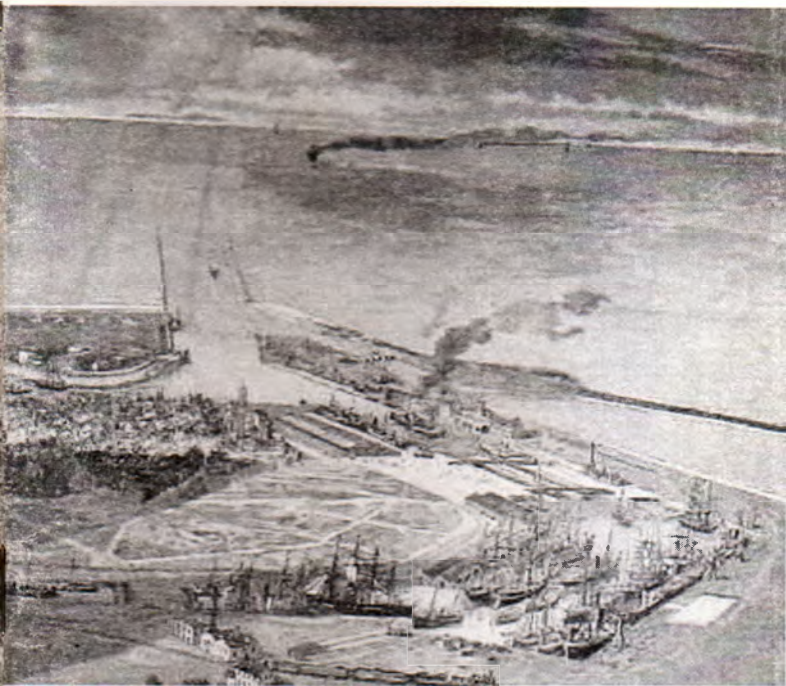


TULLE

Volume 25 No 4
November 2007



Calais et St-Pierre au XIXe siècle

The Journal of The Australian Society of the Lacemakers of Calais

**MEETING
DATES**

**Saturday November 17, 2007
Saturday February**

**Donbank Cottage
6 Napier St
North Sydney
Meeting Time : 1pm**

Saturday November 17, 2007

25 years

Lunch

***Guest Rosie Wileman
from Leicestershire***

***Rosie is a researcher and historian with a passion for The
Lacemakers of Calais. In 1848 part of her family returned
to England, and part came to Adelaide.***

***Have you booked?
See page 7 to fix this quickly***

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Want to join?

Membership due?

Annual Fees \$30

Membership Secretary

190 Shaftesbury Rd

EASTWOOD NSW 2122



Tulle

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FROM THE PRESIDENT.

Our last meeting for 2007, to be held on Saturday 17th November is surely shaping up to be wonderful event & an occasion to celebrate for more than one reason. As usual, our November meeting will be our Christmas party, as we farewell each other for this year, until we regroup in February 2008.

This year, however, our November meeting is an occasion for a real party as we celebrate our “Silver Anniversary” – the 25th anniversary of the founding of our Society.

Many of our present members were, in 1982, part of that original group who had the desire, initiative & drive to form our Society. I love listening to the stories they tell of those early days of forming and moulding the fledgling Society, to ensure it consolidated as it grew. They began by making a firm foundation upon which we could grow. Their enthusiasm over the years, joined by others of like persuasion, from lacemaker families, has kept us together, as we continue to enjoy and cherish the friendships we’ve found within ASLC, as we know it was too, with our ancestors back in the UK, Calais and here in Australia.

To further ensure that 2007, our anniversary year is completed with a celebratory “BANG” we are delighted to welcome as our guest and guest speaker, from Leicestershire UK, Rosie Wileman, who is a more than keen student of local history in Nottingham, where she has completed an advanced certificate in that subject at Nottingham University.

Rosie also a passionate researcher of family history, in particular, her MATHER family and their Lacemaker connections in the UK and Calais. Rosie will address us about *Little Nottingham in*

France and relate some of that which she has learned of her's and our lacemaker ancestors and their lives in the UK & in France.

We look forward to welcoming many of our members, their friends and families to share a wonderful luncheon with us for our Anniversary & Christmas party. Claire Loneragan has again kindly volunteered her time and talent to provide us with what will be a luncheon to remember.

I wish on this occasion, as 2007 is drawing to a close, to sincerely thank the executive office bearers who help make our Society run so well. To Gill, our research "guru" and remarkable Editor of Tulle, Craig, our trusty Treasurer, Richard, our astoundingly capable Secretary and Claire, who provides us without fail with our afternoon tea, served with that delightful smile, at the conclusion of each meeting.

To Barbara our Membership Secretary & Elizabeth our Publicity Officer who has made her ASLC guest speaking spots a "must" for any and all groups, particularly Probus Clubs throughout the length and breadth of Sydney and beyond - I must say that the help and work you all give so willingly makes it a pleasure to work with you.

I wish all our members and their families a very merry Christmas and a happy and healthy 2008.

Robin Gordon

THE SECRETARY'S COMMENTS

I am booked into hospital to have my left hip replaced – almost exactly four years after my right hip was replaced in a similar procedure. Because this operation is now relatively common and several members may eventually require prosthetic hips, I have

decided to repeat my August 2003 “Comments” because my comments then are as relevant today if you have ever wondered how our forebears would have fared had they faced the excruciating pain caused by osteo-arthritis.

Of all the orthopaedic reconstructive procedures, arthroplasty or the construction of new artificial, movable joints was one of the first proposed and a surgeon called Charles White had replaced a femur in 1770 – but only on a cadaver! It wasn’t until 1938 (90 years too late for our forebears) that John Wiles developed the first total hip replacement using a stainless steel prosthetic.

Hip replacements really only became possible after a lot of medical advances. For example, massive surgery like this requires sophisticated anaesthetic. In 1844 Horace Wells used nitrous oxide to pull one of his own teeth painlessly and in 1846 William Morton used ether as an anaesthetic for the first time. By 1847 James Young Simpson had used chloroform to relieve the pain of childbirth.

Blood transfusions are required in such surgery. International Red Cross was not founded until 1864. In 1896 Scipione Riva-Rocci invented a device for measuring blood pressure. The four major blood groups (A, O, B and AB) weren’t identified until 1900 and the first direct blood transfusion wasn’t carried out till 1905. The world’s first blood bank was established at the Mayo Clinic in 1935 and Karl Landsteiner only discovered the Rhesus factor in blood in 1940 – all a bit late for our 1848 travellers!

Of course, to survive surgery requires the very best of disinfectants, pain killers and medical equipment. It wasn’t until 1865 that Joseph Lister introduced phenol as a disinfectant during surgery and not till 1874 that Louis Pasteur suggested that boiling water could be used as a way of sterilizing medical instruments. Even penicillin wasn’t discovered by Alexander Fleming until

1928 and it took a century of pain after our ancestors reached Australia before Philip Hench discovered that cortisone could give relief to those suffering from rheumatoid arthritis. Thankfully, aspirin had been introduced in 1899.

Without private insurance or state run medical schemes, hip replacement would be beyond the capacity of an individual. The prosthetic used in my own initial operation alone cost more than \$12,500. The world's first medical insurance scheme was established in Britain in 1911 but it was as late as 1942 that the idea of a National Health Service in Britain started to gain strength.

I can only conclude that had I been on the "Harpley" in 1848 and had I developed a dicky hip, I would have had to grin and bear it.

We have much to be thankful for and I say hooray for all the surgeons, scientists and engineers who have made these advances (and my own hip replacements) possible. Hooray indeed!

Hip hip hooray!

Richard Lander

FROM THE EDITOR

It is now over twenty five years since Bert Archer ran his par in Descent, the journal of the Society of Australian Genealogists and in October it was twenty five years since the first meeting of interested people who met in the Archives in Globe Street.

Out of that meeting this Society was formed and I have a clear memory of much debate about the name of the Society and the name of the proposed newsletter. Theo Saywell had very clear

ideas on the word tulle – which is the French word for the fabric we know today as tulle. This fabric was the base upon which the embroiderers worked their magic either with a needle that produced running lines or with a hook that produced a chained pattern. At the time that we chose *Tulle* for the journal I doubt that any of us truly understood just what it meant and where our endeavours to understand the journey of our ancestors would take us.

So here we are twenty five years later – we have unravelled the story of an incredible group of immigrants, we have discovered their destinies here in Australia and we have contributed to the knowledge of the local history of both Calais and the Midlands of England.

Possibly the most remarkable achievement has been accidental. Before ASCL there was no terminology to cover those English folk who went to Calais with the lace trade. While we refer to the Lacemakers of Calais to describe those who came to Australia on that very particular immigration scheme, the term has become generic and is used world wide to describe the English lace people in Calais.

Societies come and societies go – and ours has survived where many others haven't . It is a measure of the continued and growing interest that people have in where they came from. Over twenty five years I have had contact with literally hundreds of descendants and it is still quite remarkable to me that not one of those good people had had the story handed down to them! It has been such a privilege to be literally uncovering an untold story!

Happy birthday ASLC and all who have belonged!

Gillian Kelly

25 YEARS

A CELEBRATION

Just to remind you that the November meeting of ASLC is a luncheon celebration! The Society is twenty five years old, it is Christmas and we have a very special guest speaker Mrs Rosie Wileman. You will understand that we need to know how many are attending, so if you haven't already done so, could you contact :

Claire at

42 Lavarack Rd, Ryde 2112, or email

celoneragan@bigpond.com

or you can ring

Gillian on 6297 2168

ANNALS AND LEGENDS OF CALAIS

The Basseville constitutes a chapter of the *Annals and Legends of Calais* published in 1852 by Robert Bell Calton. It's a good example of the mid-nineteen century's English point of view on St Pierre and the tariff system with which France protected its trade.



Calais c 1830

THE BASSEVILLE

THE *Basseville*, or lower town of Calais, its proper name being *St. Pierre-les-Calais*-containing, at the present day, between 11,000 and 12,000 inhabitants, the majority of whom are employed or interested in the manufacture of lace by means of machinery.

This graceful, fairy-like tissue has long been deemed an indispensable item of wear as well as ornament, in female attire; and since its supposed first introduction into France from Venice by Marie de Medicis, has proved the source of livelihood to

thousands of lacemakers by hand, both in that country and England.

Lace making appears to have been originally introduced amongst ourselves by some refugees from Flanders, who settled near Cranfield, in Bedfordshire, the network having been made by bone bobbins on a pillow, the pattern and sprigs being worked by the needle.

As with most of the principal inventions in machinery, there are many rival and conflicting claims to the merit of having first substituted it for hand labour in the production of lace; the legend being, that a frame-work knitter, or stocking maker in Nottingham, in the year 1770, of the name of Hammond, while regarding a piece of pillow-lace on his wife's cap, bethought him of trying whether he could imitate it by a modified action of his stocking frame.

With what degree of success the attempt was followed is not clearly stated; but in all probability it was more instrumental in spurring on the ingenuity of others, than in effecting the immediate object desired.

Tulle, the French word for lace, is derived from the town of that name, situated in the department of Correze, where the making of *dentelle* by hand, is supposed to have been originally attempted.

In the year 1816, Monsieur Thomason, associated with several Englishmen, of the respective names of Corbett, Black, and Cutts, introduced lace machinery at Douai, in the department Du Nord; though the merit of its introduction at *St. Pierre-lea-Calais*, with all the English improvement, is undoubtedly due to Mr. Robert Webster, a native of Holderness, in the county of York, who established himself in France in the early part of the year 1817.

The main difficulty in adapting machinery to the manufacture_of

lace, consisted in working in the device with the net, or throwing the design upon it, so as to give it the same effect as if sketched and embroidered by hand.



Lace machine with jacquard attached
19th lace-making machine - a Jacquard Loom. A roll of card punched with holes runs through the "mangle" on the left, and controls the settings on the loom to weave a pattern into the lace. Change the card, and you change the pattern.

Dawson of Nottingham invented the wheeled version while the adaption of the Jacquard to the lace machine proved to be very difficult and was eventually achieved by an Englishman Fergusson, moved to Calais and made it his home.

This was at last effected by the agency of wheels invented at Nottingham; upon which the celebrated Jacquard, of Lyons, improved by the contrivance bearing his name, that did away with the wheels, and served to perfect the delicate and complicated machine, now used generally in the lace trade.

Indeed, the works of a chronometer are not more beautiful and true, nor yet by far so expensive, as the machinery in question, £500 being a common price for a frame of the best description. From these costly looms, a tissue with a warp and weft of a cobweb-like texture, strewed with flowers and foliage in every fantastic guise, is turned off with as much ease and precision, as in the weaving of a bolt of single canvass.

In Calais and the *Basseville*, with their *communes*, there are 143 master workers of lace; more than two-thirds of that number being located at St. Pierre. Of these, some fifty are English.

The value in factories, machines, and fixtures at the latter place,

was estimated before the Tribunal of Commerce at Calais, as bordering upon ten millions of francs; the amount of product, or the gross sum turned over in the trade, being stated rather to exceed that sum annually.

English yarn-as *with every admitted (!) article in which we excel*-despite our boasted era of *freedom* in trade! pays a duty on entering into France of 25 to 30 per cent, according to the number of the cotton; whilst the impost upon French lace on coming into England, is but a nominal one.

In not one of the cutler's shops in Calais, or indeed in France, is it *possible* to make purchase of a Sheffield knife.

Equally *impossible* is it to buy a new English saddle, bridle, or horse-rug, a yard of West of England or Yorkshire cloth, a piece of Irish linen, a Rochdale blanket, a Wedgewood plate, or a morsel of Welch flannel, or Scotch tweed, or tartan; all being *prohibited* articles throughout the length and breadth of France; not a bale or an odd crate being suffered to enter, even in exchange or barter for any portion of the ship loads of flour, daily invoiced at *revolution* prices to Mark Lane.

Could one of the long-mouldered chancellors of the ancient woolstaple at Calais take a stroll on the quai side of the port at the present day, and observe the entries made in their international ledger by the bearded gentry in uniform, called *douaniers*, he might be pardoned, if, in the simplicity of his notions regarding profit and loss, he shrugged his shoulders, and inquired "Where *our* gain lay in the account current?"

For shipping on board the old *Menai*, or *Fame*, he could not fail to notice *mountains* of baskets, wains of cases filled with wines, silks, gloves, bonnets, shoos, stays, hats, eggs, paper-hangings, needlework, muslin and dried fruits, the lower holds being already filled with the produce of the *Pas de Calais*; the return in

gold being insured to the French miller, on receipt of bill of lading by the consignee.

These few items in retail trade, traditionally supposed to have been produced to some extent and national benefit, amongst ourselves at a former day, are destined for the English market the duty on them all, as with the *Basseville* lace, with the exception of that levied on the wine, being but an impost in name.

The French imports by the same vessels are *entirely* comprised in the couple of hundreds of British tourists with their baggage and quota of bright sovereigns for the respective hotels and rail, who are graciously permitted to have the regulation amount of linen and other under clothing, if duly "washed and marked" but who are stringently made to pay a heavy *impost* upon an extra half-dozen pairs of stockings, a waistcoat piece, or a few squares of "brown Windsor," if such be discovered in their luckless *malls* or havre-sacks.

The French mail steamers plying between Dover and Calais, consume some 3000 tons of Welch or English coal per annum; one clause in the contract for 1851-2, specifying that the same shall be brought to the quai-side at Calais in *French bottoms only*; and this, at a time when every British and colonial port is, if possible, made more free and advantageous to the French, as well as every other foreign flag than our own.

If such *be* the nature of the account current between the two countries-and, unfortunately, the truth of our statement cannot be gainsaid - we surely may ask, "how long is the experiment to be continued?" for to make such a one-sided traffic *pay*, would test the ability of a nation of alchymists in the arcana of trade and commerce.

Robert Bell Calton - 1852

THE BARNETTS OF SNEINTON

John Barnett's decision to apply for passage on the *Harpley* may well have been founded on prior knowledge of the voyage and the lands in the southern hemisphere because in 1842 his older brother William had made much the same trip across the world only his destination was Nelson in New Zealand.

William Barnett the elder, was born in Gloucestershire in 1759. In 1799, at the ripe age of forty, he married Eleanor Russell who was twenty years younger than he. The couple moved to Nottingham where William entered the lace trade and together they produced ten children.

Their first child Mary was born c 1800 and died on December 12, 1803. By then Eleanor had given birth to James who was baptised at St Marys On 12 December 1801 and who became a soldier with the 19th Foot Regiment. This Regiment served in Ireland. James made a visit to his family in Nottingham in 1835, still a single man. This was the last contact the family ever had with him.

The second child to be named Mary was born in 1804 and died in 1822, a single woman. She was buried at Carlton. Maria's birth followed Mary in 1806 and she is believed to have died in 1828, also single. Maria and the next two boys were all baptised in Nottingham close to their births but around 1813 William and Eleanor moved their family to Barrow-upon-Soar in Leicestershire. After John's birth in April 1813 all four children were baptised there.



William Barnett in New Zealand

In 1808 William was born. He was apprenticed as a cordwainer in Carlton in early 1822. This apprenticeship lasted seven years and during that time his father had to provide his clothing, laundry and mending.

For the first six months he also provided food and drink!

Two years after his apprenticeship ended , on August 7 1831 at Sneinton, he married Charlotte Burley and their young William was born in 1834, followed by Henry in 1838. At the time of the 1841 census the little family was living on the west side of Byron Street in Sneinton. With them was Elizabeth, Charlotte's sister and William, apparently Charlotte's brother John's child.

Within twelve months William and Charlotte had made the decision to emigrate and on October 25 1842 the *Thomas Harrison* berthed at Nelson in New Zealand. After initial employment William became a farmer at Wakapuaka. He died in 1900 at the grand age of 92.

Thomas was born in 1810 and became a hairdresser and musician. He married Jane Clark in 1833 and over the next nineteen years the couple had nine children.

Thomas played the flute with a band. One night the band was returning from a performance when the horse pulling the vehicle

became very restive, zig-zagging down a steep hill. This apparently frightened Thomas who grabbed the reins and pulled the horse sharply to one side, with the effect of overturning the vehicle. Thomas fell beneath the wheels and died as a result of his injuries.

Thomas is buried in Nottingham General Cemetery. He shares his grave with five of his children who all died in infancy. Clara was only a few weeks old when her father died, and she died just weeks after Thomas.

John was born in 1813 and twenty years later married Harriet Needham at Sneinton. In 1841 they were living in Island Street with children Sabine, Ann, Eleanor and Mary Ann and John had entered the lace trade.

By 1844 they had made the transition to Calais where, in 1844, they were living in la Grande rue and Elizabeth and John were born. Harriet cannot have had a very comfortable voyage as Louisa was born in Adelaide on September 30, 1848 – less than a month after the *Harpley* had arrived. The birth of Henry in 1851 completed the family. Like his brother William, John turned to farming in the Lindwood area of South Australia. He died at Gunbowie on November 7, 1899. Harriett had died two months before him at Natimuk.

Catherine Augusta Barnett was born in 1817. On the 1841 census she was living in Nottingham Park on independent means and appears to have married John Webster in 1844.

George Barnett was the second last child of William and Eleanor. He was baptised in 1820 and became a framework knitter – the only other member of the family to enter the fabric trade. He married Ann and had twin daughters in 1845 while living in Richmond Street.

The last of the family was Ellen who was born in June 1822, only to die in Carlton in November of the same year.

There is little to tell why William Barnett and Eleanor Russell, both Gloucestershire people, made the small migration to Nottingham at the turn of the nineteenth century. Although he ensured all his boys had a trade, only John became a lacemaker.

From the notes of Graham Barnett, Nottingham & ASLC

NOTES FROM THE *AGINCOURT*

Richard Husband, son of John Husband and Mary Mather, wife Laura Clarke who believes her father John Clarke is in the colony. Richards's father in 1841 was working as a gardener at a Manor House, Notts with his wife Mary and children Joseph a brickmaker, and Mary & Sarah both lacerunners.

Washington Johnson, aged 7 travelled with his father Thomas and step mother Phoebe. The family settled in Bathurst but the Commissioner's list for the *Agincourt* says " this name erased from Commissioner's List in consequence it is supposed of Johnson's having told Lieutenant ? that they intended to leave Washington with friends in England.

John Hide was born in Calais in 1822, but gave his birthplace as Dover; his mother's name is listed as Elizabeth Sling, but it is Elizabeth Shilling. At the time of the *Agincourt's* departure his father Robert was living in London

William Nicholls' wife was Mary Anne Worthington. She had been married previously and her first four children were the children of William Beatson. Despite being listed on the *Agincourt* as Nicholls, they lived and married in NSW as Beatson

THOMAS HARRISON

EXTRACTS FROM THE LOG



The Thomas Harrison

The captain's log of the 1842 voyage the *Thomas Harrison* made to New Zealand with William Barnett on board has survived. It gives the reader a clear idea of the 1848 voyages the lacemakers made to Australia

Monday 23rd May: Towed down river from the locks to Deptford.

Tuesday 24th May: Thick weather with rain. Got the immigrants on board at 10 and proceeded to Gravesend.

Wednesday 25th May: Loading stores and preparing to sail... "All ready to weigh", shipped three men and discharged two.

Thursday 26th May: Strong winds, squally with constant rain. Weighed 1 am. "Southern Johnny" towed us as far as (?). Made sail and at 10.30pm came to anchor on the Downs in 7 fathoms and 30 fathoms of chain,

Friday 27th May: Fine. At 10 pm anchored off Dungeness in 9 fathoms. Made Cape Beachy Head NW by W, 5 leagues. This day continuing 36 hours ends at noon to commence Nautical Time.....



The Departure 1844

Monday 30th May: discovered one of the emigrant children had the measles. Beachy Head Light 7 leagues East. 50-43 N; 00.35 W.

Wednesday 1st June: The emigrants bedding on deck to air and cleaned the between decks out. The child that had the measles is rather better. 50.20 N; 1.58 W.

Saturday 4th June: Emigrants bedding on deck and the people looking miles finer. Still seasick. 18.51 N.

Tuesday 7th June:Emigrants bedding on deck. 2 females and 2 children measles. All the rest well.43.48 N; 11.2 W.

Thursday 10th June:(note that one day has been advanced by 24 hours in the log book). At 8 pm. Mrs Manson has been delivered of a female child.

Sunday 12th June: Lydia Harrison liberated from Hospital being cured of measles... beds on deck.Discovered 3 more of the children to have taken the measles viz: Isaac Walker,George Griffin and Sarah Walker.Performed Divine Service.

Monday 13th June:Light conditions. Emigrants luggage up out of hold. Emigrants bedding on deck.Two more of the children have the measles viz: Emma Hodgkinson & Thomas Smith.

Tuesday 14th June:Cleared Emigrants berths between decks.38.15 N; 18.50 W.

Wednesday 15th June:Thomas Hill taken ill aged 3 years with the measles.

Thursday 16th June:Emigrants beds on deck.

Saturday 18th June:Lydia Hodginson allowed to leave Hospital having recovered. W. Young10 months taken with measles.

Wednesday 22nd June:Francis Moon one of the Seamen was striking the boy because he had taken thickvinegar by mistake and a few days back was fighting with the Cook. The Captain cautioned him not to do so again, if he did he must take the consequences.

Friday 24th June:This evening the Emigrants complained of the water and requested a little spirit to put into it.

Tuesday 28th June:George Walker taken ill with measles.

Saturday 2nd July:At 1 pm served out lime juice to the Emigrants.

Sunday 3rd July:Ship pitching heavily.

Wednesday 6th July: John Walker (10 yrs) and George Walker (2 yrs) came out of Hospital.

Saturday 9th July: 3 pm spoke a strange sail proved to be a French frigate bound for Buenos Aires, sent a boat on board; at 4 returned and made sail. At 4 am. the wife of John Horton safely delivered of a female child.

Monday 11th July: Spoke to "William Grey" of Boston bound to the Sandwich Islands.

Tuesday 12th July: Emigrants luggage up.

Thursday 14th July: Ellen Richardson an infant died at 5 am has been ill since embarkation.

Friday 15th July: Committed the body of Ellen Richardson to the deep.

Monday 18th July: (Concerning a muster of Emigrants)... Emigrants excepting George Chapple, Joshua Taylor, Jas Milburne & John Humphrey who would not attend when called. Dr Renwick stopped their provisions excepting bread & water until further orders.

Tuesday 19th July: Filling water casks and making fore hatch tarpaulin. At 1 am Mr Atkinson an Emigrant passenger complained that Cullen seaman had struck him without cause and bruised his face. Cullen reprimanded by Captain. The single men whose rations were stopped on Sunday allowed them again on promise of better behaviour excepting Chapelle.

Tuesday 26th July: 7 pm postponed the ceremony of crossing the line until 8.

Friday 29th July: John Riley aged 21 taken ill with the measles.

Thursday 11th August: Emigrants luggage up

Thursday 18th August: John Riley out of Hospital cured of measles. All the Emigrants bedding and luggage up on deck to air.



Emigrants on deck 1849

Friday 26th August: Robt. Manson let out of Hospital cured of the measles (being the last)

Saturday 27th August; Finding we have but 7,800 gallons of water on board, have ordered everyone to be put on a (ration?) of 5 pints per diem. It will thus last 72 days.

Sunday 27th August: Emigrants came aft to me with Sloeman at their head, complain of their pint of water having been stopped. When I explained to them the necessity they went away apparently satisfied. pm told the Emigrants that as they had behaved themselves, I would give them grog twice a week while on short allowance.

Thursday 9th September: A very heavy sea running throughout causing the ship to labour. John Shaw seaman thrown over wheel, hurt his back.

Saturday 11th September:Very heavy swell from S.W. causing ship to roll very much. Shaw and Browne still below.

Thursday 15th September:Emigrants had their baggage up.

Friday 16th September:The Deputy Supt. asked if the children were not allowed to have grog.

Tuesday 27th September:Mrs Crawford miscarried, very ill in consequence. At 6.15 Mrs Browns was safely delivered of a female child (and) is doing well.

Thursday 29th September:At 6.30 pm dark cloudy weather winds variable with much lightning, at 7.30 pm wind suddenly shifted in a hail storm and while we were taking in the mainsail, a heavy (?) of thunder broke over us between the main and mizzen mast. The lightning shattered the same as a shell or rocket bursting, breaking 15 of the Cuddy windows, splintered basic (?) Staff(?) and Royal mast head, started(?) copper off the portholes (?), slightly cracked (?) the main mast at the top of the main top sail mast and appears to have gone out of the starboard gangway. The report was tremendous - sounded (?). All was found right:

Thursday 6th October:6 pm Ellen Rose Haycock ,1 year died of Croup after a very short illness.

Saturday 8th October:heavy seas, gales.
Committed body of Ellen Haycock to the deep with the usual ceremonies.

Monday 13th October:? (Some date mix up here)
Robinson and Browne returned to duty.

Wednesday 15th October:Browne again laid up.

Sunday 16th October:Clouds lying heavily over Tasmania (alias Van Diemen's Land) but we did not see land. Mustered the Emigrants.

Sunday 23rd October:Got both anchors over the bows and both anchor chains. 8 am saw the Middle Island (Now known as South Island) New Zealand bearing ENE and SE.

Monday 24th October:Thick rain and mist, strong breezes and squally. Double reefed topsails. Midnight, fresh gales and

dark clouds. 5 am saw the High land near Rocky Point bearing S.E. by 8 or 9 leagues - made all sail. A fresh gale blowing free SW by S. 9.20 am Passed Cape Farewell distant 5 or 6 miles.

Tuesday 25th October: Moderate winds and clear, all sails set. Tacked and sour?? as required. Got the Jolly Boat, the Long Boat and 2 Boas. for landing the Emigrants. Cross came on board and took the ship in. At 12 came into 6 fathoms and at 1 moored with both anchors.

Wednesday 26th October: Employed landing Emigrants and their luggage. First moderate winds and clear from S.W. pm Fresh winds & squall with rain from the N.W.

Friday 28th October: On this day the Emigrants received their back rations stopped during the voyage.

National Archives, Wellington NZ. 21st September 1976
Converted to electronic form by Jim Stevens

First World War
Lille, Roubaix, Tourcoing and most of the textile towns in France were occupied by the Germans during the First World War, when the industry was looted to help the enemy war effort.

In the 1920's production boomed as the mills were rebuilt and re-equipped on modern lines using German war reparations money. But the world slump of the 1930's saw bitter strikes as owners sought to cut wages and worsen conditions.



During the German occupation 1914-18, textile mills in France were stripped of machinery that was transported to Germany.

LEST WE FORGET



Refugees at Calais awaiting a boat to take them to England 1914



Wounded servicemen Nottingham General Hospital

November 11th



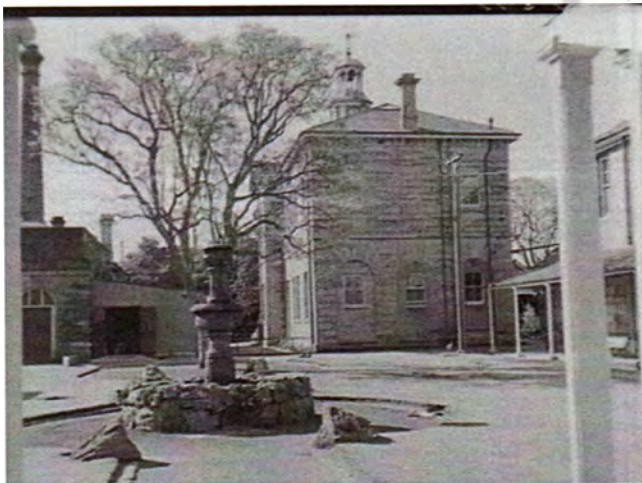
Rue Royale, Calais World War I



Conduit St, Leicester 1941

THE PARRAMATTA RIVER AND ITS VICINITY 1848 – 1861

In the beginning of 1848 I was taken on my first journey up the Parramatta River; young, but old enough to remember early impressions. In that year my father was appointed to the charge of the institution known as The Lunatic Asylum, Tarban Creek. The institution was then the most important place (if the Homebush race course be excepted, perhaps) on either side of the Parramatta River.



The Lunatic Asylum, Tarban Creek

There were a few houses scattered about in the immediate vicinity of the asylum, some of which were occupied by officials and others by private persons. The little hamlet was known as Tarban Creek. Within a radius of one mile of the asylum there

were not more, altogether than twenty houses. Five or six were of good size, others were small and a few mere huts

Most of the country in the vicinity of the river was in its primeval condition, or nearly so, in 1848 and for about five years afterwards, and was exceedingly beautiful. The only wharves where steamers went alongside, between the lower Parramatta wharf, known as Redbank, and Sydney were Pennant Hills wharf and Kissing Point wharf. At Bedlam Ferry the steamers stopped in mid-stream, and passengers were taken to and from them by the punt man, who made a small charge. Such an arrangement for landing was as awkward as it was disagreeable.



Kissing Point, Joseph Lycett

In a humble residence at Tarban Creek, close to the asylum, lived a couple named, or known as, "Mac." The husband repaired boots, and the wife managed a small dairy, where she made exquisite butter. It became necessary, occasionally, for either one or the other to visit the metropolis. When the husband's turn

arrived, he went to Sydney, transacted his business, refreshed himself well, but managed to board the steamer successfully on his return.

By the time the steamer arrived at Bedlam Ferry he had been so well "topped off" at the bar on board, that he had become limp and helpless. To ship him on the ferry boat and land him was a difficult task. At the wharf his loving wife awaited his arrival with a wheelbarrow into which she and the puntman managed to bundle "Mac." He was then wheeled home by his wife unassisted, uphill all the way over a very bad road. In the course of time the wife's turn to visit Sydney came about, when exactly the same performance occurred, but the individuals were changed!

As Bedlam Ferry was the only place where the inhabitants of the district around could board the steamers, some of them were obliged to travel long distances. Mr, D. N. Joubert either walked or was driven by his daughter in a gig, almost daily, for some time, from Lane Cove. Others had greater distances to travel.

About a quarter of a mile, or a little more, along the road from the ferry to Kissing Point, on the right hand side and at the top of the hill at the back of the asylum, about ten feet from the roadside, stood a substantial flagpole or semaphore, in height from thirty to forty feet, the diameter at the ground being fifteen or eighteen inches, tapering slightly to the top. It was bound to a post of similar diameter, ten feet in height, by two thick, broad iron bands. This flag-pole or semaphore, was used at one time to signal messages from Sydney to Parramatta. The station was known as the "Intermediate Signal Station." It was, no doubt, of considerable importance, when governors resided a great deal at Parramatta. This interesting flag-pole was cut down and used for firewood.

At times, generally twice a week, there was a considerable amount of traffic across the river, in the very early mornings and late at nights, when numbers of orchardists from far and wide drove their loaded fruit-carts to the Sydney markets in George-street. The noise of their "coo-ees" for the puntman often kept me awake for hours. Fruit in those times was both cheap and excellent in quality, infinitely cheaper, and of far better quality than the bulk of the fruit sold to the public to-day at, comparatively, enormous prices.

That portion of the road to Sydney between Bedlam Ferry and the great highway to the southern and western districts was steep, narrow and sandy, near the ferry; and orchardists had often to unharness horses and assist one another to the summit of the hill. The great main road, too, was frequently in need of repair; and then the toll-bars were a nuisance. The present ornamental lagoon at the north-eastern corner of the University grounds, was simply a big shallow muddy water-hole, the water sometimes flowing over the roadway. Water carts were brought there, filled by buckets and the water carted away but for what purpose I am ignorant.

Every passing rider or driver rode or drove the horses into this hole to refresh the animals. I always did so when I frequently rode into Sydney before 1861. I sometimes had to walk the nine miles home at nights. It was miserably lonely then, but, during the day, lively enough, and oftentimes interesting when meeting or passing all sorts of characters and equipments, long since passed away, and types of them are never seen now; also flocks of sheep and mobs of cattle, and occasionally flocks 'Jf turkeys and of geese, driven sometimes by men, and sometimes by women, who generally looked tired and dusty enough. Upon arrival in Sydney the turkeys and geese were driven about the streets, having a camp, at times, for a rest, in the middle of a street. I have seen this happen in Castlereagh-street, near King-street, where the traffic

was next door to nothing in those days. If anyone took a fancy to a bird the driver would haul it in by the neck by a long stick having a crook on the end.

For some time after the gold rushes broke out, one would meet numerous strings of Chinamen trotting along in their national costume, with heavy loads on their sticks.

A great deal of fruit was conveyed to Sydney by sailing boats, as well as by passenger steamers. This fruit was generally packed in gin-cases, but some of the best and ripest of the peaches were carried in vase-shaped baskets covered with canvas or hessian.

At the small settlement of Greenwich, the .champion sculler, Edward Trickett, the first man who carried the championship away from England, was born in 1851.



Edward Trickett sculling on the Parramatta River

.Along part of the southern water frontage of Greenwich peninsula vast quantities of sandstone were blasted down and broken up for ballast, and at these quarries young Edward Trickett worked for years.

A good deal was sawn by hand in saw-pits, for building purposes; and considerable quantities of fencing stuff was split, as well as numbers of shingles and laths, and bark for roofing was stripped. Charcoal burning was carried on to some extent on and about the common, as well as across Lane Cove, where a deal of timber was also obtained and prepared for market.

The numerous fruit boats, wood boats and ballast boats to be seen frequently on the river either sailing before or working against a wind, made a wonderfully beautiful spectacle, and one unlikely to be seen again. The large ballast boats from the upper part of the river carried broken-up blue metal for the Sydney streets, from Pennant Hills, whilst those from the lower part carried blocks of sandstone for ship's ballast from Greenwich. One time, ballast was obtained at the western headland of Waterview Bay, hence the name "Ballast Point".

I will say a few words, here, about the Field of Mars Common. This great common contained an area of a little more than 6,000 acres of waste bush-land, where a few of the commoners' cattle, generally dry cows and horses, were allowed to stray. A great deal of timber was cut there for the Sydney market and carried down Lane Cove in wood-boats.

As soon as I could be trusted to ride beyond bounds I became familiar with the Common, the reputation of which was not too good, being the resort of many disreputable characters. Later on, with a younger brother, on holidays, we made explorations far and wide, even to the Hawkesbury River, generally called "Ocksbra" in the vernacular. but we were never molested by the many

remarkable characters we came across. Places on, and near, the Common, where it was said that murders had been committed, were known to us. One, in the centre of the present village of Beecroft, was at an old, half burnt hut, which we used to fly past in the dim misty light of early dawn.

At the time, and before my father took charge of the lunatic asylum, Tarban Creek, the condition of the inmates was deplorable. To-day one could hardly imagine that this could have existed in modern times in a civilised country. The previous year an enquiry was held in connection with reputed abuses at the institution, and these being substantiated, my father's appointment followed. Upon retiring, after about twenty years of anxious and trying work, he stated in his final report to the Colonial Secretary:

"Whatever value others may place on the success of my early labours in eradicating the abuses and inhumanities formally practised in this asylum, it will always be a source of the purest enjoyment to me to reflect that success though elaborated at the sacrifice of peace, health and fortune has proved, through my own personal energies alone, tantamount to the conversion of a hell into a heaven for that isolated portion of human brotherhood whom it has pleased God to bereave of all that is translucent in man and all that makes life worth the tenure."

The opposition to his humane efforts was marvellous, and he had a struggle, a very hard one, indeed, to accomplish his aim. The want of official sympathy was remarkable; even his applications for every-day requirements were granted with a grudge, and this sort- of thing continued almost until his retirement, just before which a phenomenal wave of benevolence, or philanthropy, began to rise, and then serged up, when almost unlimited funds were forthcoming for necessities, for comforts, and even for luxuries for the inmates.



The gardens at Tarban Creek, later to be known as Gladesville Hospital, commenced by the patients under the care of Dr F Campbell in 1848

I may mention that on more than one occasion I saw demented men arrived in leg-irons rivetted on their legs, each leg-iron connected by a long chain, which had either to be dragged along the ground, or held up by the hands. I have seen a chain tied up to the waist, by a piece of cord. Immediately upon arrival a blacksmith was called to cut out the rivets with a cold chisel.

In 1851 the discovery of gold disorganised almost everything in the colony. The excitement was intense and men, women and children felt desirous of rushing away to certain and speedy fortune. Many persons left the Parramatta River, and the rush caused great inconvenience in the management of the asylum. As soon as some of the inmates had recovered their vitality sufficiently, they were employed on light work, such as gardening, or

wood-cutting, and on occupations to which they had been accustomed before becoming incapacitated, such as carpenter's, blacksmith's, plasterer's, painter's work, and so on.

There were excellent tradesmen of all sorts and of many nationalities. There were well educated men who were permitted to amuse themselves as much as they pleased; some with a little clerical work, some occupied themselves with books, for there was a well-selected library now available; and some delighted in drawing and water-colour work.. I soon made friends with these quiet, trusted inmates, who were practically free to do as they pleased within the precincts of the asylum. Some on the sure road to recovery could roam about outside.

DW Campbell 1919

FOR THE GENEALOGIST

PREROGATIVE & EXCHEQUER COURTS OF YORK PROBATE INDEX ON BRITISH ORIGINS

The Prerogative & Exchequer Courts of York now available on British Origins. This is a fee for service website, but information available in a will is often not to be found in any other source.

Until 1858, wills were proved in an ecclesiastical court. Which court dealt with a particular will depended on where property was. Parishes of the Church of England were grouped into archdeaconries, and a group of archdeaconries formed a diocese (ie the area of a bishop's jurisdiction). Each diocese belonged either to the ecclesiastical province of York or of Canterbury.

The province of York had jurisdiction in the counties of Cheshire, Cumberland, Durham, Lancashire, Northumberland,

Nottinghamshire, Westmorland and Yorkshire; Canterbury had jurisdiction over the rest of England and Wales.

- The Prerogative & Exchequer Court of York Probate Index gives:
- testator's name places associated with person; usually the place of death, but sometimes other places where the testator lived are mentioned
- date of probate year & month
- type(s) of documents (there is often more than one document)
- court concerned Borthwick Institute reference to the original document(s) Reference to original index

The Origins Network in association with the Borthwick Institute for Archives are completing the computerisation of the indexes to the Prerogative & Exchequer Court of York probate material; only the Medieval part (1267-1500) of these indexes had previously been computerised.

This work is being done in reverse chronological order, starting from 1858, and the first batch of index records, covering over 16,000 grants of probate for the period September 1853 to January 1858 is now available online exclusively on British Origins.

About two thirds of the wills were proved in the Prerogative Court. This index complements the indexes to the York Medieval and York Peculiars probate material. The original documents provide a great deal of valuable information to the family historian and copies of these can be ordered at

<http://www.originsnetwork.com/help/ordering#ordering>
via British Origins.



Calais & St Pierre 1866 – to compare with cover

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