TULLE

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The Journal of Australian Society of Lacemakers of Calais Inc.

Australian Society of Lacemakers of Calais Inc.

Meeting Times & Place:

ASLC meets at Don Bank Cottage, 6 Napier Street, North Sydney, NSW, on the third Saturday in February (AGM), May, August & November each year. All meetings commence at 1.00pm. You are invited to bring a plate to share with other members at afternoon tea and fellowship which follows.

Future Meetings:		Saturday, 17 November 2012
	AGM	Saturday, 16 February 2013
		Saturday, 18 May 2013
		Saturday, 17 August 2013
Find Us on the Internet:		www.angelfire.com/al/aslc
Want to Join or Membership Subscription Due? Contact...		Contact The Hon. Treasurer Mrs Robin Gordon 53 Hill Street BELMONT NSW 2280 tolgaptyltd@internode.on.net
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Cover :		St Marys Church, Nottingham in 1846

This Coming Meeting: Saturday, 17 November 2012, 1.00pm

OUR MEETING ON 17 NOVEMBER 2012 WILL BE A LUNCHEON CELEBRATING OUR THIRTY YEARS AS A SOCIETY. MEMBERS WISHING TO ATTEND THE 30TH ANNIVERSARY LUNCHEON OR WHO WISH TO INVITE GUESTS TO ATTEND WITH THEM ARE REMINDED THAT THE COST OF THE LUNCHEON IS $20 PER HEAD. THOSE WISHING TO ATTEND SHOULD COMPLETE EITHER THE FORM INCLUDED WITH AUGUST TULLE OR THE COPY INCLUDED WITH THIS EDITION AND RETURN IT TO OUR TREASURER TOGETHER WITH YOUR PAYMENT WITHOUT ANY DELAY.

TULLE

Issue 117, Volume 30 Number 4 – November 2012

President's Message

This month, our first thirty years comes to an end and we begin the next thirty years. I am sure that over our celebratory lunch, old faces will appear and new stories will be told as members renew acquaintances, reminisce and catch-up over good food and drink.

Over those years members have come and gone, but we have probably fulfilled most the Society's original aims established during the early meetings. As I said in the last message, it is remarkable that a small group with a very particular common interest has managed to provide contact between its members and assistance to each other over such a long period. Certainly those past years have been a great success and perhaps it's now time to review what we have achieved and where we want the Society to go from here. Also, on an administrative level, a new state government Act regulating societies such as ours is an opportunity to revise and simplify the rules that govern how we conduct our meetings and business. Accordingly, over the next few months, the Society's executive committee will consider new documents that explain who we are, why we are a Society of like-minded people and the rules (the Constitution) within which our Society operates. This process should be as inclusive as possible and we will be publishing draft versions in the next *Tulle* and I will ask you to peruse them and send me any suggested revisions that you wish the committee to consider. Our intention is that the final documents are presented as a special resolution to the next annual general meeting in February 2013 when the members present will vote to accept or reject the documents.

I have high hopes that our Society will prosper and continue to achieve its aims for the descendants of those immigrants who took the bold decision to start new lives on the other side of their world.

I am looking forward to seeing and chatting with you at our anniversary lunch on Saturday, 17 November 2012. Let this be a reminder to those who are yet to respond to send your acceptance and your payment without further delay.

Stephen Black, President

Secretary's Report

At our August meeting we were captivated by our Guest speaker, Cassie Mercer. Cassie is the editor of *Inside History Magazine* and collaborator with her mother, Barbara Hall, in their research around Irish Convicts who arrived in Sydney in the 1790s. She regaled us with wonderful tales that their research has uncovered. Many of these stories are recounted in the five books her mother has already written that are centred on Irish convict arrivals on five ships.

You can investigate these books at www.irishwattle.com. Within these books are not only the stories but extensive indexes and bibliographies that researchers may find useful. Cassie has kindly allowed us at some stage to reproduce her talk in *Tulle*.

Whilst listening to Cassie I found myself linking incidents she mentioned to those in fiction and non-fiction books I have read which were set around the early days of Sydney. I found it really interesting to hear her reading us a first-hand account from a diary written by one James Holt of a ship arriving in 1800 and how it was surrounded by boats of all kinds coming out to greet it. I have read about this scene and it is so exciting to hear that it actually occurred.

How fortunate we are to have people like Cassie and her mother who are so passionate and persistent in their quest to bring alive those far off times.

Like our Lacemakers who made good in a new country, so had many of the Irish convicts who arrived in much less hopeful circumstances than our forebears. One built part of Vaucluse House, another became overseer when the road was built over the Blue Mountains and another is estimated to have 25 000 descendants ..... And so the story goes on.

We look forward to reliving our Society's history at our 30th birthday party in November. See you there.

Carolyn Broadhead
Secretary

Editor's Comment

This issue of *Tulle* looks at some peripheral issues and activities which formed part of many of our ancestor's lives. These included trade unionism and the friendly societies. A major article on trade unionism also commences in this issue.

One of the first, major, life changing "headlines" to confront our Bathurst lacemaker ancestors was undoubtedly the discovery of gold in their area. Through the wonders of *Trove* we are now able to read the very words about the discovery of gold at Bathurst which our Bathurst emigrants would have read about 160 years ago.

This issue also looks at one of the most influential and successful inventors of machinery used in the lace trade. John Heathcoat was born at Duffield in Derbyshire about 20 miles west of Nottingham in August 1783 and died at Tiverton in Devon in January 1861. During the course of his seventy-eight year lifetime he helped transform the manufacture of lace from a rapidly declining handcraft into a prosperous and important industry. "He was a plodding craftsman, an inventive genius and a businessman whose foresight and flexibility of mind were, even in the nineteenth century, outstanding. At the same time, he was a self-taught linguist, a voracious reader, and a human being who compelled wide and deep affection."[1] I am sure that you will be as entranced by his brilliance as I have become through my study of him.

Without steam tugs our ancestors' sailing vessels would not have made it down the Thames. This issue looks at the tugs which were operating on the Thames in 1848.

Finally, in his inimitable style, our foundation President, Bob Wilson, explains how two lacemaker families from two of our ships were linked together five generations later and nearly 150 years after their lacemaker ancestors came to Australia.

I hope you enjoy this one hundred and seventeenth edition of *Tulle* and the thirtieth anniversary celebrations of our grand society.

Richard Lander,
Editor

[1] Gore Allen, W. John Heathcoat and his Heritage. Christopher Johnson, London, 1958. p.11

Trade Unionism in Lace Making[2] - Part 1.

The skilled men engaged in the production of early machine lace (made on adaptions of the stocking frame between 1760 and 1776) were known as "lace makers". They soon formed their own craft unions quite separate from the stockingers' union, the Framework Knitters' Company, to which many had previously belonged.

As we all know, the machine-made lace industry started in Nottingham at the onset of the industrial revolution in 1760. This industry did not develop from a local hand-made lace as might be expected. In fact, the nearest hand-made lace industry at this time appears to have been in Northamptonshire, a considerable distance to the south of Nottingham. Notwithstanding, Nottingham offered several benefits to the machine lace trade:

- It was already an important textile centre and a virile centre of industry (machine-making, cotton-spinning, yarn-merchants, finishers, bleachers and dyers) and trade (sales agents);
- The major Nottingham river systems (the Leen and the Trent) facilitated communications with other centres and they were well supplemented by canals and turnpikes;
- The underground water in the area, drawn from the pebbly bunter sandstone, was soft and clean and ideal for use by both bleachers and dyers.

Nottingham then, was wonderfully placed when a rising standard of living met with a vast potential demand for lace. Coupled with this was the possibility of making it by machine with all the attendant reduction in cost of manufacture and saving of time which that implied.

The early stocking frames were basically knitting machines, whereas Heathcoat's improved bobbin-net machine (which made its first appearance

[2] This article has been largely sourced from and inspired by a book by Norman H Cuthbert, The Lace Makers' Society – A Study of Trade Unionism in the British Lace Industry, 1760-1960. The Amalgamated Society of Operative Lace Makers and Auxiliary Workers, Nottingham, 1960.

in 1809) was based on the principle of twisting the thread rather than knitting it. This development led to specialised machines for different forms of lace:

- Plain net (also known as bobbin net);
- Levers (Leavers) Lace (or fancy lace); and
- Curtain lace (which incorporated warp lace, braid lace and embroidery lace)

The machine holders or owners employed 'lace makers' or 'twisthands' (as the latter were eventually called) to operate these machines. It should be noted that the term "lace manufacturer" was commonly applied in the trade at that time to lace finishers, who, as a rule, did not own lace machines. Auxiliary workers included winders, warpers, pressers and threaders. Subsequent processes were then performed by firms of dressers concerned with bleaching, dyeing and other dressing operations; and yet further specialist finishers who managed the processes of drawing[3], scalloping, clipping[4], carding[5], etc. The finishers would often market the product, but specialist firms of lace exporters also sprang up. Some firms began to purchase "lace in the brown"[6] and to make themselves responsible for all the remaining processes. Ancillary processes like designing, draughting and jacquard card punching were also usually performed by separate firms. Firms of comb makers, carriage manufacturers, guide fabricators and frame setters-up, all of which developed as the machine-lace trade grew, eventually amalgamated into a sizeable machine building industry.

However, the key man in the trade was always the skilled craftsman on the machine, the lace maker. He was responsible for getting the maximum production from an expensive piece of equipment which used a large amount of costly raw materials. His duties included the supervision of the threading of the machine and constant observation of thousands of threads while the machine was in operation. Broken threads needed to be tied; empty bobbins

3 Separating pieces of lace (made together on the machine for convenience) by removing the connecting thread(s).
4 Cutting off loose threads.
5 Refers to either a yarn spinning process or the final folding of the finished net.
6 In other words, as it came off the machines.

replaced; and any imperfections in the pattern detected and adjustments made. The work they did was generally done in an atmosphere of close secrecy. Felkin[7] admirably details the various advances made to the craft of machine lace making and so I don't propose repeating them in this limited space. However, it is fair to say that there was constant litigation surrounding many of the new inventions and the outcome of this was an even greater degree of secrecy.

Henson[8] gives one example which may be of interest to our Research Officer, Gillian. He relates when Branson was caught by Morris using his 'tickler' machine (by means of a telescope sighted on Branson's open workshop window on a hot summer's day), the subsequent court action (1776) was based on a revised legal maxim. Patents were hereafter held to be valid for additions and improvements to existing machines. Before this case patents had been allowed only for entirely new machines.

The capital required to set up in the new craft was, initially at least, not large. What was more important was an inventive mind. Some inventors sold their ideas to wealthier manufacturers, or arranged with their employers to take a share of the profits. However, many others (including John Heathcoat) bought old machines which they adapted for their own purpose, took out patents and tried to exploit the perceived benefits of their inventions on their own account. The new activity was a workshop and home industry and many of the early lace makers were able to achieve financial independence and therefore had little desire to form unions. Some, however, gave token support to the Framework Knitters' Company, especially those who were alarmed at the constant influx of non-apprenticed workers[9] and who wanted some sort of say with regard to the "regulation of prices"[10]. While things were going well both machine owners and their workers were reasonably happy.

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7 Felkin. W, A History of the Machine-wrought Hosiery and Lace Manufactures, 1867

8 Henson. G, The Civil, Political and Mechanical History of the Framework Knitters of Europe and America, Sutton, Nottingham, Vol. 1, 1831, pp. 290-293.

9 Felkin, op. cit., p. 115.

10 This refers to the price of labour as wage rates are usually referred to a "prices" in the lace trade.

However, lace makers, especially the skilled operatives of the new craft, were already tending to look forward for new ways of preventing the dilution of standards and of maintaining or improving the conditions of their employment. Any attempt to cut wages by individual employers was fought by a combination of lace makers using the strike weapon.

The standard of measurement by which employers determined the amount of lace made was a major source of grievance. The standard for calculation was for a piece to measure twelve yards in length and the understanding in the trade was that a piece of this length should measure eighteen stretched yards. Felkin[11] says this was determined by the employer measuring "out twelve stretched out arms' length of the piece". However, because of the elastic nature of the net, the lace maker could always be dudded by an employer with a strong or long pair of arms! Accordingly, on 24 August 1809, a committee of lace makers addressed the Gentlemen Lace Manufacturers in Peck Lane, Nottingham. The outcome was the Rack Contract, which stipulated that future payments were to be made in accordance with the number of 'racks' made. A rack was initially defined as a piece 240 meshes in length and each rack was indicated by a bell operated by a tooth and pinion mechanism from the machine itself. To show these divisions, marks were also placed on the selvages of the pieces. Those employers who did not immediately agree to the contract had all capitulated by 1811.

By his second patent of 1809, Heathcoat could make net of any width and this machine determined the basis of all future development. The great age of inventors in lace machinery was practically over and there was now far less chance of mechanics rising from craftsman status to entrepreneurship. The new lace machines were heavier, more intricate and much more costly than the stocking frame and not so adaptable to domestic use and semi-skilled labour. The lace machines now required large buildings to house them so what had been a cottage industry was rapidly transformed into factory employment. In such an environment twisthands were more easily able to combine and had more incentive to do so.

11 Felkin, op. cit., p. 170-171.

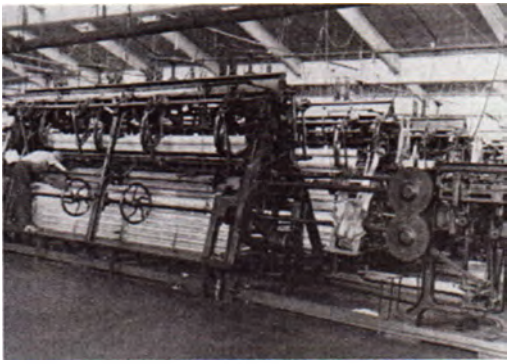
The coming of the factory, however, was not the real cause of the breakdown of collective bargaining in 1811, (which resulted in the period of Luddism from 1811 until 1817). The prime cause lay in the deep depression of 1811 following so suddenly on the 1810 boom. Lace, as a luxury product, could be easily dispensed with and dispense with it they did. The almost unrelieved slump continued until 1817. Many of the older lace frames became uneconomic during this period. Warp lace frames, though much used in 1810, had vanished by 1819. As well as poor prices being paid for the lace being produced, the lace makers complained of extortionate frame rents being charged and of other fraudulent practices by the machine owners. These included the insistence of paying in goods rather than money and the dropping of the agreed rack system of measuring output.

In Nottingham, to add to their miseries, there was increasing overcrowding with a rapidly growing population contained within a limited area, unsanitary conditions and rapidly increasing prices for food and services. Small wonder that desperate men resorted to desperate action.

Luddism and frame-breaking continued despite three Acts of Parliament each imposing severe penalties. The first Act in 1811 made frame smashing a capital offence. However the 1813 Act became the operative law. This laid down transportation for life, or for not less than seven years upon conviction. Despite this, altogether about 80 lace machines were destroyed between 1811 and 1817 including fifty-five at the Loughborough factory of Heathcoat, Lacey and Boden (worth about £10,000 at 1816 values) on the night of 28 June 1816. Heathcoat had already decided to relocate to Tiverton in Devon and the damage to his expensive equipment merely reinforced his resolve.

It was during these stormy times that John Leavers, originally a frame smith and setter up of Sutton-in-Ashfield, about 30 kilometres to the north-west of Nottingham, arrived in Nottingham itself. In 1813 he perfected a machine on which net could be formed without the need for traversing, as was the case with Heathcoat's machine. This was originally known as "Stevenson's Frame"

but has subsequently been universally known as a "Leaver's single tier" machine[12]. A Leavers machine is shown below. (To be continued).



Richard Lander

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Sharpen Your Google Search Skills

- If you know the web site you want to search and want to restrict search results to just that site, start your search with the *site:* prefix, then a web address and then the keyword you want to search. Ensure that no space is left after the colon and before the web address, e.g.:

  site: http://www.angelfire.com/al/aslc/ saywell

- A handy way to look up many word meanings, or to check spelling is to use the *define:* prefix ahead of a keyword. Again, do not leave a space after the colon, e.g.:

  define:raschel lace

[12] Felkin, op. cit., p. 272.

The Ancient Order of Druids[13]

From South Australian Register, Wed 5 March 1851, page 4 of 4.

Ancient Order of Druids - The first anniversary dinner of the ' Good Intent Lodge ' of this Order was held last evening at the Wheat Sheaf, Thebarton, where host Barnett served up an entertainment that would bear comparison with the much-lauded banquets of the crack hotels of the city; The chair was filled by Mr. Williams, of Walkerville; and that *beau ideal* of a jolly good fellow, Mr. J. Ottaway, occupied the vice-chair. About 50 persons sat down to the dinner, which was laid out in the room where the Hope Lodge of Oddfellows first held its meetings. The 'Ancient Druids' and their friends did ample justice to the good things provided by the host; indeed, their long-robed and bearded predecessors, who erewhile harped and feasted under the sacred oaks of olden time, would have been astonished at the celerity with which fish (aye, fish), flesh, and fowl disappeared from the oaken tables with which the large room of the Wheat Sheaf is furnished. On the removal of the cloth, the Chairman gave the 'Queen, Prince Albert, and the usual toasts,' which proves the soundness of English loyalty, that even at the antipodes respects this Crown and the Constitution under which they live and prosper. In connection with the toast, ' Prosperity to the Good Intent Lodge,' Brother Lander made a neat speech, referring in the most liberal spirit to the numerous kindred societies which existed in the colonies as well as in the mother-country, and claiming Credit for equal "good intent" on the part of the ' Ancient Druids..' He admitted they were not so flourishing in this colony as they wished, but expressed a confident hope that, as their dispensation had lately arrived 'from headquarters, they would for the future progress as they deserved. His speech was heard with marked attention, and at its conclusion was loudly applauded. The toasts we have referred to, as well as all those which followed, were accompanied by the musicians: indeed the band was so complete, and the performance so superior, as to add a choice concert to the more substantial entertainments of the evening. Among the

[13] John Barnett, Edward Lander and John Davis were all lacemakers and fellow-travellers aboard the "Harpley". Edward Lander (and in all probability both Barnett and Davis), was a member of the Calais-St-Pierre Hope Lodge of Oddfellows before migrating to Adelaide. John Ottaway was married to Edward Lander's eldest daughter. The inquest into the death of Edward Lander's daughter, Adelaide, who was born aboard the *Harpley* on the very day the *Harpley* sailed from Deptford on the Thames and who died almost exactly one year later was held at the *Wheat Sheaf* Hotel.

musicians, we may mention McCulloch, whose airs on the cornopean[14] were much admired. Brother Davis made eloquent comparison of the state of the press in England and on the Continent; of the stability of English institutions, attributable to the more rational opinions promulgated by a free press among an independent and thinking people, compared with the insecurity of society on the Continent, particularly in France, where there were many vexatious and impolitic restrictions on the press, and the people were ever restless and discontented, one year submitting to the most intolerant despotism and the next running riot and throwing off all restraint. He felicitated his hearers on having their lot cast in a Colony where no such scenes as he had witnessed in France were ever likely to take place, and proposed "Prosperity to the Free Press of South Australia". The toast was drunk with enthusiastic applause, and was responded to by our reporter, who proposed the health of the Chairman, a toast that required no eloquence to recommend it to the meeting, 'Mr. Williams being known to' and respected by every person in the room. Reiterated cheers followed the toast, and Mr. Williams, in returning thanks, referred to his long residence in the colony, and the fact that he was the first who commenced business in it; to the many changes he witnessed, but thankfully acknowledged that he was successful throughout, and added that he had the satisfaction of knowing that many who were in his service some years ago were now in independent circumstances. The festivities were protracted to a late hour, and the best possible feeling obtained until the meeting broke up ; the prevailing sentiment on all hand - being hope that those who were present might have the happiness to meet the ensuing year's accessions to the Lodge at the next Anniversary Dinner of the "Ancient Druids."

A 'Friendly Society' as understood in British usage, is a society formed for the mutual benefit of its members whose chief purpose is to provide mutual benefits at times of sickness, unemployment or the death of a member. A few Societies still existing today, were founded before the end of the seventeenth century. At one time there were some 5000 societies enrolled under the Act of 1793. Most seemed to claim supremacy amongst all fraternal organisations for the magnificence of its works, the holiness of its purpose and the sublimity of its ideals.

[14] Now known as a cornet.

Most of these Societies were purely local with their membership coming from a single village or a restricted area within a town. Many of them were financially unsound and there was a great deal of criticism of them.

However, one of the oldest was the Order of Oddfellows. It began in the first half of the eighteenth century as a secret, benevolent and social society which had mystic signs of recognition, initiatory rites and varying grades of dignity and honour and subsequently assumed the role of a friendly society. The name is said to have been adopted at a time when the social divisions into sects and classes was so wide that people who truly believed in social union and mutual aid were the exception - or rather "the odd fellows".

In the early days the lodges were supported by each member or visitor paying one penny to the secretary on entering the lodge. Special sums were voted to any brother in need and if he was out of work, he was supplied with a card and funds to reach the next lodge. He went from lodge to lodge until he found employment. Many lodges were broken up towards the end of the century on the suspicion that their activities were seditious, but the wishes for self-help remained and the concept of support organizations continued and the Order of Odd Fellows survived. The movement which had first made itself felt at the beginning of the 19th Century had developed little by little and by 1840 had brought together some 12,500 members. The societies were of modest proportions, some having no more than 20 members, most rarely growing beyond 100, but they had assumed an important role and so it wasn't surprising to see the first groups forming in Saint-Pierre under the influence of the various inhabitants who were originally British.

In the following translation by Lyndall Lander from Albert Vion's book "Calais et Saint Pierre au XIXe Siecle" Albert Vion tells us "....the French lacemakers, due to their association with their English colleagues, quickly recognised the value of the help provided by these lodges during strikes or illness and, as a result of their requests, the Odd Fellows created lodges catering for the French."

"In England there were several Odd Fellow movements differing in rite and obedience which sometimes caused on-going rivalry between their followers. This engendered friction which hampered their efficiency. The French lodges did not escape this."

"The first lodge, Hope, was established in 1834, following the Kent ritual. The second, created in 1844, was the Grand Lodge of the Ancient and Imperial United Order of Nottingham. This was more structured and created smaller lodges called Union (1847) and Perseverance (1851). Alongside each lodge was a mutual aid society called a "charitable society". They were solely for the benefit of lodge members and joining was obligatory for each member at the age of 40."

"If there existed a certain rivalry between the two orders of the Odd Fellows, at least the rules of their charitable societies were very similar: an entry fee of between 10F and 20F, and a weekly contribution of 50 centimes. For this, the brothers received medical and pharmaceutical care as well as financial aid."

"In 1846 there was also a lodge called Charity in the Order of the Great Eustace."

"The lodges enthusiastically joined in festivals and acts of charity, organising fund raising drives and collections for the poor. Their members were recruited essentially from the relatively comfortable middle classes (tradesmen, artisans, lacemakers and manufacturers) as the relatively large entrance fee preventing others from joining."

"The slightly esoteric nature of the Odd Fellows led to their demise at the end of the Second Republic; they became a victim of police harassment, their registers were seized and they disappeared (in France) at the end of 1851."

Ref: Theo. A. Ross, History & Manual of Odd Fellowship, Kessinger Publishing, 2003
Albert Vion, Calais et Saint Pierre au XIXe Siecle

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From the South Australian Advertiser, Wednesday 11 July 1860, page 2.

(Death) July 9 [1860], at the *Ship Inn*, Port Adelaide, after five days' illness, leaving a wife and four children to deplore his loss, Mr. James Hemsley, aged 30. Per ship *Harpley*. Calais papers please copy.

John Heathcoat

During our trip to Calais, Nottingham and Tiverton in December 2011, Lyndall and I became absolutely fascinated by the brilliance of two men. Both were born within a few years of one another – right at the start of the industrial revolution; and both contributed enormously to the development of the machine lace trade and therefore to the financial well-being of our own lacemaker ancestors. These men were John Heathcoat and John Leavers. In this article I attempt to provide some insight into the life and genius of the former man.

John Heathcoat was born at Duffield in Derbyshire about 20 miles west of Nottingham on 7 August 1783 and died at Tiverton in Devon on 18 January 1861. During the course of his seventy-eight year lifetime he helped transform the manufacture of lace from a rapidly declining handcraft into a prosperous and important industry. "He was a plodding craftsman, an inventive genius and a businessman whose foresight and flexibility of mind were, even in the nineteenth century, outstanding. At the same time, he was a self-taught linguist, a voracious reader, and a human being who compelled wide and deep affection."[15]

The commencement of the Industrial Revolution is closely linked to a small number of innovations, all made around the same time as the birth dates of Heathcoat & Leavers. These are listed by Wikipedia's entry as follows:-

Textiles – Cotton spinning using Richard Arkwright's water frame, James Hargreaves's Spinning Jenny and Samuel Crompton's Spinning Mule (a combination of the Spinning Jenny and the Water Frame). This was patented in 1769 and so came out of patent in 1783. The end of the patent was rapidly followed by the erection of many cotton mills. Similar technology was subsequently applied to spinning worsted yarn for various textiles and flax for linen. The cotton revolution began in Derby, which has been known since this period as the "Powerhouse of the North".

Steam power – The improved steam engine invented by James Watt and patented in 1775 was at first mainly used to power pumps for pumping water

[15] W. Gore Allen, John Heathcoat and his Heritage. London, Christopher Johnson, 1958.

out of mines, but from the 1780s steam was applied to power other types of machines. This enabled the rapid development of efficient semi-automated factories on a previously unimaginable scale in places where waterpower was not available. For the first time in history people did not have to rely on human or animal muscle, wind, or water for power. The steam engine was used to ... power new factories of all kinds. For over a hundred years the steam engine was the king of the industries and England possessed vast reserves of coal with which to power them.

Iron making – In the Iron industry, coke was finally applied to all stages of iron smelting, replacing charcoal. This had been achieved much earlier for lead and copper as well as for producing pig iron in a blast furnace, but the second stage in the production of bar iron depended on the use of potting and stamping (for which a patent expired in 1786) or puddling (patented by Henry Cort in 1783 and 1784).

Also important was the 1756 rediscovery of concrete (based on hydraulic lime mortar) by the British engineer John Smeaton. I say "rediscovery" because several scientists now believe that the ancient Egyptians building the Pyramids used a combination of diatomaceous earth, dolomite and lime with water to produce a clay-like mixture which was poured into wooden moulds at Giza to obtain concrete blocks in a few days.

Thus, although Heathcoat's parents had known England as a primarily agricultural country, during the course of Heathcoat's life there was to be a total transformation. Huge towns sprang up where once there were villages, especially in those areas which possessed the raw materials which the new industrialists needed. Inventors struggled to keep pace as one invention led to an imbalance in another area. For example, John Kay's "flying shuttle", invented in 1733, greatly increased the speed of the weaver – so much so that for many years there was an imbalance between weaving and spinning. James Hargreaves' "spinning jenny" helped redress the imbalance, but it took Richard Arkwright's water-powered cotton spinning mill to bring the two operations into harmonization and to earn him the title "father of the factory system".

By the time Heathcoat was twenty-one, the future of hand-workmanship, with a cottage-room as a workshop, was doomed but not yet dead.

The factory system brought with it not only an industrial transformation, but also a social revolution. Women became part of the workforce; it gave birth to trade-unionism; it produced compulsory universal education and produced parliamentary democracy in Britain.[16]

Heathcoat's first thirty-three years of life were all spent in the English Midlands. He was born at Duffield; lived and worked in the nearby villages of Long Whatton and Hathern - a few kilometres to the north-west of Loughborough; and received his real education under the tutelage of Benjamin Wooton in the town of Kegworth, a little further to the north. Heathcoat was the youngest of three children. His father was a grazier at Duffield but when Heathcoat was fourteen, his father became blind so Heathcoat knew from an early age that his survival and success would depend on his own initiative, intelligence, energy and skill. By 1799, when Heathcoat left school, he knew that his future and probably that of his entire family rested with him succeeding in a trade and he decided that trade would be lace.

Heathcoat was initially and briefly apprenticed to three separate masters. The first was a Hathern man named Swift; the second was William Shepherd of Long Whatton, a frame-smith and the maker of Derby ribbed stockings[17]; and thirdly to William and Samuel Caldwell (William's son) at Hathern. Heathcoat's connection with his third masters was to last throughout his lifetime. However, it was under Shepherd that Heathcoat developed his knowledge of the stocking frame and the warp loom and he succeeded in making some improvements to the former. Samuel Caldwell and Heathcoat became business partners for a short period and it was with Samuel's sister, Ann, John Heathcoat married in 1802. Heathcoat was 21; Ann was already a widow and considerably older.

It was about this time that Heathcoat moved to Nottingham where he could command a far greater wage and where he had superior opportunities. He went to work as a journeyman with Leonard Elliott who specialised as a setter-up of fine warp machines and who had a reputation as a man of superior skill. Elliott related to Felkin in 1849 that "Heathcoat had been brought up chiefly in setting up coarse hosiery frames of each kind. He had

[16] W. Gore Allen, "John Heathcoat and his Heritage", Christopher Johnson, London, 1958
[17] Originally developed by Jedediah Strutt, following an adaption of the stocking frame.

obtained a thorough practical knowledge of mechanical powers and contrivances; was inventive, persevering, undaunted by difficulty or mistakes, and consequent temporary want of success; patient, self-denying and very taciturn. But he had surprising confidence, that by right application of mechanical principles to the construction of even a bobbin net machine, his efforts would be crowned eventually with success".[18]

Thus, at an early age, Heathcoat appeared to have the temperament and the talent to advance himself – he just lacked his own tools and capital. Heathcoat approached William Jeffery Lockett, a solicitor, who initially advanced him £500 after being impressed with his ideas and his character. At this stage Heathcoat had worked for Elliott for only a short time but Heathcoat used the £500 to purchase from him the tools and goodwill of the business and went into trade on his own account. He began making new stocking and warp machines and repairing and modifying older machines and "he won the approbation and respect of those who gave him employment, by his talent for invention, general intelligence, and the sound and sober principles that governed his conduct".[19] Heathcoat repaid Lockett promptly with interest and was then advanced the staggering amount for the time of £20,000. "Lockett's return on his investment was such as to enable him to give up practising the law and live in retirement before the age of fifty".[20]

In 1804, aged only 21, Heathcoat entered into partnership with Samuel Caldwell, his brother-in-law. The partners took out a patent for an attachment to warp frames – "whereby all kinds of thread lace and mitts of a lacy description may be made..."

Between 1805 and 1808 Heathcoat continued working on his inventions and he completed a model of his first bobbin net lace machine (or twist machine[21]) at a house in Kegworth. This machine made net only three inches wide but it could make three such widths at a time. He realised that if machine made lace was to be economic, it would need to be made in greater widths and to achieve this he would need to design very thin bobbins which he arranged in a double tier. Heathcoat was the first person who entertained the idea of separating the threads, "placing part in a warp, and using the remainder in

[18] William Felkin, "A history of the machine-wrought hosiery & lace manufactures", p.183
[19] Ibid, p.183
[20] W. Gore Allen, op cit., p.37
[21] Felkin, op cit., p.194

bobbins, and thus making lace".[22] Heathcoat had been a young craftsman and journeyman before his invention, not yet 25 and virtually unknown. He was now to become one of the great employers of the English Midlands. Rather than being *just* an inventor, he was now an industrialist "whose concern was to produce the new bobbin net machines in bulk and to reap from those machines their full potential profit." [23]

What he now needed was working capital on a scale which made his loans from the solicitor, Lockett, seem like a pittance by comparison. To try and form suitable partnerships with people in the textile trade, Heathcoat moved from Nottingham to Loughborough where he initially entered into an arrangement with Boden, Oliver and Cartwright, a local hosiery firm. However, they soon withdrew their support as they saw their involvement with Heathcoat as being too hazardous an investment. Heathcoat then called on Charles Lacy who was in the point net trade and closely connected with London lace traders. Lacy was to become an equal partner with Heathcoat in the profits of the business in exchange for providing capital. Heathcoat had entire management of the machinery, while Lacy fitted their production for the market and marketed their product in Nottingham. Both shared in the benefits of the bobbin net patent.[24]

Lacy's capital had made expansion of the business possible and by 1816 (the year of the Luddite riots), Heathcoat and Lacy had fifty-five frames in operation. However Lacy, an Irishman with a mercurial temper and many enemies, wasted the huge gains he had made from his arrangement with Heathcoat (estimated at £50,000) and was declared a bankrupt. Heathcoat, showing Lacy the equanimity he did in all things, continued to pay Lacy an annuity of £200 for the rest of his life.

Heathcoat's next challenges came not from impecunious partners but from litigious competitors. In order to maintain cash reserves in the business, Heathcoat had been forced to assign to certain other manufacturers of bobbin net his rights over the machine of 1809. Owing to these assignments, Heathcoat was not the principal in the legal battle which raged in 1816, Bovill v. Moore and Others. Both parties to the suit had been assigned net machine

[22] Felkin, op cit., p193
23 W. Gore Allen, op. cit., p.47
24 Ibid., p.205

patents. Bovill held his from a man called John Brown. Moore, the defendant, and a senior partner in the firm of Moore, Longmire[25] and Noble, held his from Heathcoat.

W. Gore Allen in his wonderful book on Heathcoat states:

> *Stripped of its verbiage, the plaint comes down to this: That certain improvements which Brown had made to Heathcoat's machine were so radical as to constitute, when taken together, a wholly new invention; that Heathcoat's assignee was using the machine so improved without licence from the inventor; therefore that a piracy had taken place – explicit on the part of Moore and, at best, implicit on the part of Heathcoat.*

The case was incredibly complicated, unbelievably technical and notable in that Moore's barrister for the case was John Singleton Copley, who was later to become Baron Lyndhurst, Lord Chancellor of England. In addressing the jury, Copley described net machinery in language that is reasonably able to be understood by a layman and thus I have decided to include it in *Tulle*:

> *There is a frame with a number of threads placed in the first instance perpendicularly and parallel to each other – the lower extremities are fastened to a roller, the upper extremities are wound round small bobbins, called spoles[26], and by that name they will be distinguished from the other bobbins made of brass, and which answer another purpose: there are a number of parallel threads wound round spoles at the top, which supply the thread as it is worked off in the manufacture of the lace.*
>
> *The beam is turned round by that which is coiled round it, and the lace is wound up on the roller – that is the position of one set of threads. Now, the operation of making the lace is the simplest in the world: all you have to do is to twist two sets of threads together, and after you have done that, to cross one set. There is another set of perpendicular threads which come up in an oblique direction; they are wound round small bobbins, which bobbins are wheels constructed in so neat a*

[25] Member Kingsley Ireland's family.
[26] Originally a Swedish word meaning a coil or reel (pl. spola)

shape and form that they can pass directly through those upright threads. The moment those threads are passed through the upright threads, they take a small motion to the left; the distance of that motion is precisely the interval between the upright threads – the consequence of which is that each bobbin, when it has passed through those upright threads and made this movement, is in a situation opposed to the interval next to that through which it before passed. It next returns through the threads again, and takes another motion to the right, resuming its former situation.

By these four movements, the thread which is wound upon the brass bobbin, winds once around the upright thread: it has gone through the one side and comes back through the other, and resumes its former position. But that is not enough – it must wind round it one half time more, for which purpose it again returns and goes to the left.

That makes two sides of a mesh. The meshes consisting of hexagons – in order to form the upper side, the only thing necessary is to cross the upright threads; the beam threads are crossed by each taking the place of its neighbour – so that there are two sides twisted and a third that is crossed. But there is one other operation to form half a mesh: these twistings are extended from one end of the threads to the other; and it is necessary they should be racked down and held to the bottom of the machinery. That is done by a motion that makes half a course, and in order to complete the mesh, the same is performed again – so that the movements are extremely simple; and they are common to all lace machinery of the kind; and those movements are effected in precisely the same way, and by the machinery described in this specification. I will now direct your attention to the ultimate parts by which this operation is performed. In the first place, at the top of the machine, there is a row of dividers, which is an iron bar with a number of points cast in lead at exactly an equal distance from each other, ranging through the top of the machine, and through which the threads pass. The object of the dividers is the keeping of the beam threads at an equal distance from each other. Above those dividers there are two bars with forks which project, taking the threads out of the dividers, carrying them just out of the points of the dividers; and then, moving in contrary directions, they effect their object, and pass back again into the dividers.

Then we come to the twisting of the thread by means of the brass bobbins. Those brass bobbins are wheels with a small groove on the extremity, round which the thread is wound. Those are fixed into small cases called carriages. The extremities of the carriages are fixed into comb leads; a number of these are arranged upon a bar, and when the first operation has been performed, then this bar comes down and presses the work and holds it fast. These move until they get between the upright or beam threads; then they are met by similar machinery coming on the other side, and which takes hold of them. They are then pressed by another bar, and this bar which held them before is here thrown up. The consequence is, they are relieved from this side and taken to the opposite side – that is the movement by which they are carried from the upright threads, and the whole is performed.

Copley's description of Heathcoat's bobbin net machine was masterful; the jury found Brown's "invention" was no more than a possible improvement of the Heathcoat machine and so, at last, Heathcoat's patent was safe and would not again be challenged. Heathcoat immediately set about discovering the whereabouts of every machine which was constructed to his model and obtaining substantial rentals from each of their operators. For the first time in his life, by the spring of 1816, Heathcoat was beginning to receive some of the rewards due to him for his brilliance and inventiveness. His future seemed assured; he was highly successful, happily married with three daughters andhad fifty-five frames working at his and Lacy's factory in Loughborough.

Heathcoat's machine had brought him success, but it was unpopular with some people in the industry. The collapse in demand for stockings in the early eighteenth century cut the amount of work available for framework knitters. Some had branched out into making lace on their frame, but the introduction of the bobbin net machine threatened this alternative source of employment. After a period of disruption by Luddite activity in other areas of the region, attention was turned to Heathcoat's factory on 28 June 1816. Seventeen armed rioters attacked the factory and shot at guards placed there to protect the property. The factory's bobbin net frames worth between £8,000 and £10,000 were destroyed and stocks of lace were burnt. James Towle, one of the rioters, was later tried for the attempted murder of a guard and executed in August 1816.

Heathcoat and his partners responded to the Luddite actions by relocating their activities to an old woollen mill in Tiverton, Devon. Growth in the business led to further expansion that harnessed both water and steam power at the mill to drive around 300 machines. While in Devon, Heathcoat continued to develop and patent further inventions, including some non-textile machines, such as a steam plough. Heathcoat secured his final patent in 1843 and retired from the business.

In retirement Heathcoat worked to improve the quality of education provision in Tiverton. He funded the construction of a new school in the town with a boys' wing, girls' wing and an infant school. The school opened in January 1843. Heathcoat also served as Tiverton's Member of Parliament (1832-59), and as a magistrate and deputy lieutenant of the county of Devon.

Heathcoat died in 1861 and left his business to his son. The business, John Heathcoat and Co Ltd, continues to produce lace goods in Tiverton today. It will be the subject of a future article in *Tulle*.

Richard Lander

"General Ludd's Triumph"

Chant no more your old rhymes about bold Robin Hood,
His feats I but little admire
I will sing the Achievements of General Ludd
Now the Hero of Nottinghamshire.

Brave Ludd was to measures of violence unused
Till his sufferings became so severe
That at last to defend his own interest he rous'd
And for the great work did prepare.

Now by force unsubdued, and by threats undismay'd
Death itself can't his ardour repress
The presence of Armies can't make him afraid
Nor impede his career of success.

Whilst the news of his conquests is spread far and near
How his Enemies take the alarm
His courage, his fortitude, strikes them with fear
For they dread his Omnipotent Arm!

The guilty may fear, but no vengeance he aims
At the honest man's life or estate
His wrath is entirely confined to wide frames
And to those that old prices abate.

These engines of mischief were sentenced to die
By unanimous vote of the trade,
And Ludd who can all opposition defy
Was the grand executioner made.

And when on the work of destruction employed
He himself to no method confines,
By fire and by water he gets them destroyed,
For the elements aid his designs.

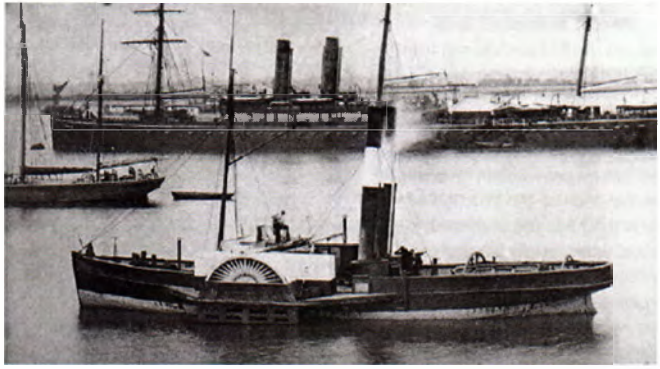
Whether guarded by soldiers along the highway
Or closely secured in the room -
He shivers them up both by night and by day,
And nothing can soften their doom.

Let the wise and the great lend their aid and advice
Nor e'er their assistance withdraw
Till full fashioned work at the old fashioned price
Is established by Custom and Law.

Then the Trade when this arduous contest is o'er
Shall raise in full splendour its head
And colting and cutting and squaring no more
Shall deprive honest workmen of bread.

Thames Tugs Operating in the 1840s

All the newspaper reports referring to the departure of our ships from various points on the Thames, in particular Deptford, as well as contemporary reports by passengers on similar vessels carrying migrants to Australia, refer to being towed down the Thames by a tug. I have stumbled on an incredible site, (http://www.thamestugs.co.uk/index.php, in a section called "Early Owners" which provides the names of the tugs operating on the Thames in 1848. Although I have been unable to identify the actual tug used to tow each of our vessels, it is likely to be one of the following. Members with an interest in the *Baboo* who have no interest in tugs should at least read the entry for the tug called Newcastle. I have reduced the technical information available on each tug. Those with a specific need for further information should consult the above website.



ALARM - Built 1859 at North Shields. Wood paddle tug. Although this tug did not exist in 1848, it was similar in design to those which existed a decade earlier. L83.3'. B18'. D9.5'. 81grt. 11nrt. 50nhp 2cyl side lever steam engine.

ADMIRAL - Built 1843 by Daniel Bider, East Jarrow. Wood paddle tug. L73.3'. B16'. D8.7'. 76grt. 44nhp steam engine.

ALICE - Wood Paddle Tug. 170grt. 60nhp. Operating Thames 1839.

ALICE - Built 1846 by William Cooper, N Shields. Wood paddle tug. 61grt 20nrt. 71.5' x 14.0 'x 8.5ft'. 30nhp 1cyl lever steam engine.

AMAZON - Built 1846 at Newcastle. Wood paddle tug. L84.5'. B16.7'. D9.7'. 95grt. 60nhp steam engine.

BLACK EAGLE - Built 1848 by Thomas & William Smith, N. Shields. Wood paddle tug. L90'. B16.9'. D10'. 108grt. 57nrt. 36nhp grasshopper type steam engine by H S Waite, North Shields.

CALEDONIA - Built 1838 by Stephen Wood, Gateshead. Wood Paddle tug. L84.2'. B18.8'. D9.2'. 96grt 40nhp Grasshopper type steam engine by W Hawks, Gateshead.

COLCHESTER - Built 1840 at North Shields. Wood paddle tug. L91.2'. B16.9'. D9.8'. 119grt. 60nhp steam engine.

COMMODORE - Built 1840 at Newcastle. Wood paddle tug. L90'. B17.8'. D10.2'. 111grt. 80hp.

COPELAND - Built 1836 at Blackwall. Wooden Paddle tug. L102'. B21'. D10'. 141grt. 90hp Disconnecting beam engine by Stewart, London. Tubular boiler. Bunkers 25 tons. Speed 10 knots.

DOLPHIN - Built 1837 at Douth Shields. Wood paddle tug. L68.3'. B14.5'. D8.2'. 61grt. 30nhp steam engine by H S Waite, North Shields

DRAGON - Built 1837 by Ritchie. Wood paddle tug. 24-5-1837 Launched. 1837 Delivered to Symington Patent Paddle Towing Co, London.

ENTERPRISE - Iron Paddle Tug. 92 grt. 40nhp . Built 1839. Operating Thames 1859 at Dover.

ESTHER - Built 1835 by James Blakey Jr, S Shields. Wood paddle tug. L55.5'. B13.5'. D7.2'. 34grt. 9nrt. 15nhp 1cyl lever steam engine.

GOLIATH - Built 1846 by Stephen Wood, South Shore, Gateshead. Wood paddle tug. L103'. B17.3'. D10'. 119grt. 100hp Grasshopper steam engine by W Hawks, Gateshead.

GREY MARE MEG - Built 1842 at Gateshead. Wood paddle tug. L72.4'. B15.6'. D9'. 71grt. 36nhp Disconnected beam engine by H S Waite, N. Shields.

HERCULES - Built 1836 at Gateshead. Wood paddle tug. L87'. B16.8'. D10.3'. 116grt. 70nhp Beam disconnecting steam engine by W Hawks, Gateshead.

HERO - Built 1821 at Frindsbury, Kent. Wood Paddle Tug. L130.5'. B20.1'. D11.8'. 247grt.

HIGHLAND MAID - Built 1846 at North Shields. Wood paddle tug. L66.2'. B13'. D8'. 49grt. 21nhp Grasshopper steam engine by T D Marshall, North Shields. .

INDUSTRY - Built 1833 at Gateshead. Wood paddle tug. L63.3'. B14'. D5.75. 25nrt. 30nhp steam engine.

JANE - Built 1826 at North Shields. Wood paddle tug. L52.1'. B11.4'. 12nrt. 15nhp steam engine.

JARROW - Built 1831 at South Shields. Wood paddle tug. L58.5'. B13.6'. D5'. 21nrt. 20nhp Steam engine.

LASS O'GOWRIE - Built 1845 by Daniel Bider, East Jarrow. Wood paddle tug. L71.2'. B15.1'. D8.6'. 67grt. 40nhp Grasshopper steam engine by J P Almond, North Shields.

LION - Built 1844 by Richard Bulmer, S. Shields. Wood paddle tug. L69.5'. B14.9'. D8.2'. 57grt. 12nrt. 35nhp Steam engine.

LONDON - Built 1836 at Gateshead. Wood paddle tug. L84.5'. B15.5'. D9'. 60hp Grasshopper type steam engine by W. Hawks, Gateshead.

LORD COLLINGWOOD - Built 1844 at Jarrow. Wood paddle tug. L71.6'. B14.4'. D8.3'. 67grt. 22nrt. 40nhp 2cyl lever engine by Urvin and Nicholson, Shields.

NELSON - 1841 Owned by Shipowners Towing Co, London.

NETHERTON - Built 1838 at Blyth. Wood paddle tug. L60.5'. B13.8'. D7.3'. 45grt. 20nhp steam engine.

NEW UNITY - Built 1844 at North Shields. Wood Paddle tug. L83.3'. B16.7'. D9.9'. 400hp Grasshopper type steam engine by J P Almond, North Shields.

NEWCASTLE - Built 1824 at North Shore, Newcastle. Wood paddle tug. L86'. B14.6'. D9.8'. 93grt. 45hp. Grasshopper type steam engine by W Hawks, Gateshead. Flue boiler. Burnt 7 tons daily. Speed 7knts. Bunkers 18 tons. 1824 Delivered to unknown owner. 1837 Sold to Symington Patent Paddle Towing Company, London. 1837 Captain and crew appeared in court after stealing a rice pudding from the Three Daws public house, Gravesend. 3-3-1847 Owners Shipowners Towing Company, London. 14-5-1847 **Towed barque Baboo** from Shadwell basin, having secured her line before the booked tug Lion of Thames Steam Towing Co. Whilst towing the pilot instructed Newcastle's master to cast off as he would not get paid. This eventually was done resulting in the barque going aground near Duke Shore, Limehouse and sustaining damage, the whole matter ending up in the Admiralty Court.

PILOT - Built 1837. Wood paddle tug.

POWERFUL - Built 1842 by Daniel Bider, East Jarrow. Wood paddle tug. L102.5'. B19.1'. D10.5'. 144grt. 37nrt. 2cyl lever steam engine.

PRINCE OF HESSE - Built 1848 at Peters Quay, Northumberland. Wood Paddle Tug. L75'. B15.8'. D8.3'. 58grt. 130nhp. steam engine.

From the 21 tugs which contain information on their type, L=length at the waterline, B=breadth or beam, D=draft at the Plimsoll line and GRT=gross register tonnage. This is calculated from the total permanently enclosed capacity of the vessel where 1GRT = 100 cubic feet. NHP or Nominal Horse Power was an early 19th century rule of thumb used to estimate the power of steam engines and engine type. From the data it is possible to form a composite or average picture of the tugs which were operating on the Thames at the time each of our ancestor's vessels left in 1848.

A typical London tug of the time was a wooden-paddle tug powered by a steam engine. It was 80 ft. (24.4m) long at the waterline, 16 ft. (4.9m) broad and had a 9 ft. (2.75m) draft. Its gross register tonnage was 80 GRT and it was powered by a 43 NHP steam engine. Therefore, it was marginally smaller and less powerful– but similar in construction and appearance – to the ALARM built in 1859 – a photo of which appears above.

The Calais-Dover paddle-steamer ferry, "Courrier" which was operating in 1848.

The esoteric site from which I obtained all this information, (http://www.thamestugs.co.uk/index.php) also contains information on thousands of other vessels, amongst which is included information on and a photograph of the Calais-Dover paddle-steamer ferry, *Courrier*, which was operating in 1848 and possibly transported our ancestors from Calais to London prior to their departure for Australia.

COURRIER 1847

255 gross tons, 167ft x 22.5ft x 10.6ft, clipper bows, two funnels, two masts, side paddle wheel propulsion, capacity for 265 passengers. Built 1847 by Ditchburn & Mare, Blackwall for the New South Western Steam Packet Co., Southampton for their Southampton - Channel Islands service. In most records her name is shown as COURIER, but she actually bore the name COURRIER throughout her life. She made her maiden voyage on 12 November 1847 and sailed Southampton - Guernsey in 7 hours 10 mins. She was refitted and re-boilered in 1852. In 1859 she was used on the Southampton - Portland - Weymouth service and in July 1863 transferred to London & South Western Railway Co. and placed on the Le Havre route. She was scrapped in 1885. [Merchant Fleets, vol.24 by Duncan Haws].

Richard Lander

Five Generations Later: The Saywells and the Deweys Unite (Bob Wilson)

This is a story of two lacemaker immigrant families who united in marriage nearly one and a half centuries after arriving in New South Wales. My granddaughter Lauren Mayne asked recently about the origins of her father's family. Her mother Kathryn Wilson's genealogy has been well researched and includes a lacemaker from Calais, George Saywell. Not much was known about her father's family history. I said I would do some research for Lauren. After going back six generations I found a lacemaker: Henry Dewey a passenger on the *Fairlie*.

Lauren's father Chris Mayne was able to give me some information back to his grandparents, and knew that some of his ancestors had been on the land. My research led me to a site describing Henry Dewey born in Calais in the Dordogne in 1823. His mother was Johanna Catherine Bomalee born in Cirlemont, Belgium. I thought it strange that a woman from French-Occupied Flanders (there was no Belgium until 1830) was in south-western France married to what appeared to be an Englishman. I next checked Henry's arrival in New South Wales. It was on the *Fairlie* in 1848. I was now on familiar ground, I had traced another lacemaker. Whoever constructed the family data that I had discovered had chosen the wrong Calais. They did not do too well with the Belgian connection either. The town of Johanna Bomalee's birth was Tirlemont, Flanders not Cirlemont.

I could now construct a family history for Lauren. Henry Dewey's father William Dewey was born in St Mary's Nottingham on 17 March 1788. William was one of the early British workers in Calais, Pas-de-Calais. He arrived there in about 1816 and operated the rebuilt English lace machines that had been smuggled out of England as scrap iron. He married a Flemish girl Johanna Catherine Bomalee in about 1817. They had nine children together.

William rose through the hierarchy of the lace industry. When the 1846 Census was taken in Calais, he, Johanna, and three of the children, Henry, Mary Ann, and Henriette, were living in *Quai du Commerce*. William was described as *un ouvrier en tulle* (a laceworker),[27] but by the time of the exodus of British workers from Calais in 1848 he was a factory owner. It has been postulated that most of the lacemakers who left in 1848 were workers, and that the "big end of town" remained in Calais.[28] William had risen to that status and remained with his family and his factory in Calais.

William and Catherine Dewey's children also worked in the lace industry. Henry was employed as an *ouvrier en tulle* by Richard Lee when he registered for work at the Town Hall in St Pierre-de-Calais on 14 September 1845.[29] Henry's elder brother William junior was also employed as a lacemaker. An uncle of Henry, who was his father's half-brother Thomas, also worked in Calais for a time and lived with William and Catherine in 1841.[30]

France, like most of Continental Europe, erupted into revolution in 1848. Corrupt monarchs and their governments throughout the continent were rejected as famine and economic recession hurt the common people. France commenced early that year to overthrow its rulers. The February revolution was based mainly in Paris, but a wave of nationalism and jingoist sentiment swept the country. There were threats against foreign workers all across France, although Calais was relatively quiet. Nevertheless, hundreds of British workers and their families in Calais thought it was time to get out. They could not return to Nottingham, as there was no work or accommodation there. The lacemakers lobbied the British Government to be sent to one of the Colonies. A Bounty Scheme operated between England and the colonies of South Australia and New South Wales to assist excess workers in England to migrate and satisfy the labour shortages in those colonies, and it was this scheme that attracted the British laceworkers in Calais.

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[27] 'Census of St Pierre-de-Calais', *Les Archives de Pas-de-Calais*, 1846, http://www.archivespasdecalais.fr/Archives-en-ligne.
[28] Gillian Kelly, 'And From the Editor', *Tulle*, 22/4, (November 2004), p. 6.
[29] Richard Lander email to Robert Wilson 8 March, 2012 re livrets.
[30] 'The Inhabitants of Saint-Pierre from the 1841 census', *Tulle*, 15/4 (November 1996), 30-36, p. 36.

The Dewey family decided to go their separate ways. William and Catherine chose to remain in St Pierre. The eldest of the children was William junior and he and his wife Elizabeth returned to Nottingham. Four of the daughters chose to remain with their parents, and Henry decided to seek opportunities on the other side of the world. He became a Bounty immigrant.

The English Government varied the Bounty Scheme, and made three ships available to transport the refugees. The first of these took refugees to South Australia. Henry was allocated to the second ship the *Fairlie*, which went to Sydney. In addition to the predominant contingent of lacemakers, the *Fairlie* also carried a small number of Irish orphan women, one of whom was a twenty-four year old Catholic woman named Ellen Kenny. She had been a flax spinner back home in County Meath.

I will pause here in the story of Henry and discuss how his family who remained in Calais fared after Henry left them. Henry's sister Caroline Dewey married a French laceworker Louis Joseph Gorre at Calais in December 1851. Johanna Dewey, Henry's mother, died two months after Caroline's wedding and was buried in Calais' Cimetière du Sud. Another sister Henriette married another Frenchman Hubert Fournier at Calais in March 1855. Hubert was also a lace worker.[31] Charlotte Dewey died a spinster in Calais in July 1879. I do not know what happened to William or his daughter Mary Ann. Like the two married sisters, I expect they merged into the Calaisienne culture.

Now, it is back to the high seas. Henry Dewey and Ellen Kenny fell in love during the voyage. The *Fairlie* arrived in Sydney on 9 August 1848 and Henry and Ellen married on 11 August at St James Church of England, Sydney. Henry notified authorities that he had a cousin living in Sydney at this time.[32] I have been unable to identify this person. Henry could read and write and his bride Ellen could read. The immigrants from the *Fairlie* were packed off to Bathurst.

[31] 'Some Marriages From Calais', *Tulle*, 22/4, (November 2004), p. 33.
[32] Beth Williams, *Tulle*, 23, (October 1988), p. 18.

The group arrived on 22 August, and Henry was assigned as a cook at *Bumbaldry Station* in the Lachlan District on £35 per year.[33]

Henry and Ellen served their time at *Bumbaldry,* and then moved to Rylstone at about the time of the discovery of gold nearby at Sofala in 1850. The Deweys built-up their land holdings both east and north of Rylstone. Henry and Ellen had eight children. Caroline was born at *Bumbaldry* in 1849. The rest of the children were born in the Rylstone District. Five were born at Narrango: Maria in 1851, William in 1852, Henry junior in 1853, and Ellen in 1855. Two were born at Rylstone: Andrew in 1856, and Harriet in 1858. The youngest child Augustine was born in 1859 at Kelgoola. The family grew up at Sugar Loaf Swamp in the shadow of Mount Never Never near the village of Narrango.[34] Henry and Ellen later acquired *Growee* Station in the Bylong Valley to the north of Rylstone. This property consisted of two thousand two hundred acres of grazing country when the family sold it in 1934.

Ellen Dewey (née Kenny) died on 24 January 1878, and was buried in the Roman Catholic Portion of the Rylstone General Cemetery. Her husband Henry died on 16 March 1898 at *Glen Lee* Rylstone, the home of his daughter Caroline. He was buried at Rylstone, but no headstone exists.[35]

Most of the children of Henry and Ellen Dewey carried on the tradition of their parents and settled on the land, mainly around the Rylstone District. The eldest child Caroline married Michael Sheridan and they took up grazing cattle and sheep at *Glen Lee* east of Rylstone on the Narrango Road where they raised a large family. The Sheridans were managing about 1700 sheep and some horses and cattle when Michael died in 1911.[36] Caroline died at Rylstone seven years later. Descendants of the Sheridans still owned the property well into the 1970s.
Maria Dewey was the second child of Henry and Ellen. She married John Downey at Mudgee in 1871. Maria died at Mudgee in 1877 aged twenty-six.

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[33] Gillian Kelly, *Well Suited to the Colony*, (Queanbeyan: Australian Society of Lacemakers of Calais, nd), pp. 116, 148, 190-192.
[34] 'Dewey, Caroline', RDHS Wiki, http://www.rdhswiki.com/page/Dewey%2C+Caroline+%281849-1918%29, (Rylstone District Historical Society).
[35] 'Dewey, Henry Senior', RDHS Wiki, http://www.rdhswiki.com/page/Dewey,+Henry+The+Elder+%281825+-+1898%29, (Rylstone District Historical Society).
[36] *Sands Directories*, 1903-1910.

The third child of Henry and Ellen also lived a short life. William died at Rylstone in 1873 aged twenty-one. His brothers Henry junior and Augustine took over running *Growee Station* after their father's death, and they built it into a significant land holding during their working lives. They were running an average of 36 horses and 355 cattle on the land.[37] Henry junior died in 1931 and Augustine died in 1932. The sheep station and town properties in Rylstone, Kandos and Wollari were valued for probate purposes at £24,885.[38]

The only other son was Andrew Dewey. He was tragically drowned on 27 December 1880, aged twenty-four, whilst droving cattle across the Merriwa River. He was buried at the Merriwa Old Cemetery.[39]

The two youngest daughters of Henry and Ellen married graziers. Ellen, or Helen as she was known, married Thomas the eldest of the Sheridan boys. Helen's sister Caroline had already married Tom's brother Michael. Tom and Helen had six children. The family settled at Lue east of Rylstone and they established a farm there called *Eastwood*. Thomas died in 1927,[40] and his son Thomas junior took over the running of the property. Helen died at Rylstone nine years after her husband. There were Sheridans still living at *Eastwood* in 1972.

Harriet Dewey was the only one of the children to leave the Rylstone District. She married John McNamara at Warialda in 1888. The couple developed a grazing property *Lauriston* to the west of Bogabilla near the Queensland border. They started with a few horses and cattle and eventually grazed about two and a half thousand sheep and about thirty head of cattle on their station of 2544 acres.[41] Harriet died in 1924 and John died a year later. Both are recorded as dying at Boomi, which is to the west of Bogabilla and presumably where their station was located.

One of this traditional rural family eventually moved to Sydney. A descendant of Caroline Sheridan née Dewey, arrived in Maroubra in about 1930. She was Chris Mayne's Grandmother Mary Alice Gately.

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[37] Various *Sands Directories*.
[38] *The Sydney Morning Herald*, November 12, 1932, p. 22.
[39] *The Maitland Mercury & Hunter River General Advertiser*, December 30, 1880, p. 3.
[40] *Mudgee Guardian*, 14 July 1927, p. 16.
[41] *Sands Directories*, 1908-1926.

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I do not need to tell here the story of Kathryn's ancestor George Saywell, who came to Australia on the third of the Lacemaker ships the *Agincourt*. His story has been told often. George operated his mines, bullock teams and hotels around Maitland, before leaving for Sydney where he died in 1867. Kathryn Wilson's Saywell ancestors were on the Araluen goldfields and the Illawarra coalfields until Kathryn's Grandmother Janet Mary Saywell arrived in Rockdale in 1935. The two lacemaking families were coming closer to meeting.

* * *

Did the Saywells and Deweys know one another in Calais in the 1840s? Both families lived in St Pierre-de-Calais. The Deweys were in the *Quai du Commerce*, and the Saywells lived in various locations in St Pierre. These included *rue du Temple*, *rue de Vic*, *rue Eustache*, and *rue du Four à Chaux*. The first two of these streets enter the *Quai du Commerce* at right angles. It appears very likely that the Saywells and the Deweys did know one another in France.

Thus, two lacemaker families who probably knew one another in Calais, but who settled in different parts of New South Wales, came together in marriage after five generations and 146 years. In 1994 at Bexley, Christopher Francis Mayne, a descendant of Henry Dewey, wed Kathryn Liane Wilson, a descendant of George Saywell. Their eldest daughter Lauren can now talk about her two lacemaker ancestors. Maybe she could write up a project on the Lacemakers of Calais as her mother did when she was in high school.

Bob Wilson

ED: Bob Wilson, the ASLC's first President, has just been appointed to the new Rookwood General Cemeteries Reserve Trust as its Chair. The new Trust will bring together all of the other trusts other than the Catholics. The Trust's task will be to find more burial spaces, ensure that the lands are managed in perpetuity, apply modern governance and management practices and improve and integrate the information and business systems. Bob, on behalf of all members of ASLC, I congratulate you on your appointment and wish you well in your new office.

The Gold Fever

One of the first, major, life changing "headlines" to confront our Bathurst lacemaker ancestors was undoubtedly the discovery of gold in their area. One of the first announcements of this I have found is in the article which follows. It appeared in the *Bathurst Free Press,* on Saturday, 10 May 1851, on page 4. The front page of this undoubtedly fine six-page paper was devoted to making its proprietor rich being totally devoted to advertisements.

Page two contained a story pleading for local representation in the colonies after the Cape colonists in South Africa rejected a draft constitution sent out to them by the Colonial Office. The paper said in effect that we "can judge what will suit (us) better than Lord Grey can, though he has the experience of trying to govern forty-nine other colonies ...from his seat of empire in Downing Street". It also contained an esoteric piece titled "Wellington and Napoleon – from conversations of Goethe with Eckermann and Soret" and a report from the Melbourne Argus on the speech given by Prince Albert at a grand dinner given by the Mayor of York for all the Mayors of Great Britain. There was also a paragraph on the relative benefits of "screw versus paddle-box". The article stated that "there are about a dozen screw steamers trading between this country, and the Peninsula and Mediterranean. They are powerful rivals of the paddle-box steamers, because their consumption of coal is little more than half what the consumption of the latter is, and because also few more than half the hands are required to man them". Finally on page two there is this gem which I reprint without comment as my maternal grandfather was a Yorkshireman. "A Yorkshireman's Coat of Arms. - A Fly, a Flea, a Magpie, and a Flitch of Bacon – This is a cockney "fling" at the natives of the North Countrie, and with Cockneys all Northerns are either Scots or Yorkshire men. The cockneydom explanation is, 'That a fly will drink with any man, and so will a Yorkshire man; a flea will bite any man, and so will a Yorkshire man; a magpie will chatter with any one, and so will a Yorkshire man; and as for a flitch of bacon, it is of no worth till hung, no more is a Yorkshireman.'" All riveting stuff to be sure. But Page 3 contained some

letters to the editor, commercial intelligence stating that wool is in limited supply and attracting firm prices, "really good hides are worth eight shillings"; while wheat was selling from about six shillings to seven shillings and sixpence per bushel[42]. About 3000 sheep were being slaughtered each week to keep Sydney fed.

Finally, on page four, I found the following:

DISCOVERY OF AN EXTENSIVE GOLD FIELD: The existence of gold in the Wellington district has for a long time been an ascertained fact but public attention has never until now been seriously drawn to the circumstance. A little temporary curiosity would occasionally be excited whenever news were spread abroad, that old M'Greggor, the gold-finder from that district, had passed per mail on his way to the metropolis, as was always believed, laden with auriferous treasure. This subsided, nothing more would be heard of the matter for a long interval, than an occasional rumour that he had rejected some tempting offer, held out by a Sydney jeweller, or Wellington settler, as an inducement to disclose the secret of the locale, whence his treasure was derived. It is sufficient for the present purpose to state, that the progress he made in life, with no other ostensible means of earning money than shepherding and gold-finding, has always been regarded as presumptive evidence of his success in the latter vocation. The arrival of Mr. Hargraves in Bathurst on Tuesday evening last, who, it was generally known, had been in communication with government respecting discoveries made by him of extensive gold deposits in our cismontane[43] region, has now brought the subject more prominently before the Bathurst public. On Thursday evening he invited a few gentlemen to meet him at Mr. Arthur's inn, with the object of communicating such information as he had obtained upon this interesting subject, in his recent explorations, and the readiness and intelligence which he displayed in answering the numerous questions addressed to him, shewed satisfactorily, that he not only possessed an intimate knowledge of gold-mining in all its branches, but was desirous of giving every possible information upon the matter connected with his visit. From the running

[42] For those readers who have forgotten a bushel is equal to four pecks or eight gallons. Younger readers might be relieved to know that bushels are now most often used as units of mass rather than of volume. Although it varies by the crop, on average a bushel of wheat weighs 60 pounds (27kg); barley 47 pounds (21.3kg); and oats 40 pounds (18kg). At six shillings ($0.60) per bushel, wheat was selling for 2.2cents/kg.

[43] On this (the speaker's) side of the mountains

conversation which was kept up for several hours, we gleaned the following particulars. Mr. Hargraves, who has spent nearly two years at the California diggins (sic), returned to this colony in January last, having, as he states, whilst there, derived considerable information from the Mexican miners, whom he represents as by far the best and most successful diggers. Struck by the similarity of the geological formation and external physical characteristics of certain portions of this colony and the California gold fields, he was induced, at his own expense, and on his own responsibility, to visit this and the neighbouring districts to institute a personal examination. His researches have been crowned with success. After riding about 300 miles, so as to intersect the country at numerous points, and spending from two to three months in the prosecution of his object, Mr. Hargraves states as the result of his observations, that from the foot of the Big Hill to a considerable distance below Wellington, on the Macquarie, is one vast gold field, that he has actually discovered the precious metal in numberless places, and that indications of its existence are to be seen in every direction. Indeed so satisfied is he on this point, that he has established a company of nine working miners, who are now actively employed, digging at a point of the Summer Hill Creek near its junction with the Macquarie, about 50 miles from Bathurst and 30 from Guyong. Ophir is the name given to these diggins. Several samples of fine gold were shewn to the company by Mr. Hargraves, weighing in all about four ounces—the produce, he stated, of three days digging. The amount thus earned by each man he represented to be £2 4s. 8d. per day, but he observed that, from want of practical knowledge, and proper implement he was convinced that nearly one-half of the gold actually dug had been lost, owing to the labour being performed in his absence. One of the samples produced was a solid piece, weighing about two ounces, and was found at the diggins attached to the root of a tree, by Mr. John Lyster, who is one of the company. Another sample consisted of small pieces, weighing from several grains to a pennyweight, all elongated, and of various shapes, and a third of small flat particles, principally oval. The large piece, which appears as if it had been in a state of fusion, is intended by Mr. Hargraves as a present to His Excellency the Governor. The only process through which the above samples had passed, was the washing, which had been performed by Mr. Hargrave himself. The principal localities mentioned by Mr. Hargraves, where he had discovered gold, were Summer Hill, Guyong, and Lewis' Pond Creeks. He also found gold at Dubbo, below Wellington, which he stated to be in powder, fine as the finest flour, but so far as he could judge from the opportunities he had, it did not exist in sufficient quantity to pay for the necessary labour. From the nature of

some of the country explored by him, he is of opinion that gold will be found in mass, and would not be surprised if pieces of 30 or 40 lbs. should be discovered. He had seen no country in California, which promised metal in such heavy masses. This description of country he represents as not being desirable as a field of speculation, One or two occupied thereon might be lucky enough to find a lump, but their companions would expend much toil and probably obtain nothing, whilst the ground which yielded the "dust" or larger particles could be calculated upon as returning a certain remuneration for a given quantity of labour. We are assured by Mr. Hargraves that there exists an opening for an unlimited supply of labour in the vicinity of the diggins already opened by him, but he holds out no florid hopes. He makes no unreasonable or exaggerated statements. His arguments and representations simply amount to this, that there exists in the neighbouring districts an extensive gold field, but whether a rich or a remunerative field of labour he does not undertake to say. This question remains to be solved by actual trial. We have now given the principal items of information connected with this most important and interesting subject. In the statements made we do not intend to incur any responsibility. We tell the story as was told to us. The suddenness with which the announcement of a discovery of such magnitude has come upon us—a discovery which must, if true, be productive of such gigantic results not only to the inhabitants of these districts but to the whole colony, affects the mind with astonishment, and wonder in such a manner as almost to unfit it for the deductions of plain truth, sober reason, and common sense, Mr. Hargraves is an intelligent, an educated, and we believe a respectable man. His manner is quiet and unobtrusive. He does not seek to thrust his information upon the people, but when questioned, answers modestly and intelligibly any questions put to him. The attention paid to him by Government is some guarantee of his respectability and acquaintance with his subject, and there really does appear such an absence of any reasonable motive to mislead the public that if we do not comprehend all we have heard from him we are not prepared to disbelieve it. He started yesterday for Coombing, to join Mr. Stutchbury, the Government geologist, who, we are informed, will accompany him to the diggins. The matter will therefore be quickly placed beyond the reach of suspicion or incredulity.

Another article appeared in the Bathurst Free Press on Saturday, 17 May 1851, one week later, and was reprinted without fanfare in the Sydney Morning Herald on Tuesday, 20 May 1851.

THE GOLD FEVER

The discovery of the fact by Mr. Hargraves that the country from the Mountain ranges to an indefinite extent into the interior is one immense gold field, has produced a tremendous excitement in the town of Bathurst and the surrounding districts. For several days after our last publication, the business of the town was utterly paralysed. A complete mental madness appears to have seized almost every member of the community, and as a natural consequence there has been an universal rush to the diggins. Any attempt to describe the numberless scenes—grave, gay and ludicrous,— which have arisen out of this state of things, would require the graphic power of a Dickens, and would exceed any limit which could be assigned to it in a newspaper. Groups of people were to be seen early on Monday morning at every corner of the streets, assembled in solemn conclave, debating both possibilities and impossibilities, and eager to pounce upon any human being who was likely to give any information about, the diggins. People of all trades, callings and pursuits, were quickly transformed into miners, and many a hand which had been trained to kid gloves, or accustomed to wield, nothing

heavier than the grey goose-quill became nervous to clutch the pick and crow-bar or "rock the cradle" at our infant mines. The blacksmiths of the town could not turn off the picks fast enough, and the manufacture of cradles was the second briskest business of the place. A few left town on Monday equipped for the diggins, but on Tuesday, Wednesday and Thursday the roads to Summer Hill Creek became literally alive with new made miners from every quarter, some armed with picks, others shouldering crow bars, or shovels and not a few strung round with wash-hand basins, tin-pots and cullinders. Garden and agricultural implements of every variety either hung from the saddle bow or dangled about the persons of the pilgrims to Ophir. Now and then a respectable tradesman who had just left his bench or counter would heave into sight with a huge something in front of his horse which he called a cradle, and with which he was about to rock himself into fortune. Scores have rushed from their homes provided with a blanket, a "damper" and a pick or grubbing hoe, full of hope that a day or two's labour would fill their pockets with the precious metal, and we have heard of a great number who have started without any provision but a blanket and some rude implement to dig with. Such is the intensity of the excitement that people appear almost regardless of their present comfort, and think of nothing but gold. Of course all this must end in disappointment. The wet weather of the last two nights, with the damp ground for a bed, and the teeming clouds for a canopy, will do much towards damping the enthusiasm of numbers. We have the authority of an experienced man in stating that from the imperfect and unsuitable implements used by nearly all who have left tor the diggins, coupled with their miserable provision in other respects, success is impossible—that the labour necessary to success is extremely severe, and he ventures as his opinion that not more than three per cent will become permanent miners. One of the consequences has been a rapid rise in the price of provisions. Flour which ranged from 26s. to 28s. per 100lbs. has been sold for 45s.; tea, sugar, and almost every other eatable commodity have advanced in equal proportion. A large amount of the wheat of the district is in the hands of a few speculators, who will maintain their hold in the hope of a golden harvest. But for the very extensive supplies now on the way from Sydney, flour would soon be at a famine price, and should a rush take place from below, as may be reasonably expected, it is to be hoped that there are capitalists enough to adventure in one of the safest speculations of the times—the purchase of flour for the supply of' the district. What assisted very materially to fan the excitement into a flame was the arrival of a son of Mr. Neal, the brewer with a piece of pure metal weighing 11 ounces, which was purchased by Mr. Austin for £30 who

started to Sydney by the following day's mail with the gold and the news. Since that an old man arrived in town with several pieces in mass, weighing in all from 2 to 3lbs. He also started for Sydney with his prize Mr. Kennedy, the Manager of the Bathurst branch of the Union Bank of Australia visited the digging on Saturday last in company with Messrs. Hawkins and Green. Each, of these gentlemen picked up a small piece of the pure metal, and a few handfuls of the loose earth from the bed of the creek, which were brought home by Mr Kennedy, from motives of curiosity have since been assayed by Mr. Corfe from Sydney, and a piece of gold extracted therefrom, of the size of a small pea. Besides these we have not heard of any particular instances of success. On Wednesday morning last, Mr. Hargraves accompanied Mr. Stutchbury, the Government Geologist to the diggins, and with his own hands washed a pan of earth in his presence, from which twenty one grains of fine gold were produced. He afterwards washed several buckets of earth and produced gold therefrom. Mr. Stutchbury hereupon expressed his satisfaction, and immediately furnished him with credentials, which have since been forwarded to government. The fact of the existence of gold is therefore clearly established, and whatever credit or emolument may arise therefrom, Mr. Hargraves is certainly the individual to whom it properly belongs. Should government deem it necessary, as it most probably, will, to appoint an inspector, superintendent, or commissioner over the gold regions, in addition to the fact of Mr. Hargraves being the discoverer, his practical acquaintance with mining points him out as the most suitable and worthy person for the appointment. We have very much more to say but have not space to say it in. A Mr. Rudder, an experienced California gold-digger is now at work at the diggins. There are also several magistrates plying their picks and cradles most laboriously, but we have not heard with what success. In fact there appears every probability of a complete social revolution in the course of time. Those who are not already departed are making preparations. Servants of every description are leaving their various employments and the employers are per necessitatem preparing to follow. But notwithstanding all this we feel confident that a reaction will speedily take place. The approach of winter and wet weather will do something towards cooling the ardour of the excited multitude.

A FURTHER REMINDER: Our November meeting will be a luncheon celebrating our thirty years as a Society. If you are yet to pay for yourself or your guests, please do so without further delay and include the form enclosed with your payment. There will not be a Guest Speaker at this meeting.

Australian Society of Lacemakers of Calais Inc.
Office Bearers 2012-2013

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Australian Society of Lacemakers of Calais Inc. (ASLC)

Business Registration Y2651913

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

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

Most of the Lacemaker emigrants sailed to Australian ports in one of three vessels, viz. the *"Fairlie"* (destination Sydney), the *"Harpley"* (destination Adelaide) and the *"Agincourt"* (destination also Sydney). Other Lacemaker emigrants followed in smaller groups on other vessels. These included the *"Andromache", "Baboo", "Bermondsey", "Emperor", "General Hewitt", "Harbinger", "Navarino", "Nelson", "Walmer Castle"* and possibly others.

Descendants of migrants who came on any of the vessels mentioned above are encouraged to apply for membership of Australian Society of Lacemakers of Calais Inc.