

Tulle

Issue Number 49

*Volume 14, No 4
November 1995*



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

MEETING DATES

Saturday, November 18, 1995

Saturday, February 17, 1996

Venue for all Meetings:

Don Bank Cottage

6 Napier Street, North Sydney

Meeting Time: 1.00pm

Train to North Sydney Station

or

Bus from Wynard

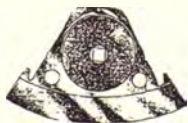
NEXT MEETING

Saturday, August 19, 1995

Agenda: Awaiting Confirmation from Guest!

Cover: "The Old Spot", Gawler, SA. in 1845.
Owned by Henry Calton. See Letters from Adelaide

ISSN. No. 0815-3442



Tulle

Volume 14, No 4, November 1995

From the Desks of.....	2
Letters from Adelaide, John Freestone.....	6
The Barque 'John', Book Review, D Webster.....	9
Rescue of a Shipwrecked Crew.....	12
Over the Hills and a Long Way Off, O.Z. & C.M.Norrie.....	13
Leicestershire, Lacemakers and the Military, Jean Campbell.....	18
Coals to Newcastle.....	22
Joshua Oldfield and Jane Bull, Richard Halliday.....	23
Past Times.....	24
Methodism and St Pierre, London Times.....	25
Typhus Fever in Maitland, Gillian Kelly.....	27
Calais, 1840 to 1848, Gillian Kelly.....	29
For the Genealogist.....	31

FROM THE PRESIDENT'S DESK

As our year draws towards Christmas, we can look back over 1995 with some sense of achievement. We have had three good meetings that have been well attended and always enjoyed. We have also set the celebrations for 1998 firmly to grow toward a successful and rewarding flowering.

Over the last year there have been three very good committee meetings at our home to plan our sesqui-centenary. A full year of happenings have been planned so that as many people as possible can attend. It has been decided that each meeting of the year, after the AGM will be given to a theme. This means that if country members can only journey to Sydney once, they may take the opportunity to choose "their" theme. On the long weekend we will have a Thanksgiving service at St Peters followed by a family picnic for as many people as possible. The plan for the year is along the lines:

February ...Anne Fewkes and Nottingham
May.....The *Harpley* and Adelaide
August.....The little ships: the Fairlie, Emperor,
Walmer Castle etc & Calais
October.....(long weekend) Agincourt, Bathurst,
Maitland, and all the others too!

Each of these meetings will have a coordinator who in due course will call for help and consult with members to ensure that every idea is reviewed. We have taken the liberty of asking Tom Halls, on our behalf, to lead us in a thanksgiving service at his parish church of St Peters at St Peters (and where could be more fitting than Australia's St Pierre?)in Sydney, after which we will adjourn to a yet to be decided location for a picnic to end all picnics.

As this is the last *Tulle* for the year, may I remind you all that annual membership fees are due at the start of the year. As they are the means of financing *Tulle* at its present size and frequency, and our country members rely on this link, fees are an essential part of the Society.

I would also like to take this opportunity of wishing each one of you a happy and safe Christmas with all joy and goodwill, and a healthy

and prosperous New Year. These wishes come from your committee and from each member to you all.

Best wishes,
Claire Loneragan.

AND THE SECRETARY'S

Sydney provided an unseasonable, but delightful, Summer's day for the August meeting. Tom Halls, still with a walking stick, but making good progress and in fine spirit, reported on the 1998 Committee's deliberations; they are confident of bringing plans to fruition and the meeting expressed approval of the initiatives that are being taken.

The main business of the meeting was an address by Frances Burke, a member of the Society of Women Writers of NSW and the author of several successful historical novels. She described the various ways she researched the period, the place and the historical events that were going to be the setting for the story that she was going to tell. The same sorts of activities are, of course, appropriate for family historians who want to make their family story come alive and be more than a mere chronicle of births, marriages and deaths. Those of us who have been able to visit Calais or the Notts villages whence our ancestors came, will understand Frances's thrill when she was able to stand on the site of Cullodden on the anniversary of the battle and to intermingle in her mind her fictional characters with the historical ones.

Inspired by the Freestone letters, I made my first trip to South Australia in September. Before going on to the Flinders Ranges I spent four very enjoyable days in Adelaide, a beautiful city where the old has been carefully conserved and the new has not been allowed to overwhelm. Even Port Adelaide, which made such an unfavourable impression on John Freestone, is now neat and tidy.

I was able to renew acquaintance with Howard Kirkbright, one of

most enthusiastic and knowledgeable members, a mine of information of family and local history. He devoted a full day to showing me North Adelaide where some of his ancestors had lived and then some of the country districts beyond Gawler; places like Riverton and the Wakefield River region with associations for several Lacemaker families.

Kingsley Ireland, whose history of the Longmire family was probably the first Lacemaker history published, had also arranged come to Adelaide from Angaston for the day but unfortunately was unable to make the trip and I missed what I am sure would have been a pleasant and informative meeting.

Doug Webster
Secretary

AND FINALLY, THE EDITOR'S

The production of *Tulle* seems to coincide with New South Wales school holidays and once again my most-patient-of-husbands and I took a small journey - this time it was only a day journey for us - over the Blue Mountains. We attempted to follow the road the Agincourt passengers would have taken in 1848, and it is still very possible!

We found where the original ferry crossed, we climbed all over David Lennox' bridge at the bottom of Lapstone hill, we drove along the ridges and passed buildings that were there in 1848, down into the Vale of Clywd. We poked around Hartley and crossed the River Lett and drove out to O'Connell where Mrs Crofts stopped to have her babe.

We searched the odd cemetery. I expected to find Sergeants and Harrisons, but I actually found the resting place of Oliver Lowe's son and daughter-in-law - and so another family is found!

The Bathurst plains were at their most glorious green, as they would have been in October 1848 after a wet spring. We rolled down into Kelso, past Trinity Church and returned to the late 20th century - a short sprint up the highway, and we were back in Katoomba in time

to walk a little before tea! How different to 1848!

Gillian Kelly
Editor



Membership, 1996

Membership for 1996 is now due.

**In this issue you will find an
outrageously coloured reminder slip.
Please post, with your remittance of
\$20 to**

**Miss Barbara Kendrick
190 Shaftesbury Road
Eastwood, 2122**

**Perhaps you would like to encourage
other members' of your family to join.**

Letters from Adelaide

Among the passengers on the Harpley were John Freestone (36), Ann (30), William (10), Alfred (8), John (6), Henry (4) and Charles Robert (2). In November and December, 1848 John wrote two letters home which were published in the Nottingham Review on 27 Jul 49 (p8). To judge from the letters John had a better than average gift for clear, informal narrative and one could wish that he had left a diary of the voyage and his early experiences in the Colony. Photocopies of these letters and of several other articles were kindly sent to me by Barry Holland of Nottingham. DBW

THE LACE-HANDS IN AUSTRALIA

It will be in the recollection of our readers that about the time of the outburst of the French Revolution, when so many Nottingham lace-hands were driven from Calais, a large number of them were provided with the means of transport to Australia. The following letters are from one of the number:-

South Australia, November 1, 1848.

We landed at Port Adelaide on the 2d of September, after a pretty fair voyage of four months. It was late on Saturday night when we got up to the quay-side, so no person went on shore that night. Several went on shore the next morning. I went in the afternoon, and a fine muddy, dirty place it was. It was all hop, jump and pick your road as well as you could, I used to think St. Pierre a very dirty place, but it is a palace to Port Adelaide. It is the muddiest place I had ever seen, and no mistake about it.

Well, after viewing the Port, I began to wonder what sort of a place the Town of Adelaide was; so the next day, Monday, after the commissioner had been and examined every person on

board, and given such information as he was asked for, I and B.Holmes started for Adelaide to seek for work; but we found plenty out of work as well as ourselves, and began to think we must have come to the wrong place. However, I went backwards and forwards from the ship to the town of Adelaide (which is six miles) for four or five days, making all the enquiries I could, until all my cash was gone; but having £2 to receive when I had been there eight days, for the office I served on board the ship, I determined not to spend it going to Adelaide, but to march straight into the bush at once, and not turn back until I had got work of some sort or other.

I told a man my intentions, and he said he would go with me; so, having got my brass, four of us started together, our first place to try being Gawler Town. The weather was very fine, and hot to us, so by the time we had walked seven miles we were all thirsty. We stopped at a place called Dry Creek, and lucky it proved, for a person whom we met, going to spend his money at Adelaide, said if a cart came past while we were refreshing ourselves, he would pay for us to ride,"For," said he,"thirty miles is too much for you to walk on a day like this." We thanked him, telling him we could walk it very well, and, while giving him all the information we could about Old England, up came a cart, which runs every day from Adelaide to Gawler Town. He asked the driver what he would take us for? "Sixteen shillings," said he. "But they are fresh comers," said our newly met friend. "Then I will take them for fourteen," said the driver.

Our friend paid the money, in we jumped, shook hands with him, and parted, perhaps never to meet more; if not I shall always think of him with gratitude and respect for the kind manner in which he assisted four strangers.

When we arrived at Gawler Town, we called on Mr Calton, who keeps a large inn, and, I am happy to say, is doing well. He is the brother of Chas.Calton who was apprentice at Mosely's when my brother Charles was. I knew H.Calton directly I saw him, and he knew me through seeing me at Adelaide. He held out his hand, and asked me how I did and so on. "Well," said I, "Mr Calton, we are seeking work, and I want you to give us a bit of advice." "Go in there first," said he, pointing to a room where

about a dozen men were taking their evening's meal.

We went in accordingly, and had an excellent supper. He then came and joined us, and I told him how we were situated, that we wanted work, and work we must have. He said he would try what he could do for us, as he had two sheep-farmers in the house, and, after partaking of a glass of ale with us, he went out to them. In about an hour he returned and said he thought it was all right. We saw the two farmers, and one engaged me and two others as shepherds, the wages being 15s per week, with 20lbs of flour, 20lbs of meat, 2lbs of sugar and 1/2lb of tea. I thought this would keep us from starving. We stayed at Mr Calton's all night, and, after breakfasting next morning, when we called for the bill there was nothing to pay; indeed, he behaved like a gentleman to us. From what I have heard of him and his brother Charles, I should think there are not two men in all the colony more respected.

Well, after engaging we went back to the ship with lighter hearts. All we wanted now was a dray to take us the seventy miles into the bush, which was no easy matter. We, however, found a man with three drays. who agreed to take all three families up to the place for £7; so we all started on the 18th of September. The first two nights we all slept on the floor of a house; the third at Mr Calton's, who behaved with his usual kindness, charging us nothing for sleeping; the fourth night we slept in the middle of a wood, with a good blazing fire at our feet, and the sky for our canopy; and just before dark the next night we reached our destination; and right glad were we all to think we were once more likely to be settled in a house of our own, for our's had been a wearisome journey.

Well, here we are, located in a mud hut, with only one room in it, for cooking, sleeping, and everything else, with a hundred crevices, through which come the wind and rain; but I have stopped the greater part of them up. As for chairs and tables, our boxes serve for both. I have heard talk of the mud cabins of Old Ireland, but if they are any worse than the shepherd's huts of South Australia, I feel sorry for them.

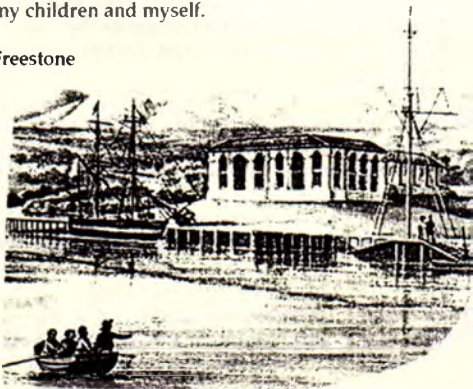
But if our huts are no better than their's, we are better off than

them in the "grubbing" department; we do get plenty of mutton, damper and tea. But Ann makes very little damper, as it is too heavy for the children, so we get some yeast from the gaffers and Ann makes some beautiful light bread; but, what makes it very troublesome, she has to bake it in a small frying pan among the ashes. We shall be better off in a bit for cooking utensils and everything else. I can see very plain it takes a married man twelve months to get thoroughly settled, with things proper for his use.

For the first fortnight I was jobbing about the master's house, after that I had a flock of sheep to take care of. The same day William went to take care of some shorn sheep, and has been shepherding ever since, though I do not expect they will be able to find work for him all the year. He has been a very good boy. For the first fortnight that we were shepherding it rained during the days which was enough to daunt a man, much more a boy like him, but he stood it out.

It has been a very rainy season here; the oldest colonist cannot remember such a wet season. To me the weather has appeared like a very fine spring in England. I was saying that our first fortnight was a wet one; I got wet through two or three times a day, but I would sooner be wet through twenty times here than once in England. In my next I will tell you what I think of the place and my prospects. In the meantime accept the love of my wife, my children and myself.

John Freestone



Book Review:

The Barque "John" - A Voyage to the Land of Hope - Gravesend to Adelaide 1839-1840.

Transcribed and Annotated by Jean Main.



The barque "John" left Gravesend in September, 1839 and arrived in Adelaide in February, 1840. It carried a crew of 25 and 196 passengers - 11 in the Cabin, 25 in Intermediate Cabin and the rest Steerage. Two of the Intermediate Cabin passengers kept diaries and these have been collated on a day to day basis.

Richard Ellis from North Petherton, Somerset, was travelling with his wife, two unmarried daughters, two married daughters with their husbands and a grandson. His journal has some general remarks about the reasons for emigration and what they expected to find but the daily diary entries are confined mainly to the ship's position, a description of the weather and brief factual comments about shipboard happenings.

Elizabeth Archer, in her early twenties and newly married, was travelling with her husband. They were from the Isle of Guernsey as was another young couple. Her diary is more extensive and more personal.

The entries for the 27th of November give a fair indication of the different styles:

Richard Ellis Wind E by N, 8 $\frac{1}{2}$ knots nearly. P.M. commenced with a strong breeze and cloudy. Midnight stiff breeze and squally. 11.30 a.m. Chas. Peterson fell from the Mizzen Mast Head on the Poop,

attended to immediately by the Surgeon who reports not materially hurt. No observation this day.

Mrs Archer James improves very slowly. He has had an attack of fever which has reduced him much. The weather is wet, cold and windy. We can scarcely walk or stand with the motion and are troubled with the waves dashing against the sides of the vessel and sending water upon the beds.

A little after four yesterday morning I was aroused by one of these showerbaths. I jumped up, got a light, placed towels on the wet parts and a thick blanket under me, hoping to have a little rest having been kept awake part of the night by the rolling of the ship. Alas just as I was comfortable another wave sprinkled me in such a manner that I got up and dressed.

Went on deck to see the sun rise. The Chief mate was quite surprised to see me. The quarter deck and part of the poop were quite wet with the sea shipped during the night. The angry deep looked awfully grand.

There were births, deaths, burials, accidents and trouble with the crew. A welcome diversion was the occasional sighting of another ship. One such was an American whaler which had been at sea for over three years. They exchanged bread for oil and when one of its officers was offered a glass of wine, he declined, saying they were a temperance ship.

At Cape Town the Archers and their friends from Guernsey spent a couple of nights on shore where they were able to attend the Wesleyan chapel.

The book is indexed and contains a complete list of passengers and crew and the Editor has added brief notes on the subsequent history of the diarists and their family.

The book is 74 A4 pages, spiral bound and is available from Jean Main, 13 Bindaga St, Aranda, ACT 2614 for \$16 + \$3.50 postage.

DBW.

Rescue of a Shipwrecked Crew

The barque *Fairlie*, bound to Negapatam, after encountering the most violent weather, foundered in the Bay of Bengal in November, 1865.

It was not until February 9, 1866 that a letter was received at Liverpool from Captain John Gibson, of the ship *Innisfallen* and of that port, announcing the foundering of the London ship *Fairlie*, Captain Stephens, and the fortunate rescue of the crew by the *Innisfallen*.

As the life boats were either all smashed to pieces or dragged down with the ship, the only resource of the crew was to construct a raft of loose spars which could be hurriedly collected and lashed together. This was done, and 20 men were crowded upon this frail structure, the sea meantime threatening to engulf them at any moment. For 13 hours they remained in this dreadful plight. The mate and several sailors were so exhausted they were at the point of dying. The poor fellows were up to their armpits in water, and had given themselves up as lost, when they were fortunately seen by Captain J Gibson, of the ship *Innesfallen*, who, though there was a furious sea, promptly and bravely put a boat off to the rescue.

The men were all picked up, brought safely onboard the *Innesfallen*, and in December landed on Mauritius. The mate and the others who were so exhausted and ill, under the kind and constant care of Captain Gibson, were quite recovered. The circumstances having been reported to the Board of Trade, Captain Gibson, was presented at the office of the local marine board, Liverpool, with a handsome silver-mounted telescope, the gift of the Board of Trade. The telescope was inscribed with a record of his humanity and bravery

Over the Hills and a Long Way Off

The piecing together of the story of those *Agincourt* travellers who went to Bathurst promises to unfold all manner of interesting small stories. While there will be great debate about whether they travelled up river to Parramatta by steamer, or along the banks by horse drawn vehicle, there are no questions as to the route taken over the Mountains. There was very little choice.

By 1848 Sir Thomas Livingstone Mitchell's route up Lapstone Hill was well in use - it was a little to the south of the earliest road and not nearly as steep. Half way up the pass was a deep gorge cut by a creek and Mitchell was not keen to bridge it with a fragile wooden structure - fire and flood were both hazards in the area and he perceived this road as a major highway opening up the interior. The answer was David Lennox's first sandstone bridge - New South Wales' oldest.¹ The *Agincourt* drays crossed that bridge, and an undated 1940 paper cutting found in an old collection places a human face on the stone edifice.



¹ There is an older one - built at Richmond, Tasmania

DAY OF DESTINY

David Lennox, the Bridge Builder.

By OZ.

It was spring of 1832 Major (afterwards Sir) Thomas Livingstone Mitchell walked in Macquarie Street, Sydney. Stone masons were working on the coping-stone of the low wall in front of the Legislative Council Chambers.

The tap, tap of the chisel on the stone came to the Major's ears, but his thoughts were in the Blue Mountains. He had just accomplished an important deviation there but a vast gully worried him. A bridge was needed and bridge builders were scarce in Australia in 1832.

Tap! Tap! Major Mitchell's glance was arrested by a short wiry man. Blue eyed, fair haired, young, the man was evidently enjoying his work. The Major asked his name and how long he had been in Australia.

"David Lennox, sir," was the reply. "I was born in Ayr in Scotland and came to Australia on the Florentia on August 11 this year."

Then he told, how, in the old country he had worked as a mason under master bridge builders, taking part in the building

of the Gloucester bridge and also one over the Severn.

At once the Major took the man to his office, and to Davis Lennox that spring day was a day of destiny, for during the next forty years he was David Lennox - Bridge Builder.

His first commission was Lennox Bridge on Lapstone Hill, and by July 1833 the arched stone bridge spanning the gully was complete, It stands today in its picturesque setting, strong and beautiful, after one hundred and seven years - an historic landmark.

David Lennox proved himself to be not only efficient, but a born leader of the men who formed his band of masons. Many of them were prisoners, who, through splendid service, won well-earned freedom. David Lennox said: "I never began any work which I did not finish to the satisfaction of all parties," and Lennox Bridge is his testimony in stone. On the keystone on the upstream side of the bridge is cut the name of the builder - "Davis Lennox" and on the other side A.D. 1833. In a cottage which he built for himself at 4 Campbell, David Lennox died on November 12, 1873.



After the rigours of the journey up the mountain, along the plateaux, and finally down Victoria Pass, the travellers came to Hartley near the River Lett. Such a pretentious name for a very small creek! In an unpublished article written in the late 1940s an explanation is given.

The Reason Why.

There must be few people indeed in Sydney who have not at some time or other travelled along the Main Western Highway. It runs from the outskirts of Sydney across the Blue Mountains, through Medlow Bath, Blackheath and down into Hartley Vale with its historic Court House, old inns and churches set amid apple orchards. A few miles beyond Hartley the Highway crosses a small stream which bears the name "River Lett". Here the road forks; to the left

is the way to the Jenolan Caves, to the right it continues further west, remaining the Main Western Highway.

Throughout Australia the rivers and creeks which are crossed by any of the main highways each bear their own particular name. Many explorers and surveyors are remembered and many historic figures of all countries are honoured in this way. Besides these, there are many creeks which bear a characteristic name which describes it : Sweetwater Creek, Stringybark Creek, Reedy Creek are but a few, yet for years the River Lett has puzzled many. There seemed no explanation of the name; it is not known who named it or after whom it was named.

After many years the reason was discovered quite by accident. The first trail across the Blue Mountains was blazed, as is well known, by the three famous explorers, Lawson, Wentworth and Blaxland. They found it was possible to reach the rich plains that lay beyond the seemingly impassable barrier of the Great Divide, but there still remained the problem of finding the best track for a stock route. Major Cox and his officers hacked a well defined route through the virgin bush. A highway was the next step, and this task was given to the Government Surveyor, Thomas Livingstone Mitchell. He chose to go down through Hartley Vale, making the route almost as it is today, and deviating somewhat from the original track. In his footsteps came the unhappy convicts whose blood and sweat are so closely linked with each stone of that long trail.

By this time all the large rivers and other outstanding landmarks had already been named; the smaller creeks were merely for identification purposes on survey and field maps. Mitchell drew up

his new map of the highway for official copying and filing in the London Office. In those days, ofcourse, the trip to England took a long time and the use of photography for such purposes was unknown. The map was folded and remain so for weeks aboard ship and probably was put aside in London for more important matters than a new road in far away Australia. Finally the official copy of the map landed back and was greeted with some small degree of wonder. No one could understand how such a small creek had acquired such a seemingly important title.

Inquiries were made in various quarters, and a great deal of speculation ensued. Many years later the enigma was solved by someone, who, for some reason or other examined in London the original map of the Main Western Highway. It appears the map was folded for so long that the creases became black lines, and one of these lines ran straight through the name of the small creek, which had actually been marks only as "Rivulett". Hence when the map was opened, all that was left of the word was Riv.lett, which the official cartographer in London transcribed as River Lett.

C.M. Norrie
1926-1990



Leicestershire, Lacemakers and the Military

An endearing picture familiar to most, and frequently used in tourist brochures, portrays the uniformed Chelsea Pensioner. The "Out" records of the Chelsea Hospital, held at the Public Record Office, Kew, England, has enlightening information for genealogists and historians alike.



Amongst the family names taken from *Military Index, Volume 2, Chelsea Pensioners*, are those of Lacemakers. This booklet was published by the Leicestershire Family History Society and contains the applications for Out Pensions 1814 -1831 from men born in Leicestershire and Rutland.

- * These are extracts only, and the full entry gives more information. The full record gives details of regiment, promotion & rank, birth place, age at entry, trade,height in feet and inches, complexion, eyes, hair and distinguishing marks, much as a convict record. It lso gives service abroad, wounds, distinguished events, marriage date, discharge date, character reference, pension and date of death ²
- * The regiment is that in which the soldier was then serving.

² In Search of Army Ancestry. Gerald Hamilton Edwards, Philimore & Co Ltd, London, 1977

- * Age is that given at the time of application to leave the military.
- * Service is the total number of years as calculated by the Army and may differ from the actual number of years; the total arrived at by calculating service age home and abroad plus any non-commissioned rank. Taking part in the Battle of Waterloo was counted as 2 years service.
- * The occupation given is that which the soldier followed before his enlistment.

Militia - citizens (men) enlisted for service in emergencies only, forming part of auxiliary forces serving as local defenders.

Fencibles- a person who undertook military service in immediate defence of his homeland only and were raised, along with the Militia and Volunteers during the French wars

Dragoons - cavalrymen; mounted infantry

The Battle of Waterloo (18th June, 1815) was fought 9 miles south of Brussels. Wellington (commanded 50 000 troops, half of them British) opposed Napoleon and his army, after the latter's escape from Elba. Casualties were heavy: France lost over 40 000 men, Wellington over 15 000, and Blucher (Prussian) 7 000. This puts into social and political context the arrival of the Lacemakers in Calais in 1816.

- ARCHER** **Edward**, 7th Dragoons (also served in 25th Dragoons) application 5/7/1820. Age 26 served 6 years 5 months, born Helson, Market Marborough LEI, labourer
- BRANSON** **William**, 19th Foot application 5/7/1820. Age 28 served 9 years 9 months. Born Bugworth, LEI, framework knitter
- BUNNEY** **Thomas** Rifle Brigade application 12/3/1828 Age 29 (says 31) served 10 years 5 months born Burbridge LEI hosier.
- FOSTER** **Thomas** 80th Foot (also served in 3rd Dragoon Guards) application 7/2/1821. Age 32, served (not noted) born Thornton LEI, bricklayer

- GAMBLE Richard**, 11th Dragoons, Sgt Major, Waterloo. Application 17/2/1819. Aged 44, served 23 years 9 months, born Loughborough, LEI, labourer
- GASKAYNE (Gascoigne ?) Samuel** 38th Foot (also served in Prince of Wales Fencibles), application 1/5/1822, Age 42, served 22 years 5 months, born St Margaret, Leicester, LEI, hosier.
- HARRISON Samuel** 1st Dragoon Guards (also served in Rutland Fencibles) Waterloo application 21/8/1817, age 35, served 18 years 7 months, born St Martin, Leicester, LEI, framework knitter.
- HOUGHTON Robert**, Leicester Local Militia (also served Northants Fencibles) Sgt., application 14/5/1816, age 48, served 14 years 11 months, born Leicester, LEI, framework knitter
- LONGMIRE Benjamin**, 6th Dragoon guards (also served in Midlothian Fencibles), application 3/2/1819 Pte, age 42, served 19 years 3 months, born Loughborough, LEI, fustian cutter (thick, cotton cloth used for breeches and jackets)
- PARSONS Jerh**, 30th Foot, application 25/11/1818, age 32, served 18 years 4 months, born Hinckley, LEI, hosier
- PEET Thomas**, 86th Foot (also served in 35th Foot), application 22/9/1814, Sergeant. age 36, served 20 years 5 months, born Hinckley, LEI, framework knitter
- POTTER Thomas**, Loughborough Militia (also served in Nottingham Fencibles), application 7/6/1816, Sgt Majoor, age 40, served 9 years 8 months, born Loughborough, LEI, framework knitter
- POTTER Thomas**, 1st Life Guards (also served in 43rd Foot), application 25/11/1818, Pte, Age 28, served 11 years 1 month, born All Saints, Leicester, LEI, stockingmaker.
- PRATT John**, Rifle Brigade (also served in 38th Foot) application 11/11/1817, Age 48, served 20 years 7 months, born Hinckley, LEI, framework knitter
- PRATT Job**, 30th Foot Pte, application 26/8/1819, Age 35, served 21 years 9 months, born Norton, LEI, button maker

- ROSE** **Benjamin**, 9th Foot 3/5/1816, Age 45 served 9 years 8 months born Loughborough, LEI,labourer
- SHAW** **John**, 30th Foot, application 9/12/1814. Age 51, served 12 years 7 months, born Woodhouse,LEI, hosier
- SHAW** **John**, 19th Foot, application 19/9/1816, Age 23, served 2 years 5 months, born Long Walton,LEI, labourer
- STEVENS** **James**, 31st Foot, Sgt, application 7/7/1820, age 37, served 20 years 6 months, born Hathern, LEI, weaver
- SWIFT** **John**, 59th Foot, application 20/1/1819, Age 30, served 15 years 7 months, born Leicester, LEI, framework knitter
- TAYLOR** **John**, 35th Foot (also served in the 7th Foot) application 28/7/1815, Aged 55, served 15 years, 7 months, born Bilton, LEI, woolcomber
- TAYLOR** **Thomas**, 24th Foot, application 19/9/1816. Age 48, served 30 years 3 months, born St Mary, Leicester, LEI, framework knitter
- WOODFORD** **Thomas**, Coldstream Guards, application 10/11/1830, age 35, served 14 years 4 months, born Woodhouse LEI, framework knitter
- WRIGHT** **Robert**, 84th Foot, Drummer, application 27/8/1816, Aged 43, served 31 years 11 month, born St Margarets,Leicester,LEI, labourer
- WRIGHT** **John**, 25th Dragoons, application 28/10/1818, Aged 34, served 12 years 7 months, born Quorndon, LEI, servant

Jean Campbell

From the Records of ASLC

William Branson, b 1792, son of John and Anne

Richard Gamble, b 1775 Loughborough, son of Wm & Mary

Samuel Gascoigne, b1780 St Margarets, son of William& Anne

Samuel Harrison, b 1779 St Martins, son of Michael & Elizabeth
Robert Houghton, b 1768 Leicester, son of Charles & Lydda
Benjamin Longmire, b 1777 L'borough, son of Ben. & Elizabeth
Jeremiah Parsons, b 1786 Hinckley, son of Edward & Dorothy
Thomas Potter, b 1776 Loughborough, son of William & Mary
Thomas Potter, b 1790 All Saints, son of William & Anne
Job Pratt, b 1784 Norton, son of William & Elizabeth
John Swift, born 1789 Leicester, probably son of John & Elizabeth
Robert Wright, born 1773 St Margarets, son of John & Sarah

GK

Coals to Newcastle

The following list of gooseberries, grown at Calais, by **Mr Wm Hemsley**, was received this week, by **Mr Liscumb Hall**, of Radford. The plants were sent to Mr Hemsley by his friends in Nottingham; the berries were weighed in the presence of several persons:-

- | | |
|-----------------------------|----------------------------|
| 1 Roaring Lion 22wt 4gr. | .8 Royal Gunner 16wt 22gr. |
| 2 Royal Gunner 19 wt 12gr. | 9 Sportsman 16wt 18gr. |
| 3 Ostrich 19wt 12gr | 10 Sportsman 16wt 11gr. |
| 4 Royal Gunner 18wt 20gr. | 11 Husbandman 16wt 4gr. |
| 5 Royal Gunner 18wt 10gr. | 12 Eagle 16wt 0gr. |
| 6 Lancashire Lad 17wt 16gr. | 13 Ostrich 13wt 13gr. |
| 7 Roaring Lion 17wt 6gr. | |

2 on a stem.

Roaring Lions 37wt 18gr. Royal Gunners 33wt 6gr Lancashire Lads 25wt 5gr.

From The Nottingham Review, 28 August 1835

Joshua Oldfield & Jane Bull

Joshua Oldfield was born in 1813 in Brampton, Derbyshire. His life is a mystery until his marriage. Jane Bull, who was to become his wife, was also born in Derbyshire - Aston Parish, 1810. She ran away from home when she was 16 and went to Nottingham to work in the lace trade. It is probably around then that she converted to the Methodist faith.

Joshua and Jane were married between 1833 and 1837, probably in Nottingham. They had six children, all in Nottingham, but no christening records have been found. All were registered at the Registry Office: Sarah 1838, Ann 1840. Mary 1842, John 1846, another Ann 1846, and Emily 1850. Only Sarah and Mary lived to maturity. The others are all buried in the Nottingham General Cemetery.

Life was hard. Joshua was a frame work knitter while Jane worked as a twist doubler. In 1851 Sarah and Mary were lace drawers.

Family tradition has it that under the stress of the reduced wages Jane nagged a lot and Joshua grumbled. After a hot argument, Joshua packed up and went to live with his brother in York. He may have supported his wife, but she continued to work

Joshua had a nameless sister who had a baby. She was so desperate that she had to work, leaving the child to be wet-nursed by a neighbour. Eventually she had no work and no money and she stole either a spool of cotton or a crust of bread. She was transported to Australia. Joshua died before he could visit his sister and his embittered wife would not go to his funeral.

While only six children were registered to John and Jane, Emily is reported to have said there were actually nine.

If any one knows of the family connection of Oldfield here in Australia, Mr Richard halliday, 3452 Lynn Oaks Drive, San Jose, California 95117 would be greatly interested.

Past times

BOOKS ! BOOKS !! BOOKS !!!

CHEAP READING FOR THE PEOPLE

J Moore, Bookseller, George Street, opposite the New Cathedral, in returning thanks to his friends and the public for the liberal share of patronage and support he has received during the last six years, and being determined to merit a continuance of the same, now begs leave to apprise them that he has constantly on hand a large and varied assortment of new and second hand books, in every department of Literature, forming the largest collection for sale in the colony; among them will be found something to suit the taste of all, which he offers at unusually low prices.

J.M. begs to inform his subscribers and the public that he has added several new and interesting works to the library. Catalogues can be had on application, sixpence each, which, on inspection, will be found to contain the most celebrated works of the day.

In order that reading may be within the reach of the most humble, the subscription to the Library is as follows :-

	£	s.	d
Yearly Subscriptions (payable in advance).	1	0	0
Half-Yearly	0	10	0
Quarterly	0	6	0
Monthly	0	2	0

* * Libraries and Parcels of Books purchased, for which the highest price will be given.
Books taken in exchange.

So advertises Jerry Moore in *A Geographical Dictionary or Gazetteer of the Australian Colonies*, published in 1848. Jerry would wait upon the incoming emigrant ships and buy up cheaply all the books used on the passage out, and retail them from his stalls that were opposite St Andrew's Cathedral. Subsequently he opened a shop on the opposite side of George Street, where he commenced the issue of Moore's Almanac, which continued until the 1920s. Our forefathers placed great reliance on the weather forecasts in the almanac. In creating them Mr Moore wasn't the slightest bit troubled by isobars and atmospheric pressures: he just sat down and tossed off a year's forecast on some principle of his own and which seems as accurate as anything we know in the 1990s.



Methodism and St Pierre.

The *Gazette des Tribunes* gives the following account of the shutting of the Protestant chapel at St Pierre les Calais: " During 15 years a sect of Methodists have had a chapel and burying ground at St Pierre, and have remained unmolested, although no licence has been obtained as required by Article 29 L of the Penal Code. About a fortnight ago a serious disturbance arose at the funeral of a Methodist, excited by a fanatical woman, the mother of a Catholic Priest. The *proces-verbal* and documents taken on this occasion were transmitted to the l'..... du Roi at Boulogne, who has

summoned the sectarian minister to appear and answer for this infraction of Article 29L. Upon this, the Gazette les Tribunes goes on to observe, " a curious incident may arise; for about a month ago, a person (we believe the same women) was punished for having disturbed the exercise of a worship legally authorised; and upon the decision of the pending prosecution of the Methodist minister, it will most likely be decided that his place of worship is not legalised, and, consequently, the former condemnation will be proven to be unjust."

Almost three weeks later the Times again reports:

Aware of the interest excited among our readers by the recent demonstration of a persecuting spirit at Calais, we gladly embrace the earliest opportunity of stating that the Wesleyans in the Basteville have received permission from the Sub-Prefect to re-open their chapel, and that service is again performed therein as usual. The woman who interrupted Mr Le Lievre in the burial service has been prosecuted by the King's officer, and many were ready to give evidence against her, while not one was found to complain against the missionary. Untoward as was the aspect of this affair in the first instance, it now appears likely to be overruled for good . It has elicited a most encouraging expression of good feeling. Several of the most estimable ministers of the Reformed Church of France have shown a deep sympathy for their persecuted brethren. They resolved to address the higher powers in their behalf, and to assist in defraying the expenses should a trial take place. We have already furnished evidence of the spirited manner in which some of the journals have taken up the subject; and they have evidently been met by a corresponding response in the public mind. This "first step towards religious persecution, " as it was termed by L'Industriel Calaisien, has, in short, been so promptly and successfully resisted, that we may presume it will be some time before the instigators will venture to take a second, at least in Calais.

Extracts from *The London Times*, 1838

Typhus Fever in Maitland

October and November of 1848 saw the Immigrants' Depot in Maitland pushed to its limits. The Maitland Mercury reported on October 14 that 106 of the *Agincourt* immigrants had arrived and were lodged in East Maitland. By Thursday 22nd, 22 more of the *Agincourt* people had arrived and they were joined by 13 from the *Charlotte*.

By early November immigrants had reached Maitland from the *Earl Grey* and the *Emperor*. and the majority seemed to find employment fairly quickly. The Mercury reported on November 11th that only three families from the *Agincourt* remained in the Depot, and two from the *Emperor*. One of the *Emperor* families was the cause of great concern.

...we are sorry to find the Immigration Board in Sydney has committed a grave oversight in allowing one family to leave Sydney, while the mother Mrs Shelton, and her son James, aged 11 years, were suffering from typhus fever. It was observed when they arrived on Thursday that Mrs Shelton and her son were very ill, and on their arrival at the Depot had to be assisted in, and immediately placed in bed. Dr Wilton was sent for and found them both labouring under typhus fever, although in its mildest, and least dangerous form. The best arrangements were made that could be provided on the spur of the moment, and yesterday Dr Wilton was authorised to make in the Depot whatever arrangements he thought necessary for the isolation and treatment of Mrs Shelton and her son, apart from the remaining immigrants. Yesterday Mrs Shelton was rather better, but her son, a fine boy, was worse.

A week later, on November 18th, the same paper reported:

Mrs Shelton and her son are both gradually recovering, but are not yet able to leave their beds. No other person has been attacked with the fever, we are happy to learn.

And today's reader will be happy to learn that James did indeed recover, grow up to marry and have children of his own.

There is a curiosity to this tale: James Shelton, aged 11, was the son of Thomas and Mary Shelton, a Ruddington family. Thomas Shelton was born in Ruddington, Nottingham as were his 4 youngest children. His wife and eldest son were born in West Leake. Mary's maiden name was Hardstaff . They were a Baptist family and Thomas listed himself as an agricultural labourer. However, Ruddington was a heartland of framework knitters.

How marvellous it must have been for Thomas Shelton to fetch up in an isolated village with a sick wife and child and find he was not quite so alone!

Calais... 1840 to 1848

Archer
Baguley
Barnett
Bown
Brailsford
Branson
Bromhead
Brownlow
Choulerton
Cobb
Cope
Crofts
Derbyshire
Duck
Dunk
Eagle
Flowers
Foster
Freestone
Gascoigne
Hallam
Hardy
Hazledine
Henson
Hind
Holmes
Houghton
Hutchinson
Jacklin
James
Kemshall
Kendrick

The names that began to appear in the registers of St Pierre in the 1840s are very familiar. We find now a great many of the names that appeared on the immigrant ships .

Many of these families had a link with Radford - Duck, Dunk, Pedder, Longmire, Roe, Sergeant, Stevens, Eagle, Stubbs, Brown, Saywell, Archer, Wainwright, Branson, Bradbury and Parsons had all registered a birth or a marriage in Radford .

James Fisher was a wealthy lace merchant who had factories in London and Radford. At one stage he employed thirty horse drawn vehicles to transport the merchandise back to London. He employed William Crofts as his chief mechanic. Crofts was recognised as brilliant in his field and between 1831 and 1834 he took out 18 patents for Fisher. It is likely that many of the Radford workers were employed by Fisher.

The state of the trade in the 1840s was disastrous. In 1832 there had been 5 500 bobbin machines in England and 1 650 in France and with the rest of Europe, a total of 7 390 machines. By 1842 there were 2000 machines in England and 2 800 in France. With the rest of Europe there were 5 473 machines and it was calculated in 1842 that these 5 473 machines, because of their extra

Knowles
Lander
Lee
Longmire
Needham
Moon
Parsons
Pedder
Robinson
Rogers
Saywell
Saxton
Sergeant
Shepherd
Shore
Slack
Sneath
Stevens
Taylor
Underwood
Vickers
Watson
Wheatley
Whewell
Widdison
Wood
Woolcocks

speed and width, make as much as 6 700 machines did in 1832. Consequently there was a drop in demand for the produce of 700 machines - England having lost three-fifths of her manufacture to the continent .

By 1842 there were about 4 000 Frenchmen working in the trade and about 1 500 Englishmen in the bobbin net trade in France. The bobbin net trade, having begun in Leicestershire and boomed in 1829, had all but disappeared from there by 1842, forcing skilled Leicestershire tradesmen to seek their luck elsewhere.

It wasn't only the lacemakers who were affected. The machine smiths relied on the repair trade in times when there were no new machines being built.

As with the hosiery trade, the owners maintained their income by paying the workers less for the same outcome.

By February 1842 the demand for lace and hosiery had declined to the extent that factories that managed to stay open were compelled to reduce wages. They believed

that a complete stoppage would only bring more misery and pauperism as there was no other work. This led to a fever for immigration, particularly amongst the young men, and the Nottingham Journal reported that the lack of the fare was the only thing that stopped many more from going.

No report from France indicated any of the troubled experiences in Nottingham and Leicestershire. It is no wonder that skilled trades people tried their luck. By 1839 it was possible, somewhat circuitously to travel to London by train; carriages made the journey regularly, as did boats on the canal system. There was nothing to lose, and a great deal to gain. GK

FOR THE GENEALOGIST

Transported for Machine-breaking.

Mrs Eileen Cooper has forwarded the following report from a newspaper (unnamed and undated) of her ancestor's trial in Nottingham on 15 Oct 1832.

Thomas Hart, aged 19, was charged with maliciously and feloniously cutting and destroying three warps - Mr Whitehurst called Thomas Shepherd, apprentice to Mr George Price, Lacemaker, Sneinton, who said the prisoner was his fellow apprentice, and that they slept together in a room over the shop. Prisoner often had quarrels with his master.

On the 8th of July last Mr Price was out of town; witness had a "turn" again on his machine, and could not go on, prisoner said he would serve the master out before long. Witness went and lay down in the afternoon; prisoner told him he was a fool for working. Witness went to bed first at night.

In the morning, Hart woke him, and asked him to serve the master out; witness refused; prisoner went down and in about five minutes said he had cut the warps. Witness went down with a knife, and by the prisoner's desire, cut the warp in front of the old machine; prisoner said he had cut them on the back, but had not cut them enough, and he might as well make a job of it; he then went behind the machine with a razor.

Witness then went to bed again; prisoner followed and told him to keep it secret; they lay in bed knowing it was no use getting up to work. George Price and others were called in support of the prosecution. A long written defence was put in by the prisoner, charging his master with abuse and non-payment of wages for over-work, at the same time denying the charge.

- Guilty: fourteen years' transportation - (The boy Shepherd who had been admitted evidence, was severely admonished and discharged).

Mrs Cooper has followed the family story in Australia; she believes Thomas Hart came from Sneinton but has been unable to find any further trace of him or his parents and would appreciate any information. A letter sent care of me would be redirected. DBW.

Scotten News

Thomas Scotten, aged 22, arrived on the *Fairlie* in 1848. He was a farm labourer from Shanfor, Leicestershire, and the son of William Scotten and Elizabeth. He was Church of England, in good health and could read and write.

Hosiery and Lace Trades

The London Times regularly printed a review of the state of the trade in these two divisions. Mostly they give a factual account of buying and selling. Occasionally there is a political opinion thrown in, and very rarely individuals are mentioned. From the 1842 reports:

Richard Wells inventor of a thread layer in the stocking trade around 1800, Later became a sergeant in the 59th regiment

Wright of Radford produced exquisite lace on a pusher machine as did **Crofts** on circular and Lever's machines. This reverence discusses the difficulty in knowing which type of machine tenergy should be put into.

Other Arrivals.

The Lacemakers have always been defined as those English operatives who came to Australia, having been in Calais at the time of the 1848 Revolution. They greater majority came on the two ships, the *Harpley* and the *Agincourt*. A much smaller contingent was shipped out on the *Fairlie*, being those in direst straights. After these three groups, there were individual families who were part of the assisted group, but who came as single families, spread over the immigrant ships that left England in great numbers at the end of 1848 and into 1849.

The original assisted group was the group that Bonham presented to

the British Government. Those who came as single families seem to have been separated from the main group for reasons such as: too many small children; lack of marriage certificate.

Apart from the six families who were moved off the *Harpley*, there seems to be only two other families who may have been part of the Calais contingent: The family of William Bown and that of John Ragg (see Tulle Vol 14 No 3, page 33).

But there were other families of interest:

General Hewitt

Parkes	Isaac	60	Machine Maker	Mansfield, Nottingham
	Dolly	60	wife	Derby, Derbyshire
	Hannah	42	Governess	Derby, Derbyshire
	Susannah	38	Milliner/dressm	Derby, Derbyshire
	Charlotte	37	Machinemaker	Derby, Derbyshire
	Robert	32	Machinemaker	Brussels, Belgium
	John	24	Machinemaker	Dendermond, Flanders
Charles	19	Machinemaker	Lille, France	
Parkes	Frederick	34	Machinemaker	Derby, Derbyshire
	Joanah	26	Wife	Audenarde, Flanders
	Frederick	10	Son	Lille, France
	Victoria	7	Daughter	Lille, France
	Celina	5	Daughter	Lille, France
Richex	Jean Bapt.	28	Wheelwright	France
	Elizabeth	27	Dressmaker	Brussels, Belgium
	Zelia	1	Daughter	Lille, France
Kirk	Alfred	17	Lacemaker	Nottingham, Notts
Hall	Thomas	42	Gardener	Nottingham, Notts
	Betsey	38	Housemaid Cook	Nottingham, Notts

Walmer Castle

Mitchell	John	24	Labourer	Leicester, Leics.
Pepper	John	24	Butcher	Nottinghamshire

Roberts	Robert	17	Farm labourer	Leicester
Rogers	Edmund	22	Tailor	Nottingham
Wood	William	31	Woolsorter	Leicester

Bermondsey

Tivey	Samuel	33	Lacemaker	Melbourne, Derbyshire
	Phoebe	37	Wife	Derby
	Alfred	11	Son	Nottingham
	Sarah	9	Daughter	Nottingham
	Elizabeth	7	Daughter	Nottingham
	James	14	Son	Nottingham
	Harriet	Inf	Daughter	Nottingham

*Unnamed -
early 1849*

Shelton	Thomas	36	Ag Labourer	Ruddington, Notts
	Mary	39	Wife	West Leake, Notts
	George	14	Ag Labourer	West Leake, Notts
	James	11	Son	Ruddington, Notts
	William	7	Son	Ruddington, Notts
	Fanny	2	Daughter	Ruddington, Notts
	John	1	Son	Ruddington, Notts
Moore	William	38	Farm Labourer	Rivington
	Sarah	42	Wife	Bunney, Notts
	Thomas	16	Farm Servant	Ruddington, Notts
	Samuel	12	Sn	Wilford
	Emma	7	Daughter	Ruddington, Notts
	James	7	Son	Ruddington, Notts
	Anne	5	Daughter	Ruddington, Notts
Brown Gamble	Sara Anne	22	Housemaid	Oadley, Leics
	Thomas A	19	Labourer	Leicester, Lei
	Frederick	22	labourer	Leicester, Lei

The Last Will and Testament

The terminology still used in the legal field of wills is often confusing. The following explanations have come from a South Australian source.

PROBATE

A grant of probate is made where the deceased died testate. ie he left a will. The grant is made to one or more of the executors named in the will. The deceased must have left property in his sole name.

LETTERS OF ADMINISTRATION

This grant is made when the deceased died intestate.(ie he did not leave a will) but still has assets to be dealt with. The grant is made to a relative in an order of priority.

LETTERS OF ADMINISTRATION CTA

This grant is made when the deceased died testate, but none of the executors are willing or able to take a grant of probate (eg they may have predeceased or renounced), or where no executor was named at all. A grant is made to one of the beneficiaries named in the will.

DE BONIS NON

A second grant. The last remaining executor dies without having completed the administration of the estate. Letters of administration de bonis non will be granted to one of the beneficiaries under the will.

DOUBLE PROBATE

A second grant of probate to one or more of the executors to whom Leave was reserved in the first grant. (eg A does not act, so B does, or A gets a quick grant and doesn't inform B so B then applies.

LIMITED

A grant made until a more authentic copy of the will can be brought into the Registry (eg where the original will has been lost and only a copy can be produced.

CESSATE

A second grant of probate where for some reason part of the estate has been left unadministered. It is to be distinguished from a de bonis non grant as being a re-grant of the whole of the deceased's estate, not just that part left unadministered/ (eg a widow is appointed executrix "during widowhood", upon her death or remarriage a cessate grant will be made to the executor substituted in the will

AD COLLIGENDA

A quick grant where assets of the estate are of a perishable nature and may go to waste if not dealt with immediately (eg a shop) The grant is only ever a grant of administration. If the testator dies intestate the will is not proved or annexed to the grant.

PENDENTE LITE

A grant of administration limited during the continuance of an action which is pending in the Supreme Court. (ie there is some discrepancy over the validity of the will or who is to benefit. Almost certainly the result of a caveat. The grant is always administration even though the will may be the subject of the action.

Contributor unknown, but the information is appreciated.

Office Bearers
Australian Society of the Lacemakers of Calais

PRESIDENT Mrs Claire Loneragan
42 Lavarack Street
Ryde, 2112
Ph: 02 878 5492

SECRETARY Mr Doug Webster
56 Rivett Street
Hackett, ACT, 2602
Ph: 06 248 8403

TREASURER Miss Barbara Kendrick
190 Shaftesbury Road
Eastwood, 2122
Ph: 02 874 2330

EDITOR Mrs Gillian Kelly
10 Sorrell Place,
Queanbeyan, 2620
Ph: 06 297 2168

PUBLICITY OFFICERS Mrs Lindsay Watts
65 Britannia Street
Umina, 2257
Ph: 043 41 4384 and

Mrs Beth Williams
13 John Street
Baulkham Hills, 2153
Ph: 02 639 6606

THE GREAT WESTERN HIGHWAY, SPRINGWOOD TO LEURA

THE BLUE MOUNTAINS N.S.W.

