Walmer Castle* families at the immigrant barracks, East Maitland. (From: *The Maitland Mercury & Hunter River General Advertiser*, 20 January 1849).

Solly, James, native of Littlebourne, near Canterbury, Kent, sailed from England in the *Walmer Castle*, September, 1848; last address in 1862, Cundletown, Manning River, New South Wales. All his brothers and sisters are dead except Annie, who now inquires. (From: *The Queenslander*, Brisbane, Saturday, 2 June 1894).

CONGRATULATIONS TO MEMBER

Judy Gifford

WHO WAS AWARDED A MEDAL (OAM)
IN THE GENERAL DIVISION,
QUEEN'S BIRTHDAY HONOURS LIST 2011

DOMESTIC INTELLIGENCE.

IMMIGRANTS PER WALMER CASTLE.
Colonial Secretary's Office, January 1. - His Excellency the Governor has directed it to be notified, for general information, that the ship *Walmer Castle*, with 201 immigrants, arrived on Saturday last in Port Jackson.

The ratings of the adult male immigrants, and the number of each calling, are as follows, viz.:-

	MALES.	
	MASTERS.	SEALS.
Agricultural labourers ..	14	11
Boys	3	4
Carpenters	2	2
Blacksmiths	6	6
Millwrights	1	4
Masons	2	0
Wheelwrights	0	1
Hitchlayers	2	0
Seamen	1	0
Shipwrights	0	1
Bricklayers	1	2
Tailors	1	1
Woolcutters	1	1
Ironmongers	1	0
Blacksmiths	1	0

On Thursday, the 4th instant, and following days, between the hours of ten A.M. and four P.M., the hiring of the male immigrants will be proceeded with.

Before ten o'clock on the morning of Thursday, the 4th instant, or at any other time than from ten to four, as above stated, for the hiring of the immigrants, no applicant or person in quest of services will be admitted on board. Bids or orders have been given to the police-men on duty in the ship to enforce the observance of this rule.

All applications for services must be made to the surgeon-superintendent on board, and the immigrants will be contracted again; hiring themselves on any person without an auction, and without a formal agreement, to be signed by the two contracting parties, and witnessed by an officer of the immigration department, who will stand on board of the ship for the purpose.

Before mentioning any engagement, the surgeon-superintendent will be required to satisfy himself of the respectability of the living party, either by reference to the office of the immigration department, who will be in attendance, or by such other means of enquiry as may be available.

No stranger will be allowed to visit the "green decks" of the vessel unless accompanied by the surgeon-superintendent. Any person violating this rule will be ordered to quit the ship forthwith.

The ship will be anchored at the entrance of Sydney Cove, and will be provided with an external accommodation ladder.

The unmarried females will be landed from the vessel on Wednesday, the 10th instant, and lodged in the Hospital, Hyde Park Barracks, where they can be hired between the hours of half-past 2 and 4 P.M., by employers whose respectability is known at the Immigration

Office, or who have introductory letters from persons of known respectability, provided that such employers do not have any other business of public importance.

The ratings of the females, and the number of each calling, are as follows:-

FEMALES (UNMARRIED.)	
House Servants	10
Housemaids	10
Housewives	3

Sydney Morning Herald
2 January 1849

Select Committee Inquiry into Artisans and Machinery, 1824

In 1824, a Select Committee was appointed by the House of Commons. It was instructed to inquire into the state of the law in the United Kingdom, and its consequences, with respect to artisans leaving the UK and residing abroad. It was also to inquire into the state of the law, and its consequences, respecting the exportation of tools and machinery. The Select Committee was chaired by Joseph Hume. A number of experts were called to give their opinion and the questions they were asked, and their answers, are recorded in the Minutes of Evidence, House of Commons papers, Volume 5, HMSO, 1824, which I have downloaded from Google Books at the following web address:-

http://books.google.com/books?id=pCcSAAAAyAAJ&dq=machine+lance&source=gbp_navlinks).

Lace machinery and the English artisans to operate them had already found their way to Calais and other parts of France so English experts in lace manufacturing were called to provide evidence on many aspects of the enquiry. The enquiry ran from 3 February to 25 June 1824. What follows is part of this material as it related to lace machinery and labour. **A Mr Alexander was called to provide evidence on 2 March 1824 and his answers follow the questions from the Committee.**

Do you know whether any stocking machines are carried from England to France?—Not stocking machines, but lace manufacturing machines; I know a great number of them have been brought from England.

Where are they established?—Most of them are established at Calais, Douay, St. Quentin, Rouen and Paris; there is an immense number of Englishmen, in the neighbourhood of Calais, employed in that trade.

Are they prohibited from being exported from England?—Yes, they are.

How are they sent into France?—They get any thing they want; any man may get what he wants, if he will only pay enough for it.

Do you know what they pay for smuggling them over?—I am told that some of them pay 30 or 40 per cent.

Where do they pay it, here or there?—They pay it on the other side; they make their bargain to be delivered on the other side.

Do they make any of those lace machines in France?—Yes, they make them now in considerable numbers.

Are the English lace machines much more prized than the French?—I am told that they work as well as the English machines, and I could not of myself make any distinction whether the English machines are better than the French; they both appear to work well.

Are you able to state any difference in price?—They told me they cannot make a lace machine in France under £500 which same machine costs in Nottingham, I believe, £250 or £300.

If there was no prohibition, a great many of those machines would go to France? - Yes, an immense number; but I am afraid the French government would soon try to raise the duty.

You have been acquainted with many of the manufacturers for many years?— I have.

If the law in England had permitted machinery to go freely out, would all those manufactories, that have grown up in the last ten years, have been established?— Not to the same extent that they now are for the machine maker, but very little difference to the other manufacturers.

Would much machinery go, if the laws which now prohibit its exportation were repealed?—Yea, I think so, because our manufacturers have thought that the English machinery is much better than the French; and were it at the same price, if a machine cost in France £150 and if a Frenchman could get it

from England at that price, he would give the preference, from the idea that the English was better than the French.

Does not that arise from their finding them better?—They have, I dare say, found them better.

You think, the proficiency in France makes their machines now, almost equal to our own?—I believe they can make lace as good with their machines as with the English. I have seen lace made in Paris and in Calais, and Douay, which I could not distinguish from the lace made in England.

Are there any Englishmen who work or direct those lace machines in France?— The lace machines in France are generally directed by Englishmen; I do not know any manufactory of lace, or of machines for making lace, which is not directed by Englishmen, or English workmen employed.

Are there any manufactories for the spinning and weaving, which are lately established?—There are many established, and increasing to a great extent.

Did you say that the lace manufacture is exclusively carried on by Englishmen?—I do not know any without Englishmen.

Are you able to state the number of lace machines that may be in France? —I lately ascertained the number of those at Calais, viz.; 36 machines for bobbin and Mecklin, which belong to 12 or 14 masters, of whom only one is a Frenchman, and there are many small manufactories round Calais; they cannot work without the yarn, which they get from England. I put the question, why they established themselves in Calais, in preference to any town in the interior of France; and to several of them I remarked, that the customs and government looked upon them as smugglers, because being so near the coast they could have their goods from Nottingham, and by manufacturing two pieces with one of their looms, and stamp 50 pieces (smuggled) as made by them. But they made me a very fair observation; they said, "It is not for that, it is because we are obliged to smuggle the yarn, we cannot get" any yarn in France to do well for making lace, and we are much

nearer the coast, "and we get the yarn in the night." I have seen several of them at a stand for the yarn.

Is the importation of yarn entirely prohibited in France?—Entirely.

Then if English yarn were admitted into France, the manufacture of fine lace would be much increased?—Yes.

Would not the removal of the present laws tend to increase the number of machines?—Yes, but not of French manufacture; they would buy their machines from England, as they intend to change them, whether the prohibitory laws are repealed or not. They have all the models of England in France at present, and I do not know any machines at Manchester or elsewhere, the models of which are not in France.

Would not the improvements which take place in English machinery have the effect of constantly making the manufacturers in France anxious to have the English machines?—I think the effect of the repeal of the Act here would certainly be, to prevent our machine makers in France from *alone* supplying the French manufacturers.

Do you know, at the present moment, that some of the machine manufacturers in France obtain machines from England, and sell them there frequently as their own?—Yes.

Is not that very general?—Yes; I am positive of it.

If the laws in England were repealed, would not a great portion of the machinery that is used in that country be obtained from England?—A very great quantity.

Would not that improve the manufacture of the different articles very much in France?—Probably it would, in some branches.

Then the effect of the present laws is, to keep back, in some degree, the manufactures in France? —I conceive the present laws to have the effect of compelling the French manufacturer to have his machines made at home,

and to deprive England of the manifest advantage of supplying other parts of the world, by throwing the whole trade into the hands of France. I will state one fact within my own knowledge. The Pacha of Egypt had applied in England for cotton machinery, because he was going to grow cotton; upon which he received an answer from different machine makers in England, through his agent, that he could not get that machinery in England, because it was prohibited. He has directed his views to France, and I know the party who has written to him, they can supply him with a quantity of cotton machinery as good as in England, although not so cheap.

Do you know whether any machinery for any other country has been made in France?—Yes, for Switzerland, Germany, and Belgium.

Do you know whether, if our laws had permitted the export of that machinery, the orders would have been executed in England instead of France?—No doubt they would have been; they would have given their orders to England, because they could have been executed here 40 per cent cheaper, and superior in quality, and with greater dispatch.

Is there any duty on the export of machinery from France?—No; but all kinds are allowed to be exported.

Would not the manufacturers of France oppose any increase of duty?—The manufacturers would not be inclined to oppose the duty, because they would be afraid that our government would make some proposals to have free intercourse between England and France, by admitting English manufactures under a duty; and they would be so afraid of such a result, that they would not take such a step against the machine makers.

Would not France, on account of the low price of labour, be enabled to underwork the English manufacturer, as to the price of her manufactures?—Never.

Is not the price of labour in France considerably lower than in England?—Considerably lower in some parts of France.

Do not the English artisans who have gone there, get considerably better wages there than in England?—They do.

What is the reason why an Englishman will receive in a French factory more wages than a Frenchman, both equally masters of their business?—I will take an English engineer for example, or an iron founder or a smith, or a turner; either of these, if good workmen, obtains 10 or 13 francs a day, while the natives will not get more than five or six francs. But I will explain the cause: we have a great number of manufacturers; and all those men who come from England are considered by French manufacturers as smuggled men, as they have been obliged to get out of England as prohibited men, therefore great value is put on their abilities; and the English workmen, from their better method, do more work, and better than the French; and though their wages are higher, yet their work does not cost more money in France than if done by Frenchmen, at lower wages.

Are they not generally better workmen?—A great number of them are better workmen; but there are many inferior to the French workmen.

Will a Frenchman, who receives six francs, and an Englishman who receives twelve francs in Paris at present, do the same amount of work; or will the Englishman do more?—I have seen an Englishman, at 10 or 12 francs, perform more work in twelve hours time than a Frenchman in the same time; but I have also seen some Englishmen paid 10 or 12 francs a day, and they did not do more than the Frenchman, who received but five or six francs.

If the prohibition laws for exporting machinery were strictly enforced, could the French mechanics, without the aid of English workmen, supply the French demands for machinery?—To a considerable extent, but certainly not at present to the whole demand.

Could they supply the other countries of the world, if English mechanics were forbidden to export any?—Yes; in a few years.

Have you any opportunity of knowing the number of English artisans (sic) who are in France, or who have gone to France in any one year?—I can only

state what I have been told, that we had in 1822 and 1823, about 16,000 artizans arrived from England in France, in the period of those two years, and I hope to be able to give the number accurately in a short time.

You understand from the police, that the number of Englishmen is registered in the police books?—Yes, for when they first arrive in France, the police demands who they are, what profession every one is of, and where they came from.

Have you known any Englishmen in Paris who wished to return again to England?—Yes, several.

Why did they not return to England?—Several have told me they were afraid of being punished.

In what manufactories are the greatest number of these (16,000) artizans?—They are spread in almost every manufactory; such as iron mills, foundries, woollen, cotton, calico printing, engraving, steam engine and machine factories.

Are there many English artizans employed in making stockings?—No; our stockings are principally made in Troye, by natives.

You are not aware that English workmen are employed in making stockings?—No, it is a very large trade in France; but I have not heard that it is carried on by the English.

It is a very old trade in France?—Yes, it is; the emigrations from Nottingham are particularly for lace articles.

Three men, J Harvey, E. T. Booth and W. Bailey, were called to give evidence on 10 March 1824 (page 161).

Is the machinery more delicate than any machinery used in the lace manufacture?—No, I believe nothing is more delicate than that.

Is it consistent with your knowledge, that any of the very finest lace machines, of the most complex and last invention, are found in France, having been sent from England?—I am informed, that very lately they have accomplished that purpose, of getting over some of those machines, and that they are now doing great injury to our own manufacture of the same kind in consequence of it.

Do you know whether the French can yet make our lace machines? – The French have made lace machines, with the English assistance; they have had English workmen over there, both to make the lace machines and also to work them; and therefore Frenchmen combining with them, have made them.

On 25 March 1824, Gravener Henson, a Nottingham bobbin net lace maker with more than 20 years experience in the business, was called in to give evidence.

Have you been to the Continent and if so when and why? – I have. I was at Calais, at St Quentin and at Lisle in November and December, 1823, last year. My principal object was to see the situation in which the bobbin net lace trade was in France. At Calais they had made some considerable progress in the making of straight-bolt machines; the insides are made in England, but the outsides, or the coarser work, are fitted up in France.

Did you know in France, the difference and distinction between an English-made frame and a French one? – As far as a French-made stocking frame, it is a very different thing from a bobbin net lace machine; they are all made by English, with the exception of two that were made in Calais by Frenchmen.

Are any of the superior kinds (of machine) made there? – The inventor of the Levers machine, which is the most superior machine of all, is now in the neighbourhood of Rouen; the Levers machine is generally regarded as the swiftest machine. (Henson goes on to explain that Levers has made three or four machines since he has lived in France and that he employs 7 or 8 English artisans. He said the insides of his machines still come from a bobbin and carriage maker in Nottingham because specialist machinery was required in

their manufacture. The parts were smuggled into France. Henson stated that there were 50 or 60 machines, including warp-machines in Calais at that stage, each worth between £300 and £500 back in Nottingham. Henson also stated that some of the French cotton was so bad that the owners of the machines also smuggled in English cotton.

From your knowledge of that particular trade and from your knowledge of the inefficient workmen in France have you any fears that they can manufacture lace so cheap as to come into competition with your Nottingham lace? - I should conceive that if every French workman was to get one into a machine with an Englishman or they were to get into the habit of working it by Frenchmen they would work it lower than it has been made in England.

Mr William Shoults and Mr John Greenwood, bobbin-net lace-machine owners, were called to give evidence on 1 April 1824. They complained that the government did nothing to discourage either the smuggling of lace-machine parts, or the emigration of skilled lace-workers to France. Even worse, they complained that designs patented in Nottingham were being copied in Calais and they had no recourse to the law in these cases. They had had one of their own designs stolen by a Mr George Shore.

The Committee was adjourned on 20 May 1824 and, unfortunately, I have not been able to find the balance of their hearing nor any conclusions that may have been drawn from all the evidence that was presented to them.

The Select Committee papers (620 pages) do, however, contain a lot of information which it is obviously impossible to print in *Tulle* so I strongly recommend that you have a look at the web site listed at the start of this article.

Richard Jander

PS: The Chinese now manufacture lace-making machines (see <http://bnrunyuan.en.made-in-china.com/product/BooxkiCUhAWV/China-Lace-Machine-RYKD49-.html>)

The Suttor Family of Bathurst

The Suttor Family employed several members of lacemaker families on their large land holdings in the Bathurst area – giving many their first paid employment in their new country. John Bath, a 28-year old single man from the *Agincourt* was engaged as a general servant. Amongst the married couples employed by the Suttors were Benjamin and Mary Kemshall as well as Robert and Anne West. Both the men were employed as shepherds on “*Brucedale*”, one of the Suttor properties, for £20 per year, while their wives were employed as hut-keepers. They earned £12 per year.

George Suttor was born on 11 June 1774 at Chelsea, then a village on the outskirts of London. At school, he learnt about the exploits of Captain James Cook and Sir Joseph Banks. George’s father was a market gardener and George began to imagine he could turn Australia’s barrenness into an abundant garden and he became increasingly interested in settling in New South Wales. After leaving school when he was about fourteen, he began working in his father’s garden, but after about ten years there he realised that, as the third son, he had little opportunity for advancement. He gained an interview with Banks in February 1798. Banks warned him of the worries of settling in Australia without capital, but kindly arranged for him to take charge of a collection of plants being sent to the colony. In return for his services, Suttor was to receive free passage for his wife and himself and the usual free land grant given to free settlers. He was to have a house built for him, and to be assigned “*five or six servants of the better class*”. Although he was offered no other remuneration, Suttor did not need to be convinced further.



**George Suttor (1774-1859),
by unknown photographer,
courtesy of State Library of New
South Wales, GPO 1 -18042**

He married Sarah Maria Dobinson in London on 2 August 1798 and began preparing the plants for shipment in the *Porpoise*. The couple's families outfitted them for the voyage and Banks generously provided them with £30. They set sail with their precious cargo but the *Porpoise* was nearly wrecked in a storm near the mouth of the Thames. After being repaired, she set sail but and was soon disabled once again – this time in the Bay of Biscay. For a second time she had to return to port. A Spanish corvette, renamed the *Porpoise*, was commissioned to take her place and the Suttors finally left England aboard her on 17 March 1800, arriving in Sydney eight months later. Fellow passengers included Governor King and George Caley, the botanist. Many of the plants (chiefly grape and hop vines as well as apple and pear trees) failed to survive the journey but some of these were replaced at Cape Town. Banks commended Suttor for his care and, on his recommendation, Suttor received a five guinea reward from the Treasury.

On the advice of Governor King, Suttor decided to take his land grant (186 acres) at Baulkham Hills where he began growing orange trees. George Banks Suttor was born in 1799, Eliza Maria in 1801, Thomas Charles Cardogan Suttor on 13 January 1894 and William Henry Suttor on 12 December 1805. Cordelia Sarah (1806) Suttor followed – all at Baulkham Hills.

On 26 January 1808, Suttor was in Sydney and followed the troops "through the streets to Government House, as they marched to seize Governor Bligh." Suttor was a firm supporter of Bligh and a leader among the settlers, and his support of Bligh was to eventually lead to his imprisonment for six months for failing to attend Lieutenant-Governor Joseph Foveaux's general muster and for impugning his authority. He was confined in a prison at the old gaol in George Street, Sydney - more than twenty miles from his home, and in a cell appropriated for convicts under sentence of death. He has left an outspoken account of the event:-

"This year (1808) was marked by a memorable epoch in the history of the colony. The officers of the New South Wales Corps, who had many of them been nearly twenty years in the colony, and who were magistrates and extensive dealers in rum and other articles, and who monopolised all influence

and power, which they exercised with tyrannic insolence, deposed the Governor and assumed the Government. They did this headed by Colonel Johnston, who was the dupe and catspaw of a triumvirate. The whole affair was conducted by the military in a most lawless manner. As a consequence anarchy and idleness spread over the land, the cultivation of which was neglected, and this state of things continuing for two years many families were involved in ruin. This event was productive ultimately of much benefit to the colony, as it became rid of the New South Wales Corps, who had been for twenty years masters and monopolists, and generally set a very immoral example."

On 23 October 1809, another son was born, John Bligh Suttor – the first of the Bathurst born family. George Alexander Suttor followed in 1811; Sarah Ellen Suttor in 1813; Elizabeth Mary Suttor in 1813; and, finally, Edwin Clark Suttor in 1818.

In 1810 Bligh took Suttor with him in the *Hindustan* as a witness against the rebel leader, Colonel George Johnston. While in England Suttor approached Banks for help but, impatient at Banks's delay, he wrote to the Colonial Office himself. His appeal was rejected and he returned to the colony in the *Mary* in May 1812. He found his family well, but he had incurred considerable debts and again appealed to Banks. When Samuel Marsden began to undertake his missionary voyages to New Zealand, he recommended that Suttor replace him as superintendent of the Lunatic Asylum at Castle Hill. Suttor was appointed in August 1814 at a salary of £50, with quarters and rations for his family and the use of the government land there. Suttor quarrelled with Parmeter, the surgeon in charge of the asylum, about the extent of their respective authorities, and in December 1818 charged him with neglect of the patients. Suttor's and Parmeter's depositions were heard before Hannibal Macarthur, who concluded that both men had neglected their duty. One of the main charges against Suttor was that he had used the lunatics to labour on his farm at Baulkham Hills, and as a result of this inquiry in February 1819 he was dismissed.

He returned to his Baulkham Hills farm, but in 1820 he sought an additional grant, since his stock were dying and his land was cut by the roads to Windsor and Castle Hill. A caterpillar plague ravaged his farm and he began to think of settling beyond the Blue Mountains. Knowing that Governor Lachlan Macquarie was not likely to grant him anything more than the 100 acres (40 ha) he had received at Eastern Creek, he waited until Governor Sir Thomas Brisbane arrived and then applied for a grazing licence at Bathurst. He selected land on the Bathurst plains and applied for a grant in 1822, having taken his stock across with the help of his sons. The station was granted to someone else, but Suttor selected another, eventually establishing "Bruceedale" at the junction of Winburndale and Clear Creeks, and there the family found the prosperity they had sought so long.

After 1833 Suttor lived in Elizabeth Street, Sydney. In March 1839 he and his wife left for Europe in the *Laura* and toured the Continent, where Suttor obtained information on vineyards and wine-making. In 1843, he published in London, *The Culture of the Grape-Vine, and the Orange, in Australia and New Zealand*, and during his stay there was elected a member of the Linnean Society. After his wife died at Rouen on 17 August 1844, Suttor embarked in the *Thomas Lowry* for Sydney. He arrived in November 1845 and in 1851 acquired "*Alloway Bank*", Bathurst. In 1855, he published at Parramatta *Memoirs Historical and Scientific of the Right Honourable Sir Joseph Banks*. On 5 May 1859 he died at "*Alloway Bank*" and was buried at the Church of England cemetery at Kelso. He had five sons and three daughters, of whom William Henry was a pioneer squatter and member of the Legislative Council. His grandsons, William Henry Suttor and Sir Francis Suttor, later became members of the NSW Legislative Assembly.

The most significant of his six sons as far as the lacemakers were concerned was William Henry Suttor. He inherited the energy and perseverance of his mother and the indomitable spirit of his father. In 1822, aged 16, he went with his father to Bathurst, taking with them less than 400 sheep, a few cattle, one horse and a promise of a grant of land and it was this trip which proved to lay the foundation for his later fortune. He settled at *Bruceedale Cottage*,

about 10 kilometres north of Bathurst on the road to Sofala and Mudgee and on the Winburndale Rivulet. This wonderful home is now owned by the seventh generation of the Suttor family to have lived there⁵. Here their sheep and cattle increased very rapidly in numbers and progressively the Suttors had animals grazing on the greater part of the country lying between Bathurst and Mudgee. They gradually purchased the land of their neighbours and by 1838 they had increased their holding from their original 320 acre grant at *Brucedale* to more than 10,000 acres.

W.H. Suttor, who became overseer of *Brucedale* in 1822, took it over in 1834. By September 1838 he was not only managing *Brucedale*, but also occupying his own run of 3344 acres. In 1845, together with his father, he bought *Alloway Bank*, and in 1852 the adjoining 5000 acre property, *Cangoura*. Unlike many of his neighbours, he seldom had any trouble with the aboriginals who, under the leadership of their chief, Windradine, committed ravages upon the settlers' flocks and herds around the early settlement of Bathurst. He attributed his immunity from their attacks to his kindly treatment of them, his interest in their welfare and the fact he had learned to speak their language.

His greatest troubles came from other quarters. In 1830, there was a large outbreak of prisoners at Bathurst. Up to 80 armed men, headed by Ralph Entwistle, roamed free and eventually shot a man in cold blood. William Suttor was chosen to lead a group of twelve men who volunteered to track the gang. With the aid of two black trackers, the group tracked down the escapees near the Abercrombie Ranges. Both sides started shooting at each other. One bullet passed through Suttor's hat and many bullets "struck a small tree behind which he had ensconced himself". The police eventually secured the surrender of the gang at a spot on the Lachlan River. Ten of the men were tried at a special assize court held at Bathurst and were executed.⁶

⁵ See <http://www.brucedale.com.au/index.php>

⁶ "Australian Men of Mark", Vol.1, Charles F Maxwell, Sydney, 1889

In 1832, he fell in love with a young, beautiful girl whose father “favoured the pretensions of a rival”.⁷ The father eventually challenged Suttor to “mortal combat” and the duel eventually took place on the edge of the Bathurst plains. The father fired first but missed and William fired his shot harmlessly into the air. The father wanted another shot but the seconds would not accede to his demands and so the affair ended.

On 24 December 1833 William married Charlotte Augusta Ann Francis without any guns being drawn and they went on to produce 14 children – 10 boys and four girls – between 1834 and 1864.

In 1843, the first New South Wales parliament, partly based on representation by the people, was called together. Suttor was chosen without opposition to represent the electorate consisting of the counties of Roxburgh, Phillip, and Wellington. He became prominent in the efforts to stop transportation. As a long-time employer of emigrant labour, he was able to fully support this form of employee and his attitude towards emigrants was of undoubted benefit to some of our ancestors.

Suttor made his success through hard work, intelligence, patience and application to the job at hand. However, he had his share of luck. In July 1851 he caused something of a sensation in Bathurst when he rode into town to deposit a gold nugget at the Union Bank. The nugget weighed 102 lbs or 46.28 kg and had been found by one of his aboriginal shepherds at a time when gold fever in the Bathurst district was reaching its peak, and when pastoralists such as Suttor were having difficulty in persuading stockmen and farmhands to keep working on their properties.

William Henry Sutton died on his property, “*Alloway Bank*” at Bathurst on 20 October 1877.

Most members of the ASLC would be aware that my connection with the lacemakers is through my own ancestor, Edward Lander. However, although the Suttor family were employers of lacemakers and not lacemakers

⁷ Ibid.

themselves, they have a strange connection with one of the lacemaker families and through this connection (a marriage) a strange connection is made with my late mother – who is otherwise unconnected with the lacemakers.

Benjamin Kemshall⁸, his wife Mary, and their seven children, all sailed to Australia aboard the *Agincourt* in 1848. One of these children was their ten-year-old daughter, Angelina. Angelina later married William Beverly Suttor and one of their children was Ellen Nina Suttor, who was born in 1861 at Tambaroona, near Hill End. Ellen married William James Mattick at Mudgee in 1880. They had four children, including Walter Ernest Mattick, who was born at Mudgee in 1898. One of Walter's sons was Terence Ernest Mattick, who was born in Hargraves in 1919. He married Lois Marion Dunn at Mudgee in 1949. With me so far? Lois Marion Dunn, who died at Mudgee on 15 March 2002 was my second cousin once removed. Her grandfather, Peter Dunn, was the brother of my great-grandmother (my mother's grandmother), Marie Sophia Craigie McPherson Dunn, who was born in Comrie, Perthshire, Scotland, who died at Roseville in 1936 and who is buried in the Gore Hill Cemetery. Six degrees of separation indeed.

Richard Lander

Sources Used (in alphabetical order):

- Australian Men of Mark, Vol.1, Charles F Maxwell, Sydney, 1889
- Bathurst Pioneers – A Register of Pioneer Families of Bathurst NSW and District before 1900”, Family History Group of Bathurst Inc., 2007
- Bertie C. H., ‘The Suttors’, *Home* (Sydney), Mar 1930; manuscript catalogue under George Suttor (State Library of New South Wales).
- Binney, K. R., “Horsemen of the first frontier (1788-1900) and the Serpent’s Legacy”, Volcanic Productions, 2005
- Historical Records of New South Wales, Volumes 4-7
- <http://www.higginbotham.com.au/northparramatta.html>

⁸ More regarding the Kemshall/Mattick connection can be found in *Tulle*, Aug & Nov 1997.

- New South Wales Registry of Births, Deaths and Marriages
- Parsons, Vivienne: 'Suttor, George (1774 - 1859)', Australian Dictionary of Biography, Volume 2, Melbourne University Press, 1967, pp 498-500
- Teale, Ruth, 'Suttor, William Henry (1805 - 1877)', Australian Dictionary of Biography, Volume 6, Melbourne University Press, 1976, pp 228-230.
- The Australian Pastoral Directory – List of Stockowners, The Pastoral Review Pty Ltd, Sydney, 1913
- Wikipedia – George Suttor
- Yewen's Directory of the Landholders of New South Wales, The Farm and Dairy Publishers Co, Sydney, 1900

Although not consulted for this article, those wishing to research the Suttor family in greater detail may also wish to seek copies of:-

- Norton, Judith and Horace, "Dear William: the Suttors of Brucedale", Suttor Publishing Committee, Sydney, 1994 (ISBN 064 6151 886)
- Suttor, M., "Suttor Family Research and Recollections", self-published, Hargraves, NSW, 2002 (ISBN 095 8110 603)



Bathurst & Kelso Cemetery Transcriptions

Cornelius J Johnson – died 13 June 1896, aged 59
(Bathurst C of E Old, #1 Row 13).

Frances Crofts – in loving memory of Frances Crofts, died 4 October 1939, aged 88 years. At rest. T(h)omas Crofts (Ed: 7 year old aboard *Agincourt*) died 1 August 1919, aged 79 years. At rest. Also, Henry Charles Crofts, beloved son of the above, died 21 March 1936, aged 61 years. (Bathurst C of E, Section L, Row 4, Grave 3A).

O'Connell Plains and Bathurst

In the winter of 1813, Blaxland, Wentworth and Lawson crossed the Blue Mountains to the west of Sydney for the first time. In December of that year, George William Evans, the young Assistant Surveyor of Lands under Governor Macquarie, crossed the mountains in their footsteps. However, he pushed further west and discovered and named O'Connell Plains, Macquarie Plains and Bathurst Plains.

He described the former in his diary as "...a fine plain of rich land, the handsomest Country I ever saw....This place is worth speaking of as good and beautiful...I have named it after the Lieutenant Governor, "O'Connell Plains". With him were two free men, Richard Lewis and another whose name has been variously recorded as James Byrne, Burne, Burns and Byrnes and three convicts, John Grover, John Tighe (also spelt Tye and Tygh) and John Coogan (or Cooghan). After returning to Sydney just seven weeks later and providing glowing reports to Macquarie on the lands he had discovered, William Cox, a landowner and magistrate at Windsor was instructed and authorised by Macquarie to build a cart road along the route blazed by Blaxland, Lawson, Wentworth and Evans.

A road was constructed and opened over the Blue Mountains on 21 January 1815. Convicts, who volunteered, on condition of receiving emancipation when the work was completed, constructed it in the short space of 6 months. On 14 January 1815, Cox was able to report to Macquarie that his remarkable road had been completed. He was rewarded with a grant of land at what is now the sprawling estate at Mulgoa owned by the troubled tycoon, Warren Anderson, called *Fernhill*⁹. The Cox family owned the estate until 1896. On 15 April 1815, Macquarie, his wife, and a party of dignitaries set out to inspect the work. On Sunday, 7 May 1815, the town of Bathurst was officially inaugurated "in honour of the noble Earl of that name, now His Majesty's Principal Secretary of State for the Colonies". About 75 people witnessed the ceremonies at Bathurst and before they returned to Sydney, Surveyor Meehan laid out lines for a town, although land was not made available for sale for another eighteen years.

⁹ *Fernhill* is currently the subject of a forced sale following the separation from his wife of 42 years, Cheryl. It is expected for fetch between \$50m and \$70m.

The Bathurst lacemakers travelled along Cox's road in 1848.

The quaint village of O'Connell is 18km southeast of Bathurst. Although Evans passed through here in 1813, it was not until the late 1820s that the village was established as an important staging post on the main western road from Sydney to Bathurst and as a point where the Fish River could be forded by horses and carriages.

O'Connell was named after Sir Maurice Charles O'Connell, formerly Commander of the Forces in New South Wales. O'Connell was born in Ireland in 1768. He landed in Sydney in 1809, in command of the 73rd Regiment, and bearing a commission as Lieutenant Governor of New South Wales and its Dependencies. Shortly after his arrival he married Mary Putland, the brave¹⁰ and dutiful but largely unpopular daughter of Governor Bligh and widow of Lieutenant John Putland of the H.M.S. "Porpoise" (who had died in Sydney in January, 1808). Sir Maurice remained in NSW until 1814, when his regiment was ordered to Ceylon. In 1838, Sir Maurice again returned to the colony as Commander of the Forces, and continued to hold that appointment until relieved by Major-General Wynyard. He was Acting-Governor of New South Wales from 12 July to 2 August 1846. Sir Maurice never took an active part in public affairs, but in private life, he was always regarded as a kind-hearted gentleman, and was much esteemed by all under his command, especially by the private soldiers. He died in Sydney on 25 May 1848. Lady O'Connell died in 1864.

The cemetery attached to St Thomas Anglican Church at O'Connell contains the grave of Georgie (Georgina) Lowe, the daughter-in-law of Oliver Lowe (lacemaker and petitioner) and the wife of his son, Alfred Major Lowe. Both Oliver and Oliver travelled to Australia aboard the *Agincourt*. She was only 29. Alfred owned a property called "Rainville" at O'Connell.¹¹



Photo: Richard Lander, June 2011

¹⁰ She confronted the soldiers when they came to arrest her father on 26 January 1808.

¹¹ Greville's Post Office Directory, 1872.

By 1821, the population of the Bathurst district was 287 and by the census of 1841, it was 3,599. Bathurst had ceased to be an outpost and was now the centre of a flourishing agricultural and grazing (especially sheep for wool) district. By 1851, the Census revealed that the population of the town and district was around 7,000. However, it was far from the city we now know! There was no bridge over the Macquarie River, and the streets were unpaved and largely unformed. In the streets, the only illumination at night came from the lamps which publicans were required by law to leave burning all night. However, there was rarely anything happening at night and so, apart from the numerous ruffians, most people preferred to keep to their homes after sunset.

By 1850, there was a rudimentary police force operating in Bathurst but they did not work at night. At least two night watchmen were employed to patrol the streets. Bathurst also had a town crier whose main function was to spruik for merchants who were about to have sales or who had just received a new consignment of goods. By day pigs, goats and sheep roamed the streets. One of the things we now take for granted (knowing the time) was also a difficulty. Only the well-off owned fob-watches and many people had no time-piece at all. There was an almost universal reliance on the steam-whistle at Mockett's Flour Mill for getting any idea of the time.

Of considerably more annoyance, especially after the local gold-rush began, was the over-indulgence in alcohol. Before the discovery of gold the consumption of alcohol was heavy but the increased population during the gold-rush, much of it transient, meant the problem became even worse. Bathurst had around 30 licensed hotels in 1850, or about one for every 75 men, women and children. There were fifty hotels listed in the *Bathurst Directory* in 1862 and some of these still remain including the *Royal* at 108 William Street. The *Kelso Hotel*, originally called the *Horses and Coaches Inn*, was built in 1860 and is the oldest operating hotel in Bathurst. The wonderful old pub at O'Connell was built in 1865 and still operates today.

Apart from drinking, other popular activities in Bathurst around the late 1840s included horse-racing. There were a large number of two-horse events as well as "hurry-scurries" – races open to anyone who owned a horse they wished to race. Foot racing between individuals was popular as was prize-fighting. There were two local theatres from about 1851 (the *Prince of Wales* in George Street and the *Victoria* in Durham Street). Circuses visiting town were always well attended.

A local hospital was operating by 1850. However, this was almost universally used only by the very poor because most people preferred to be nursed at home. This was because of the widespread belief that hospital was where you went to die. In September 1851, J. Holohan commenced as Bathurst's first postman and mail arrived from Sydney each day except Monday.

In 1862, Bathurst became a municipality and B.Y. Cousins became its first Mayor.

The first pile for a bridge (the Denison Bridge) over the Macquarie River at Kelso was driven in January 1855 but the completed bridge was destroyed by floods in 1867. Its replacement, which still stands, was built between 1869 and 1870 and is the one of the oldest metal truss bridge remaining in NSW.

Richard Lander

References referred to for the above:

- Ellis, John, "Kelso - the church's gateway to the west", Halstead Press, Sydney, 2007
- Greaves, Bernard(Ed.), "The Story of Bathurst", Angus and Robertson, Sydney, 1961
- Greville's Post Office Directory, 1872
- Kelly, G, "Well Suited to the Colony", Australian Society of the Lacemakers of Calais, Queanbeyan, 1998.
- NSW Births Deaths and Marriages Indexes (<http://www.bdm.nsw.gov.au/>)
- Various issues of *Tulle*
- Wells, William Henry, "A Geographical Dictionary or Gazetteer of the Australian Colonies 1848" (Facsimile Edition), The Council of the Library of New South Wales, Sydney, 1970
- www.wikipedia



I stumbled across the following in *Monthly Magazine*, for 1 May 1810 (published on line; to find it just search on joshua gossack in Google). Has anyone an equally good wedding story to share with *Tulle* readers?

At Bury (Suffolk), Joshua Gossack to Mrs Lofts, widow, both of Bury St. Edmunds. The bride, in order to exonerate her swain from all the demands of unfeeling creditors, absolutely crossed the highway in a state of perfect nudity previous to her going to church.



Arrival of Agincourt Emigrants

On Tuesday evening, 106 of the *Agincourt* immigrants arrived at Morpeth per steamer, and were lodged at East Maitland, They consist of 39 married persons (including one widow), 8 young women, and 10 young men above fourteen years of age, 45 children under fourteen years (including ten of eleven years and older), and 4 infants. Most of them are English refugees from France, and they appear to be an eligible body of immigrants. On their journey from Morpeth to East Maitland on Tuesday evening (three miles), they were caught in a heavy thunderstorm, and were completely drenched before they reached their quarters. As they passed the Trades Arms Inn, their wet appearance roused the attention of a number of gentlemen standing under the verandah, and a subscription was commenced on the spot, and a quantity of ale and bread and cheese taken to the barracks to the immigrants immediately after their arrival, which proved very acceptable. On Thursday, 22 more of the *Agincourt* immigrants, and 13 of the *Charlotte Jane* immigrants, arrived. Among the 35 there were 14 married persons, 4 young women and 2 young men over fourteen years, and 15 children under fourteen (4 of them being above eleven years old). A fair number of these 141 immigrants have been already engaged, but up to noon yesterday the only engagements registered at the police office were the following: two married couples engaged as general servants, at £26 and £30 per year respectively, with board and lodging; six young women engaged as house servants, four being at £10-per annum, one at 8s. and one at 5s. per week, all with board and lodging ; and one young man engaged as general servant at 6s. per week, with board and lodging. (From: *The Maitland Mercury & Hunter River General Advertiser*, Saturday, 14 October 1848)



The English language is rather like a monster accordion, stretchable at the whim of the editor, compressible ad lib. -Robert Burchfield, lexicographer (1923-2004)

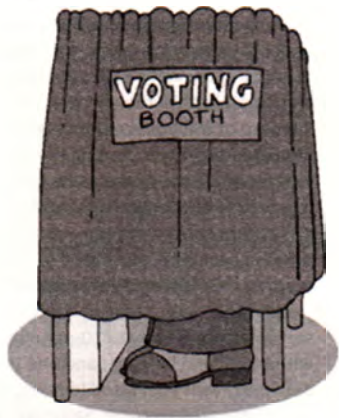
What is the shortest word in the English language that contains the letters: abcdef? Answer: feedback. Don't forget that feedback is one of the essential elements of good communication. — Author Unknown

The First New South Wales Election

The first election for the NSW Legislative Assembly was in 1856 when polling took place in 34 electoral districts. Many of the lacemakers who made their first homes in Bathurst or Morpeth would have participated in this election. It took place over the six weeks from 10 March 1856 to 19 April 1856. The newly elected Legislative Assembly met for the first time on 22 May 1856 with the conservative, Stuart Donaldson, leading the first administration under responsible government.

At the time and because elections were conducted over a number of weeks, candidates could nominate for more than one seat and a defeat in one seat did not preclude candidates from nominating in other electoral contests.

For example, James Plunkett nominated for four districts and won election as the Member for both Argyle and Bathurst County. He attended the first parliament sitting as the representative for both seats and controversially (but unsuccessfully) attempted to exercise two votes in the election of the Speaker of the House. He subsequently resigned as the MLA for Bathurst County.



Source: "The Electoral Atlas of New South Wales, 1856-2006", Edited by Eamonn Clifford, Antony Green and David Clune, New South Wales Department of Lands, Bathurst, 2006 (ISBN 978 0 9752354 2 3).

The average man, who does not know what to do with his life, wants another one which will last forever. -Anatole France, novelist, essayist, Nobel laureate (1844-1924)

The Australian Society of the Lacemakers of Calais Inc.
Office Bearers 2011-2012

PRESIDENT

Mr Stephen Black
43 Tindale Road
ARTARMON NSW 2064
P: 02 9419 8183
pencilsb@tpg.com.au

SECRETARY

Mrs Gillian Kelly, OAM
PO Box 1277, QUEANBEYAN NSW 2620
P: 02 6297 2168; gillkell@tpg.com.au

ASSISTANT SECRETARY

Mrs Margo Wagner
02 9876 4575; petmar1@tpg.com.au

TREASURER

Mrs Pamela Coull
12 Hinkler Ave
TURRAMURRA NSW 2074
P: 02 9449 4148

EDITOR OF *TULLE*

Richard Lander
73A Killeaton St
ST IVES NSW 2075
P: 02 9440 3334
richardlander@ozemail.com.au

PUBLICITY OFFICER

Mrs Elizabeth Bolton
4/165 Victoria Road
WEST PENNANT HILLS NSW 2165
P: 02 9481 0008
eabolton@bigpond.com

MEMBERSHIP SECRETARY

Ms Barbara Kendrick
190 Shaftesbury Rd,
EASTWOOD NSW 2122
P: 02 9874 2330

FELLOWSHIP OFFICER

Mrs Claire Loneragan

The Australian Society of the Lacemakers of Calais (ASLC)

The ASLC was formed in 1982 when a small group of people came to the realisation that they shared a common interest in a special group of English machine lacemakers. The Lacemakers in whom they shared an interest were principally those originally from Nottingham and who were involved in two mass migrations in the space of little more than a decade.

The Lacemakers' first migration was to escape the poverty, unemployment, misery, disease and discomfort of overcrowded industrial Nottingham. Their migration was to the shores of France - especially to Calais - where their skills as lace artisans were initially treasured and where their employment and well-being seemed assured. During the 1848 Revolution in France, the political and social upheaval left most of them jobless again. Their future in France seemed uncertain. Most decided that making a fresh life in a new land was preferable to returning to England where it was likely they would remain destitute and a burden on their Parishes. Their second migration was to various parts of Australia.

The Lacemaker emigrants of particular interest to members of ASLC sailed to Australian ports in one of three sailing vessels, viz. the "*Fairlie*" (destination Sydney), the "*Harpley*" (destination Adelaide) and the "*Agincourt*" (destination also Sydney). These three vessels carried the bulk of the Lacemaker emigrants. Other Lacemaker emigrants came in smaller groups on other vessels including the *Emperor*, *General Hewitt*, *Bermondsey*, *Walmer Castle*, *Baboo*, *Harbinger*, *Navarino* and *Nelson* and possibly others. Descendants of these lacemakers are also valued members of ASLC. Descendants of migrants who came on all vessels mentioned are encouraged to apply for membership of The Australian Society of the Lacemakers of Calais.