

# AROUND KEYNSHAM & SALTFORD PAST AND PRESENT



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KEYNSHAM & SALTFORD  
PAST & PRESENT

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Contents; -

Notes from the Chairman.....	P.3
A Railway Accident at Keynsham .....	P.6
The History of the Wingrove Hotel .....	P.9
All that Work.....	P.22
An Incident in 1940 .....	P.23
Jerome Harvey of Houndstrete and Compton Dando...	P.27
Perils of Travel in the 19th Century.....	P.32
The Railway That Never Was.....	P.38
A Keynsham Man Goes West.....	P.42
Margaret Whitehead 1936 – 2018.....	P.52
Joan Day 1928- 2019.....	P.54

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Journal Edited & Produced by Brian Vowles.

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Cover illustration;

A firm's outing for employees of the Tangent Tool Company convenes outside the Lamb and Lark about 1930.

In the photo are garage owner Mr E A Cannock, and with the bowler hat is Joseph Hacker who drove the first of the new Royal Mail vans to Temple Meads.

Photo courtesy of Robert Drower.

Details of any of the Society's publications can be obtained from the society's website; [www.keysalthist.org.uk](http://www.keysalthist.org.uk)

## **Notes From The Chairman**

There are several strands to the activities of a typical local history society and, depending on the inclination and energy of its members, especially those who make up the committee; these have various weights in the actual events and contributions that the organization makes to the local community. Our Society is a good example of how the mix of these different activities changes as the years pass. Originally, the core activity was research into various aspects of local history but today we concentrate more on arranging informative lectures, visits to sites of interest and raising awareness of our past.

One important role that we have always maintained is in fostering the preservation of items of historical interest. Many people accumulate books, documents and artefacts through their lives. Recently, the word “hoarder” has acquired a somewhat pejorative meaning but it is actually defined as “someone who safeguards articles for future preservation or use”. Whilst I instinctively fall into this category myself, I am far from alone. Each year, the Society is contacted by residents who are clearing out their houses after a lifetime of accumulating and offer us the opportunity to take or inspect books and documents that may be of interest to future generations. This is where the role of our Archivist is important.

Over the years many documents and some artefacts have been taken to the Records Office in Bath and at times to Taunton and Bristol. The records of what is where are not complete but our current archivist is spending a lot of time with the Curator in Bath and they are compiling a comprehensive register of exactly what the Society has there. Some of these documents are deeds and records of local land transactions



going back several centuries. This is a substantial piece of work and when it is finished we will have not only a record of exactly what the Society owns but a very valuable resource for the use of future researchers.

However hard we work at recording and cataloguing our local history, it will always be true that it is knowledgeable individuals who bring together the facts in their areas of interest and present these as a coherent and interesting whole for the benefit of others. In the last year we have seen the death of two such figures, both of whom have played major roles in this Society and, although obituaries are included in these pages, I will take this opportunity to pay tribute to them.

Margaret Whitehead was from a local family; she became involved in the Society in 1987 and for more than thirty years was a mainstay of the Committee, including a long stint as Chairman. Her knowledge of local land records, ownership and families was remarkable and her enthusiasm for all aspects of local history and heritage could not be bettered.

By contrast, Joan Day's involvement came from a different direction. She was one of our founder members and in 1965 chaired one of the several study groups that were the genesis of the Society. Her focus for that was local crafts and industry but her real passion was the Brass Industry. With no technical background, she made herself an expert of international standing on this aspect of industrial archaeology and had it not been for her enthusiasm, energy and dogged determination, there is little doubt that the unique Salford Brass Mill would have been destroyed. We are fortunate to have had her as a member of our Committee for almost fifty years.

Turning to the Journal itself, our editor has once again brought together a wide range of contributions, concentrating on the 19th and 20th centuries, that illustrates just how much life has changed and lets us appreciate the value of keeping all those old documents!

*Richard Dyson*

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Richard Dyson

Chairman



Margaret Whitehead and Joan Day at our  
2008 Local History Exhibition.

## A Railway Accident at Keynsham

by Brian Vowles

By 1841 the GWR line from Bristol to London was fully operational with its first station on the line built at Keynsham but the following year on Saturday 12 March 1842 the Bristol Mirror printed this sad story.

*“A melancholy occurrence took place on Sunday morning at Keynsham. An elderly man, of the name of Brittain, was about to proceed to this city by the train which leaves Keynsham about ten o’clock, and having procured his ticket, was crossing from the station-house to the opposite platform.*

*The train was then coming up, and the man was warned not to cross. He, however, proceeded, and unfortunately at that moment, the train not being quite to the platform, the engineer put on the steam, which had previously been shut off, in order to bring the train to its required position. The man appeared hesitate for a moment whether he should cross, but went forward, and the fore part of the engine struck him so violently on the skull as to cause instantaneous death. One of the arms of the deceased was cut completely off, and hurled forwards a distance of 30 to yards. The body was carried into the station-house, and medical assistance was procured, but only to prove that the vital spark had fled.*

*The deceased was upwards of 80 years old, and was about to proceed to Bristol to attend divine service at Counterslip chapel, of which church he was a member; and it was his habit to attend regularly on the first Sunday in each month, on which day, in the afternoon, the Lord’s Supper is celebrated there. As soon as the train reached this city the resident Superintendent left for Keynsham with an engine and*

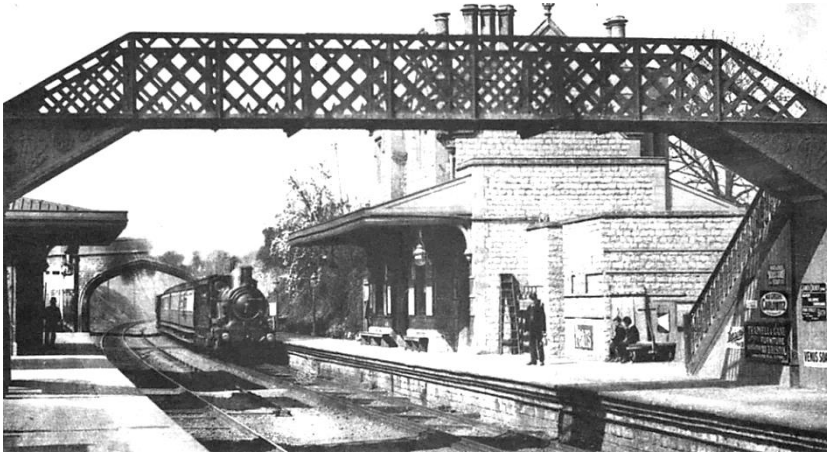
*tender, in order to make full inquiries into the facts of the awful occurrence.*

*An inquest was held on the body, on Tuesday, when the circumstances above stated having been given in evidence, the Jury returned verdict of Accidental Death, accompanying it with a recommendation to the Directors to use great caution in approaching stations, and also to construct a bridge at the Keynsham station, to obviate the necessity of passengers crossing on the level of the line. The deceased had been about forty years an honest and a trustworthy servant of Messrs. Jones and Co., of the Logwood-mills, at Keynsham.*

*We have been informed by eye-witness of the catastrophe, that some individual, to whose conduct the term thoughtless is the least that can be applied, took up the unfortunate man's arm, and ran a considerable distance, exhibiting it to the passengers. The screams of the daughter of the deceased, on recognizing the mutilated member of her unfortunate parent, were of the most heart-rending description."*

Following the recommendations made at the inquest the Directors had by 1870 constructed a bridge over the line which enabled passengers to cross safely. When it received its roof in the 1908 improvements it was referred to as "the most handsome bridge on the line".

In the background of the photograph opposite can be seen Brunel's original bridge carrying Station Road which was replaced in a road widening attempt to cope with the increased traffic to the Fry's chocolate factory in 1931. The footbridge was dismantled in 1970 and was sold to the Dart Valley Railway and is now at their Buckfastleigh station although sadly without its handsome roof.



Above - By 1870 a bridge had been installed.

Below- A roof was added in 1908. Small boys would wait in the confines of the bridge and squeal as they were engulfed in clouds of steam when an engine passed below.



## The History of the Wingrove Hotel

by Sue Tatford



The Wingrove Hotel which used to stand at the start of Bristol Road Keynsham took its name from the Wingrove family who lived in a residential property which eventually became called Wingrove House on this site. It was built in the early years of the 19th century but the first mention of the house is in the deed of 1824 (although it may have been built earlier).

Evidence of buildings at this location go back to the early 1600's. Prior to 1974 the deeds for the Wingrove Hotel were held by Keynsham Urban District Council at their Keynsham offices. The first one they held was dated 1732 but a later Abstract refers to earlier deeds. One of 1613 stated that the land originally belonged to the "*late dissolved Monastery of Keynsham*"; and two others of 1695 and 1700 mention the Will of Sir William Whitmore of Apley, in the County of Salop, deceased. He had bought up a lot of land in Keynsham, as is

known from references to his name on deeds of other property in Keynsham. This property passed in turn to his son and grandson, and by 1732 Sir Thomas Whitmore leased for 99 years “*to Daniel Durbin, farrier, a piece of land bounded on the north by the Great Ham, on the south by the road from Bristol to Bath, and on the east by the land belonging to the Church.*” With this land went certain rights of the first shear or cutting of the grass and of grazing rights in the Great Meadow or Ham.

In 1749, when Daniel Durbin died, the lease was renewed in respect of his son Richard, the rent being £4 per annum payable on Lady Day and at Michaelmas. Richard and his wife Mary Shallard (married in Keynsham 29<sup>th</sup> May 1726) had three children, John (born 1729 in Keynsham), Susannah (born 1727 in Keynsham) who remained a spinster, and Sarah (born 1733 in Keynsham) who married Charles Cox, a peruke maker (a wig maker) of Bristol (married 9 June 1760 in Bristol). Richard left the property to be divided between these three. By this time the Toll Gate Acts had been passed and the road through Keynsham, now the main road from Bristol to London, was becoming very busy. By 1769 the farriers shop was attached to an inn with stables called the White Horse, and there were several other houses on this piece of land. This inn was not the predecessor of the Wingrove, and it is not known where it was exactly or when it ceased to be licensed

John Durbin got into financial difficulties and had to sell a portion of his land 54 feet x 54 feet to Thomas Palmer, a surgeon. This passed from Palmer to two other surgeons in succession. When the third surgeon, Thomas Rich died in 1824, he left this strip of land and the house then built on it, to his son-in-law William Wingrove, who was also a surgeon. He and his wife Eliza lived in the house with their family until he died in

1832 when he left everything to Eliza (including all their financial problems).



On this section of the 1841 Tithe map Eliza Wingrove is shown as the owner and occupant of no. 661 coach house & stables and no.662 house garden & grounds. The properties next door, no.658 the Victoria Arms Inn & outbuildings and no.659 garden & yard, were owned and occupied by a John Mitchell.

The 1841 and 1851 censuses show that the Wingrove family were still in residence but in 1855 Eliza sold the house for £470. The 1861 census lists the remaining Wingrove family living three households from the parsonage, so it is possible that they were still living in the property. It is difficult to identify the property in the 1871 census but by 1873 it appears in Wright's Bristol Directory as Wingrove House, Wines and Spirits Vaults and Kelly's Directory of 1875 records M. A. Owers as a wine and spirits merchant. In the census of 1871 Mary Ann Owers was living at the Railway station. She was aged 36 and was living with her mother Ann aged 68 and her brother John B, aged 35, who was an accountant and station master. It is believed that the Wingrove became a public house in 1881 and



by the time the 1881 census was taken they had moved to Wingrove House and John Banfield Owers is a wine merchant and estate agent, living with his wife Portia, and sister Mary Ann Owers. Kelly's Directory 1883 listed John Banfield Owers as a wine and spirit merchant. In March 1883 his sister Mary Ann died. By September 1883 the following advert appeared...

*“Keynsham, near Bristol. Valuable Freehold Residence and Licensed Business Premises. Messrs H R Fargus & Co. will sell by Auction at the Lamb & Lark Hotel, Keynsham, on Wednesday 25th September, 1883, at 5 o'clock in the Afternoon punctually, subject to conditions to be then produced. All that Messuage, Dwelling house & Premises, with the Building adjoining & communicating therewith, known as Wingrove House, & in connection with which a capital Wine, Beer & Spirit Business is carried on; together with the Yard, Garden & Outbuildings attached thereto, now & for many years past in the occupation of Mr John B Owers, Wine & Spirit Merchant, & now on lease to him for 14 years, at the yearly rent of £53, from December 25th 1882. The Dwelling house comprises two sitting rooms, five bedrooms, kitchen, china pantry & offices. The Premises have an extensive frontage to the main road, and are in a first-class position for business purposes. To view apply on the premises between the hours of 2 and 4; and for further particulars & to inspect the Conditions of Sale apply to the Auctioneers, at their Offices, No.4 Clare Street, Bristol; or o Messrs Danger & Cartwright, Solicitors, 1 St. Stephen's Street, Bristol.”*

The 1885 Kelly's Directory again listed John Banfield Owers as a wine and spirit merchant and accountant.

So by 1886 the property was called The Wingrove Hotel. An advertisement appeared in the Bristol Mercury of February 6th 1886. *“Billiards. The most spacious best appointed single table room in the West of England, with the most modern and perfect table, will be found at the Wingrove Hotel, Keynsham. J B Owers, Proprietor.”* A further advertisement appeared in the Western Daily Press of July 11th 1887 *“Wanted. At once (to lodge out), respectable young man for general work, to deliver goods and Mark Billiards. Must be willing and obliging. Apply Mr Owers, Wingrove Hotel, Keynsham.”*

The Bristol Mercury of April 28th 1888 reported the transfer of license for the Wingrove Vaults from John Banfield Owers to Edwin S Horler on 27th April. However he did not last long there as in the Western Daily Press on September 2nd 1889 the following advertisement appeared. *“Mr H J Cox, for nearly 11 years manager of the Lamb and Lark Hotel, Keynsham, begs to inform his numerous friends and customers that he has taken the Wingrove Hotel, close to the church, and will, on and after the 6<sup>th</sup> September, be in possession of the same. All Wines and Spirits will be in first class condition. Further advertisements will follow.”* and on the 6th September on the annual licensing day, a temporary transfer was granted to Mr H J Cox from the Lamb and Lark Hotel, Keynsham to the Wingrove Hotel. The Bristol Mercury of November 16th 1889 reported that *“On Monday evening (11th) presentations were made to Mr and Mrs H J Cox, the proprietor and proprietress of the Wingrove Hotel, consisting of a diamond brooch and purse of gold to Mrs Cox, and a purse of gold to Mr Cox as a token of respect of the inhabitants on the occasion of their relinquishing the management of the Lamb and Lark Hotel, after 11 years’ successful management and now taking the Wingrove.”*

The business must have been a great success with auctions being held regularly, as in 1890-91 the property was drastically altered due to the neighbours on the west side, the Stokes family who had recently built Beech House, complained of the noise from the bar, and had opposed the renewal of the licence. The Bristol Mercury of 23rd March 1891 reported that *“A dinner was held on Saturday evening to celebrate the opening of a new dining room at the Wingrove hotel. The room was built by Mr Travers of Bristol and accommodates about 150 persons.”* The 1891 census revealed that Henry and Mary are living at the Wingrove Hotel with their four daughters. He is described as a hotel proprietor. When Henry James Cox died on April 14th 1893 aged 46, his wife Mary Ann Cox took over the business. She was listed in the Kelly’s Directory of 1894, as Mrs Mary Ann Cox, Wingrove Hotel, and Wine & Spirit Merchant but the 1897 Kelly’s listed Newman Hall Brown, Wingrove Hotel, wine and spirit merchant, Bath Street and Mary Ann Cox does not appear at all.

The Bath Chronicle & Weekly Gazette of 2nd June 1898 featured the following article...

*“The Bath and Clevedon Coach.*

*We have already announced that Mr Henry W Harris had resolved to run a coach daily between Bath and Clevedon during the summer months.*

*The following will be the daily programme. The Venture will leave the Great Western Railway Station, Bath at 10.20am, drive through the city, calling at the Grand Pump Room and York House Hotels, leaving Bath by way of the Park or Charlotte Street, and the Upper Bristol Road. The first change of horses is at the Crown Inn, Saltford, the time being 10.55. People may pick up the coach at Keynsham, where it calls at the*

*Wingrove Hotel* at 11.10. The next stage is Bristol, which is timed at 11.45, horses being changed at the Victoria Hotel immediately opposite the Joint Stations. Thence through Bristol by way of Victoria Street, Baldwin Street, and Park Street to Clifton, calling at the Hydro and Clifton Down



A stage coach arriving in Keynsham  
in 1898

*Hotel. Crossing the Suspension Bridge the road to Failand is followed, leaving Ashton Court on the left & Leigh Court on the right. The next stoppage for change of horses is at Failand, time 12.25. From here there is a smart run down Tickenham Hill into Clevedon, Walton Park Hotel being reached at 1.15. The drive is one of some 25 miles through a beautiful country. A stay of rather more than 2 hours will enable visitors to refresh themselves. The starting time for the return journey is 3.30 and the various stages are Failand 4.25, Bristol 5.5, Keynsham 5.40, Saltford 6 o'clock, arriving in Bath at 6.35 just in time for dinner."*

On 2nd July 1898 the Bristol Mercury advertised the auction sale of The Wingrove Hotel to be held at the Grand Hotel, Broad Street Bristol.

*"Important to Brewers, Wine and Spirit Merchants, Licensed Victuallers and Others.*

*Sale of very Valuable Freehold and Long Leasehold Fully Licensed and Well Known Property, viz: -The Wingrove Hotel Keynsham. Sale on Thursday 14th July 1898 at 3 o'clock.*

*The Extensive and Valuable, Freehold, Double Licensed property known as the Wingrove Hotel situate in the Main Road, Keynsham, 5 miles from Bristol and comprising: -*

*On the ground floor – large, well fitted Bar, Private Parlour, Smoke Room, Kitchen, Larder, Scullery, 2 Lavatories; also, large and well-appointed Billiard Room (with first class full size Table).*

*Upstairs – Fine, lofty Assembly or Club Room and 5 bedrooms. There is a Side Entrance with Gates to Yard, Stabling (with Loft over) and Carriage Shed, also a small Garden and Capital Beer and Wine Cellars. With the Freehold will be sold the Goodwill, Licenses and Possession: together with the Valuable Fixtures, Fittings, Trade Utensils, Furniture and other Effects, including the splendid Billiard Table and fittings as per Inventory.*

*The above is Freehold and entirely Free from Ground Rent.”*

However, no offer was made for the Wingrove Hotel and in the 1901 census Mrs Mary Ann Cox was still at the Wingrove Hotel, as a hotel manageress, with her daughter Edith age 20, barmaid and Ernest Wallace, age 19, Billiard marker but in Kelly's Directory of 1902 John Robert Barber, Wingrove Hotel & wine & spirit merchant is listed.

23rd February  
1904 saw the opening  
of the St Keyna Lodge  
number 7842 of the  
Independent Order of



Oddfellows, Manchester Unity, at the Wingrove Hotel. Later years saw their anniversary dinners being held at the Wingrove.

Other annual dinners were held for G Company (Keynsham) 1st Volunteer Regiment Battalion PA Somerset

Light Infantry and sports clubs such as rugby, football and cycling also used the Wingrove for dinners or concerts. Auctions were regularly held there.

Kelly's Directory 1906 listed...

*"Walter Frederick Ashby, Wingrove Hotel & wine & spirit merchant, Bath Street."* and in 1910 the Directory listed *"Walter Frederick Ashby, Wingrove Hotel, Bristol Road."*

Wright's Bristol Directory of 1911 listed the same and the 1911 census recorded Walter Frederick Ashbee, age 53, publican, with his wife Emma age 54, their two sons Victor age 25 a telephone electrician and Alan age 21 a telephone engineer. There is also one visitor, and one servant. Walter had married Emma Davies Dean in 1883.

The Gloucestershire Echo of Wednesday 4th March 1914 printed the following article...

*"Ordeal of a Lady Dancer. Partner dies during Waltz*

*The story of a tragic dance was told to the North Somerset Coroner on Tuesday at the inquest on Mr S E Baker, age 47, a consulting marine engineer of Springdale, Charlton Road, who died during a waltz. The dance was taking place at the Wingrove Hotel, Keynsham in the early hours of Saturday morning. Agnes Gertrude Foster of Seafield, Charlton Road, Keynsham, said she was Mr Baker's partner for the waltz. Mr Baker suddenly left her and fell on to the hearth. He had not complained of being ill. She did not think that he slipped. He fell backwards without a cry. She had had a previous dance with him and he then said he felt very "fit". Another lady who danced with Mr Baker said he seemed in the best of health. Dr Willett,*

*who had made a post-mortem examination, said he found a 2 inch fracture on the left temporal bone. But for the fracture he thought Mr Baker would be alive now. A verdict of "accidental death" was returned."*

On 12th June 1916 Walter Frederick Ashby died and his wife Emma carried on the business. When Probate was granted on 7th August 1916 he had left £278 19s 8d to his wife Emma. Kelly's 1919 Directory listed "*Ashby Walter Fredk (Mrs) Wingrove Hotel Bristol Rd.*" By June 1920 adverts were placed in local newspapers by Bristol Brewery (Georges and Co Ltd) stating that "the following Houses offer Teas and other Light Refreshments, Lamb and Lark, Wingrove Hotel, Crown, Fox and Hounds", indicating that they were then tied houses of Bristol Brewery (Georges and Co Ltd).

Wright's Bristol Directory of 1921 listed "*Ashby Mrs Walter Frederick, Wingrove Hotel, 6 Bristol Rd.*" but by 1923 Kelly's Directory Emma was listed in her own right. The 1927 Kelly's still listed her at the Wingrove. However, on 14th November 1927 Emma died age 71. Probate was granted on 6th February 1928. "*Emma Davis Ashby of the Wingrove Hotel, Keynsham, widow, died 14th November 1927 Administration (limited) Bristol 6th February to Annie Ashbee widow and Bertrand Cecil Hopkins Rumley, telephone engineer, £72*".

On 4th February 1928 the Western Daily Press ran the following article...

*"Good Report at Keynsham. The annual Licensing Session took place at Keynsham yesterday. The Clerk (Mr F G Whittuck) read the report of Supt R T Ford, in respect of the year ended December 31st last, which stated that there were in the division 31 licensed houses viz – 11 fully licensed houses, 13*



Bristol Road was once known as Bath Street

*beer houses for consumption on the premises, 6 beer houses for consumption off the premises and one grocers license.*

*There were also 5 registered clubs. The population of the division is 9584 and these figures give an average of one licensed house to every 399 of the population. 6 male persons, 3 residents and 3 non-residents, were proceeded against for drunkenness. Of these 4 were convicted and fined and 2 were dismissed. This showed a decrease of one case as compared with 1926. Ni License was proceeded against. The houses had, as a whole, been well conducted and no objection was raised to the renewal of any of the Licenses.*

*The Chairman (Mr H F L Popham) said the Bench considered the report very satisfactory and all the Licenses would be renewed with the exception of that of the Wingrove, which would stand over until the adjourned licensing session. Mrs Ashbee holds a temporary license in respect of the Wingrove and Mr R*



*P Hellyer, solicitor, stated on her behalf that at the adjourned licensing meeting she will apply for a permanent license.*”

The Mrs Ashbee mentioned here is Emma’s daughter-in-law, the wife of Victor Ashbee whom she married in 1914 in Bath. However, Victor died in 1919 and Annie subsequently married Harry Dyer in 1929. Kelly’s Directory 1931 listed *“the Wingrove Hotel (Mrs Annie Dyer, proprietress) 6 Bristol Rd.”* and they carried on the business at least until 1939.

On 23rd April 1932 the Western Daily Press reported that *“At the Keynsham Police Sessions yesterday, before Mr William Thomas and other Justices – plans for alterations at the Wingrove Hotel, Keynsham, by additions to the club room and sleeping accommodation was approved.”*

The 1935 and 1939 Kelly’s Directories added the Wingrove’s telephone number 171 and the 1939 Register records the Dyer family at The Wingrove Hotel. Harry is described as the licensed victualler, a plumber and hot water fitter and Annie had listed ‘unpaid domestic duties’ as her occupation. Both Eric and Olive Ashbee, Annie’s twins from her first marriage are living with them.



The Wingrove Hotel in its prime in 1936

During World War 2 the Wingrove was the venue for a number of meetings concerning the war effort. The Keynsham

branch of the British Legion held annual dinners, ARP wardens held suppers there and the Somerset War Agricultural Executive Committee held public meetings at the Wingrove. In January 1943 the subject was "*Help to the Armed Forces and the Country*". In December 1944 the subject was "*sowing down 3-year lays.*"

In November 1945 The Independent Traders Alliance for Keynsham and Saltford met there to further its aims and objectives and in 1949 the formation and first meeting of Keynsham and Saltford Rate Payers Association was held. Auctions were still being held here in 1950.

In 1954 The Wingrove was purchased by Keynsham Urban District Council and in 1967 it was demolished along with other properties in the area.

The Old Vicarage Green complex was built on the site in the early 1970's. The title of "the Wingrove" was then bestowed upon a new pub built on the corner of Queens Road and Tenby Road but it closed in 2011 and was converted for supermarket use in 2013.



The Old Vicarage Green

**All That Work** by Audrey Robbins.

In the run up to Christmas, when I was young;  
It seemed there were so many jobs to be done,  
Onions to pickle, horseradish too,  
Red cabbage and gherkins to name but a few.  
Raisins, sultanas and currants to clean,  
For cakes and a pudding - the fruit shared between.  
Brown sugar and spice, nuts, figs and dates  
Put away in a cupboard - Oh how long to wait.  
Help stir the pudding, add thruppenny bits bright  
Then into the boiler, to simmer all night.  
Almonds to blanch, for the gold marzipan,  
(Can I help you Mam? - well I suppose you can)  
Snowy white icing and small silver balls,  
Bright red writing says 'Happy Christmas' to all.  
The fowl to pluck – my, how the feathers flew.  
But nearer and nearer that special day drew.  
Mince tarts were made and stored in a tin,  
How hard it was - not to peep in.  
Trimmings to make from coloured paper,  
Prickly holly from the tree by the station.  
Bread crumbs to make, dried sage to be crushed,  
Mouth –watering thoughts of Christmas lunch,  
Mysterious parcels under the bed,  
What's that Dad? - “Nothing”- he said.  
At last my stocking is pegged on the bed,  
I snuggle down - my good nights all said.  
Soon fast asleep with a happy sigh,  
For the wonderful day that was drawing nigh,  
But what about Christmas and me today?  
Now there's a good question  
Next week I shall buy the whole lot at Tesco's !

## **An Incident in 1940**

By Brian Vowles (with information provided by John Penney).

During the late summer of 1940 the Nazi government of Germany embarked upon a sustained bombing campaign against the UK which came to be known as “the Blitz” (from the German word for Lightning). On Saturday night 24/25 August Luftwaffe activity was widespread and continuous over Southern and Western England, South Wales and the Midlands. There were repeated raids in the Devon, Bristol, Gloucester and South Wales areas, and bombing was also reported in the vicinity of Liverpool, Sheffield, Bradford, Reading, Oxford, East London, and in Hampshire. The main raiding force heading for South-West England, South Wales, and the Midlands, approached from the direction of Brest, mid-Channel and Dieppe, flying across the English Coast from the Lizard Point in Cornwall to the Isle of Wight.

It was reported that some 35 raids of single aircraft had operated over the Bristol area at altitudes of between 15,000 and 20,000 feet, most coming in over Weymouth and Lyme Bay before flying north. However, the majority continued on into South Wales, where the RAF airfield at St Athan was attacked and a train bombed near Cardiff. The raiders returned on south-easterly and south-westerly courses, while six raids used the Bristol Channel as a guide.

It seems that it was a Heinkel He 111 from the II. Gruppe of Kampfgeschwader 27 (II./KG27) which from their report, dropped 13 of the large ‘Flam250’ oil incendiary bombs between 23.00 and 00.15 hrs. At Keynsham at 23.30 hrs one of these oil bomb made a direct hit on 59 High Street, which was burnt out, while a high explosive was reported in a field behind

the Park (the crater now houses a children's slide). It gutted the house belonging to 80 year-old Mrs Wallis and daughter Miss Beatrice Wallis, a music teacher who played the organ at the Methodist Church.

Fortunately the two ladies were rescued from the inferno by two heroes; one of whom was a passing motorist, Private Frederick Thomas Marshall of the Australian Army, Service No. VX10137 who was born on 26 February 1907 in Yarraville, Victoria. He had enlisted for service at South Melbourne, Victoria and was discharged on the 26th of December, 1944. His posting on discharge was the 5 Australian Tank Ordnance Workshop Company.

The other was a neighbour, Luther Frederick Bees, born in Keynsham on 19 April 1897, the son of Frederick and Caroline Bees. Like his father he had taken up the trade of painter and decorator and at the time of the incident he was living at No. 67 High Street, Keynsham.

A full description of the action is to be found in this report submitted by the Keynsham police to the Ministry of Home Security, Interdepartmental Committee on Civil Defence Awards...

#### “Particulars of Action.

##### Police Station, Keynsham

On Saturday August 24<sup>th</sup> 1940 at about 2340 hours, an unidentified aircraft released high explosive and incendiary bombs on Keynsham. One bomb stated to be an oil incendiary bomb, fell upon a dwelling house at 59 High Street, Keynsham. This house was occupied by an elderly and invalid woman – Mrs. Jane Wallis and her spinster daughter, Beatrice Wallis,

aged 87 and 54 years respectively. They were alone in the house and owing to the mother's infirmity sleeping arrangements were on the ground floor in the rear. Marshall, above referred to was travelling from Bristol to Wiltshire. When near the bombed house the car in which he was travelling broke down and with two other fellow members of the Australian Imperial Force a repair was being effected. It was during this time that the bomb struck the house occupied by Mrs. Wallis.

Luther Bees, also referred to, resided close to the bombed house and heard something fall against the roof of his residence. After seeing his wife and family were downstairs he went out to investigate and saw the bomb striking the roof of the house where Mrs. Wallis and her daughter were living. He knew that these two were alone in the house and as he approached it he saw flames break out and heard screams. He rushed through the front door which had apparently been forced by the Australian soldier and saw the soldier in the back kitchen breaking down the door to allow Miss Wallis to escape to the rear.

It is stated that Miss Wallis was hysterical and with difficulty she was pushed out of the room. The fire was spreading and the Australian soldier shielded the elderly woman from the flames and falling debris, whilst Bees was clearing a way to carry the woman to her daughter at the rear.

Their efforts were greatly hampered by the weight of Mrs. Wallis and the fact that she was not wearing any clothes, her night dress having been partially torn, coupled with the hysterical condition of the daughter. It is stated that the only rescuers who attended were Marshall

and Bees, although members of the Fire Service and other services arrived after the occupants had been removed to a place of safety. As a result of the bomb falling upon the house the whole of the building was demolished and there were now remaining only four walls. Mrs. Jane Wallis states that she owes her escape to the prompt action of her rescuers, as with her infirmity she was helpless to move.

Keynsham Urban District Council have acknowledged Bees' action by sending him a letter of appreciation. No personal injuries were sustained by Marshall, but Bees sustained burns on the right forearm and right forehead. He was not, however, prevented from following his profession.

I am, Sir,

Your obedient Servant,

(Sgd) C.W. Ogborn, Acting Inspector.”

A Keynsham builder, Edward Wiggins, was subsequently awarded the rebuilding contract which amounted to £221.5s.4d; however there followed some dispute as the Inland Revenue only offered only £172.9s.0d towards the cost.

It does seem a little unfair that as both men had shown considerable initiative and bravery, it was decided that Private Marshall did not warrant an award but Luther Bees was to receive a 'Commendation for brave conduct'. This was subsequently gazetted in the London Gazette Supplement on 17 January 1941.

Luther Bees died on 30 September 1969 aged 72

## **Jerome Harvey of Houndstreet and Compton Dando**

By Joe Bettey

For those who had capital to invest, the dispersal of monastic land during the later 16th century provided invaluable opportunities. Many of the monastic estates were acquired by already well-established gentry families and royal servants, but others with available wealth were also able to share in what the Cornish historian Richard Carew called *“the golden shower of the dissolved abbey lands”*.

In Dorset in 1630 Thomas Gerard noted how the ambitious yeomen *“doe now beginne to encroach upon the Gentry”*, and writing of Devon in c1600 John Hooker observed the rise of such men *‘clymyng up dayley to the degrees of a gentleman’*<sup>1</sup>.

One of those who seized the chances offered was Jerome Harvey who lived at Houndstreet (now known as Hunstrete) on the border of the parishes of Marksbury and Compton Dando in North Somerset. There were numerous members of the Harvey family living in the neighbourhood during the 16th century and several of them were engaged in the profitable cloth manufacture and other industrial activities connected with the mills at Pensford and along the River Chew.

Jerome Harvey was one of those who accumulated considerable wealth through the cloth trade, and the earliest reference so far found to him concerned legal proceedings over large-scale dealings in cloth with Walter English of Totnes in 1598.<sup>2</sup> His increasing affluence enabled him to buy property on the former Glastonbury Abbey estate at Houndstreet during the early 17th century and to engage in other profitable activities. In



1635, for example, he acquired a lease of the tithes of Compton Dando, said to be worth £100 per annum <sup>3</sup>.

He was also able to lend money at interest to people from various parts of the district. There is a reference in 1636 to the sum of £218 plus six year's interest owed to him by a cousin named Lutterell. Among other transactions was a loan of £40 to Hercules Stourton of Little Langford, Wiltshire<sup>4</sup>. He also continued to deal in land and during the early 1630s sold a farm in Marksbury to Richard Court of Compton Dando. This property which is still known as Court Farm was later acquired by the Popham family who gradually built up their large estate in the neighbourhood centred upon their mansion and park at Houndstreet<sup>5</sup>. Incidentally this farm later became one of the sites of the 19th century experiments in cheese-making by Joseph Harding and his wife, Rachel - thereby establishing the methods for the standardized production of Cheddar cheese.

The surviving evidence suggests that Jerome Harvey was an ambitious, hard-working and careful man. He was a Puritan in his religious opinions, concerned with his spiritual welfare, as well as with profit. He supported the parliamentary cause in the dispute which increasingly divided English society and this would have endeared him to his neighbours, the strongly parliamentarian Pophams, who were later to fight so valiantly against the royalists in the Civil War.

Jerome Harvey seems not to have married and he had no children of his own but treated his nephew, Richard Harvey, as his son. Richard was the son of Jerome's elder brother William Harvey. The family involvement in the cloth trade led to Richard Harvey entering the service of Sir William Calley, a wealthy cloth merchant, who had made a fortune dealing in

Spain and in 1619 had purchased a Wiltshire estate at Burderop, near Swindon.

Later, in 1635 Richard Harvey became the confidential secretary to a prominent courtier, Endyrnion Porter, a close relative of the Popham family<sup>6</sup>. When Jerome Harvey died in 1638 Richard Harvey was the executor and principal beneficiary of his will. The beautifully written will and other documentary evidence relating to Jerome Harvey, survives among the Calley papers which are now in the Wiltshire Record Office. This is because Richard Harvey maintained his connection with Sir William Calley and lived at Burderop later in his life.<sup>7</sup>

The clearest evidence for Jerome Harvey's wealth and for his religious views comes from his will which was made on 19 January 1633. In it he describes himself as "*of Houndstreet in the parish of Marksbury, Gent.*" In the usual Puritan fashion, he committed his soul to God "*in full assurance of the remission of all my synnes and of a full resurrection through his mercy and the merits, bitter death, and passion of my blessed Lord and Saviour, .Jesus Christ*". He wished his body to be buried "*in the Chancell in Compton Dando nere the South Wall at the higher end of the sayd Chancell*". He also wished to have "*a fayre Tombe of choice stone of a reasonable hight close to the wall of the said Chancell*".

For the purpose of making "*a comely tombe*" he bestowed £20. Sadly, his tomb was swept away during the Victorian restoration of the church although a brass plaque continues to mark the spot. Sermons formed an important part of Puritan funerals and Jerome Harvey evidently did not trust the incumbent of Compton Dando to give a suitably stirring or theologically acceptable address. He therefore requested that William Burton from Clutton or Roger Gray from Farmborough

should be asked to preach and ordered that 20 shillings should be given for the sermon. In order to ensure a good attendance at his funeral he left £10 “*to be divided among 200 poore people that shall accomanie my body to the Church, to each of them 12 pence*”. It is remarkable that he expected so many paupers to assemble at Compton Dando. Apart from minor bequests to his servants and an endowment for the poor, the bulk of his substantial estate was left to his nephew Richard Harvey.

He did, however remember his friend and neighbour. Francis Popham of Houndstreet, “*whose love I confesse I have enjoyed to my great comfort in my lifetime. And I doe give him one Spuryall* <sup>8</sup> *which I have in my purse as a Testament of my love, desiring Almighty God to bless him and his in this world and in the world to come*”.<sup>8</sup> This was Francis Popham (1573-1644) who had served in the Elizabethan army and was later a member of Parliament.

For the poor of Compton Dando Jerome Harvey made a generous provision in his will. He left the large sum of £100 which was to be used to buy land, the rents from which were to be distributed to the poor “*at the fower (four) most usual Feasts of the veare*” and were to be paid out on his tomb. The details of this bequest to the poor of Compton Dando and of the land at Saltford which was purchased are inscribed on a bequest board in the church, and the charity continues to provide assistance to the needy.

## References

<sup>1</sup> Richard Carew, *Survey of Cornwall*, (1769 edition), 109; Thomas Gerard, *Survey of Dorset*, (1630), 6; John Hooker, *Synopsis Chorographical of Devonshire*, (1600), extracts in *Transactions of Devonshire Association*, 47, ( 1915), 334-8.

- <sup>2</sup> *Acts of the Privy Council 1538-9* 352, 11 December 1598.
- <sup>3</sup> Wiltshire Archives Service (WAS), 1178/572 Lease of Compton Dando Parsonage.
- <sup>4</sup> Calendar of State Papers (Domestic), 1637-8, 394,467; 1639, 103,252; 1639-40, 285, 341-2.
- <sup>5</sup> WAS, 1178/574 Dealings over Court Farm, Marksbury.
- <sup>6</sup> G.Huxley, *Endymion Porter*, (1959), 218-9.
- <sup>7</sup> WAS, 1178/513 Will of Jerome Harvey
- <sup>8</sup> A 'Spurryall' or Spur Royal was a gold coin decorated with a star, like the rowel of a spur. It was worth 15s 0d.

J.H. BETTEY

*Editor's note – In 1967, Bristol University's Department of Extra Mural Studies ran a six-week course on "Local History Sources" for a fee of 15s.*

*The tutor J.H.Betty MA dealt with major sources of information on local history and how those sources could be used to build up a picture of a local community at different periods - with the result that his work had a great influence on our society's formation and our subsequent investigations.*

## Perils of Travel in the 19<sup>th</sup> Century

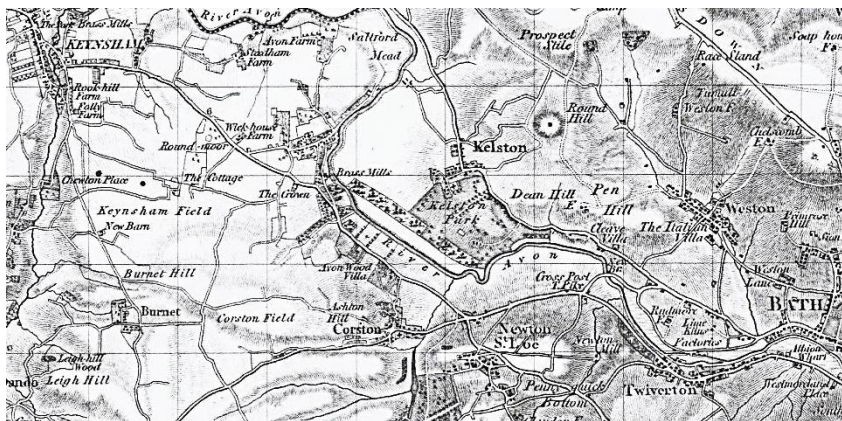
by Brian Vowles

On Monday 11 February 1805 the Gloucester Journal carried a story that demonstrates the perils of travelling on the roads in days gone by. In a piece which has in it elements of the tale of the Good Samaritan, a couple of ladies travelling back from Bath to their Clifton home met with some of the hazards involved with transport at the time of the Napoleonic Wars.

*“On Saturday night last, between eight and nine o’clock, as a lady and her daughter, and a maid servant, were returning from Bath to Clifton in their carriage, the coachman, who was intoxicated, set off full speed down the steep hill about two miles out of Bath. The horses got safe over the bridge, and through the Turnpike, and were proceeding beyond the Globe Inn, when the man fell off his box. Fortunately the horses ran into a ditch and were stopped. The Lady and her daughter got out, and left the servant to take care of the carriage: they proceeded to a neighbouring cottage, and requested admission, or protection to Keynsham; but, unlike the natural character of our English peasantry, the owner of the cottage treated the ladies with the most brutal inattention, and shut the door against them. They had not proceeded much farther on their road to Keynsham, when they met a gentleman in a chaise, alone, on his way to Bath: they stopped him, and represented their situation; but he also refused his protection, and ordered the postboy to drive on. The benighted ladies at length met with an honest waggoner, who gave them escort to Keynsham, where they arrived at a public house about twelve o’clock. They immediately dispatched a messenger to Bristol for a chaise which arrived about half past one. On their way to Bristol, near Brislington, they had a narrow escape of being robbed, a man having darted from a*

*hedge, and made an attempt to seize the horses' reins; the postboy, however, with great presence of mind, gave a sudden spur to his horses, and left the villain behind. The ladies arrived at Clifton about three o'clock."*

No mention is made of the fate of the poor maid servant left behind to mind the coach!



The map of 1837 showing the road between Bath and Keynsham

Another example of the dangers of travelling on the highway occurred on 30 July 1858 when seven men were brought before the county magistrates at Keynsham charged with committing a highway robbery upon Henry Davis of Bath. They were John Kelly 30, John McDonald 40, Brian McDonald 25, Jeremiah Callaghan 23, Dennis County 27, Michael A'herne 25, and John Fitzgerald 26. All were Irish as is indicated by their names.

It appears that they had landed at Cardiff Docks where they had found work for a few days before heading for Chippenham where they hoped to find employment as reapers.

On Thursday evening 22 July on their way through Keynsham it is stated that they started to hassle a boy and a man on horseback but at that moment Henry Davis, a market gardener, or as in some accounts a coal haulier, returning home to Bath accompanied by a boy named Lambert, drove past in his cart and an altercation took place between him and the group of men. Whether there was some provocation or not he claimed they dragged him from the cart and started to beat him up. In the struggle he got away and drove off to report the assault to the Keynsham police leaving behind his hat, whip and silk handkerchief in the possession of his attackers.

At Keynsham he sought out a P.C. Elms, complaining that he had been dragged from his cart and robbed. Bravely if perhaps rather unwisely the officer went in pursuit of the offenders alone and in attempting to arrest three of them got violently beaten up for his efforts. Other reinforcements arrived however and three of the men were apprehended and later the rest of the group rounded up.

Although the prisoners were due to be brought to trial on the previous Thursday, P.C. Elms was still suffering too badly from a head injury to give evidence so the hearing was deferred until the following day when the prisoners were all fully committed for trial at the assizes.

The Wells Journal printed on Saturday 7th August reported details of the hearing at the Crown Court at Wells on the previous day with quotes in the vernacular and some disparity displayed in the witness statements.

“THE HIGHWAY ROBBERY AT BATH. Seven Irishmen, named respectively, Michael Aherne, Jeremiah Callaghan, Dennis County, John Fitzgerald, John Kelly, Brian Macdonald,

and John Macdonald, were indicted for violently assaulting Henry Davis, at Keynsham, on the 22nd ult.; and stealing from him a whip, a hat, and a silk pocket-handkerchief; and also for violently assaulting and beating Benjamin Elms, a police-constable, whilst in the execution of his duty at Saltford, on the same day.

Mr. Evered prosecuted but the prisoners were undefended. Henry Davis, the prosecutor, said that he was returning to Bath on the evening in question, when he was suddenly assaulted by the prisoners, dragged from his cart, and kicked and beaten. He identified the prisoners, as he had seen them before although he did not recollect seeing Brian Macdonald there. While prosecutor was on the ground, one of them said, *"Give it him, Mick; kill the \*\*\*\*."* He gave information immediately after to P.C. Elm, but he did not take them into custody then as he had no assistance.

Dennis County: *"Didn't I offer you a shilling to take me as far as Chewton, and you refused, and called me an Irish \*\*\*."* Davis: *"No"*. County: *"Did you see me before or after the row?"* Davis: *"You were there all the time. It was you who first took hold of the horse's head."*

Callaghan said he was fifty yards behind when the row took place, and when he came up Davis and another man commenced beating him about the head. The prisoner put several questions to Davis to that effect.

His Lordship: *"Have you any other questions to ask him, prisoner?"* Callaghan: *"Shure, and tis no use to ask him any questions, for he says yes to all asked"*. (Great laughter.) Aherne: *"Did you see me beat you?"* Davis: *"Yes; you were as bad as the rest."* Callaghan: *"Where are your marks with all*



*this bating?" Davis: "You kicked me in the stomach." Callaghan: "Gintlemen, we are seven working men, and were going home peaceably that night. We passed several people on the road, and said nothing to them, till this man (pointing to Davis) met us, and called us Irish \*\*\*\*, and knocked us about".*

Two witnesses, who were with Davis at the time, were called, and proved the identity of the prisoners, and their having assaulted Davis. One of the witnesses, the boy Lambert, pointed to Fitzgerald as the man who was foremost in the affair. Fitzgerald *"No, and shure, tis the next man you mean."* (Loud laughter.) Callaghan: *"I wish gintlemen of the jury that you would take this mather into your heads, and work it in your minds. We were only returning from reaping when we were all assaulted. May the Lord and the gintlemen of the jury, have mercy upon us."* Kelly said: *"All I can say is, when was going along the road, Davis came up to me, struck me on the head with his whip, and kill'd me dead the spot."* (Roars of laughter.)

Brian Macdonald called Kelly's wife, who said, she was present during the row, and heard Davis irritate the men by calling them *"Irish pats"* (cow pats?). Before the men were all present, she saw Davis and five others attacking two of the Irishmen. Brian Macdonald was behind during the assault, and only came up at its close.

His Lordship, in summing up, said that Davis swore to all the men except Brian Macdonald. There was one remarkable circumstance about the cross-examinations; all the prisoners identified themselves in some way or other with the transaction. The questions for the jury to determine would be these: *"Did the prisoners intend to rob prosecutor; to commit violence upon him; or was the affair merely row? The indictment was robbery with violence. Then this difficulty immediately presented itself.*

*What did they pull Davis out of the cart for? Then the evidence of Mrs. Kelly was to be taken into consideration. That did not make it look like robbery at all. It appeared from that, that Davis very inconsiderately jumped out of the cart and attacked seven stout, strong men. If the jury found them guilty of robbery, then there was no doubt of violence; but if they thought the prisoners merely had a disturbance amongst themselves, then it would be an assault”.*

The jury found all the prisoners “Guilty,” except Brian Macdonald “Not guilty”. The others were each sentenced to twelve calendar months' imprisonment, with hard labour; and Dennis County six months more, at the expiration of the twelve, for the assault on P.C. Elms”.

It must be noted that at the time there was considerable prejudice against the Irish who, following the potato famine ten years previously, had flooded into England in great numbers seeking work and, like immigrants from time immemorial, were blamed for stealing people's jobs and blamed for many ills of society.



THE ENGLISH LABOURER'S BURDEN;

OR, THE IRISH OLD MAN OF THE MOUNTAIN.

[See *Siskind de Sallor*.

Right -The stereotypical depiction of the Irish labourer as seen in this 19<sup>th</sup> C Punch Cartoon.

## **The Railway That Never Was**

By Brian Vowles

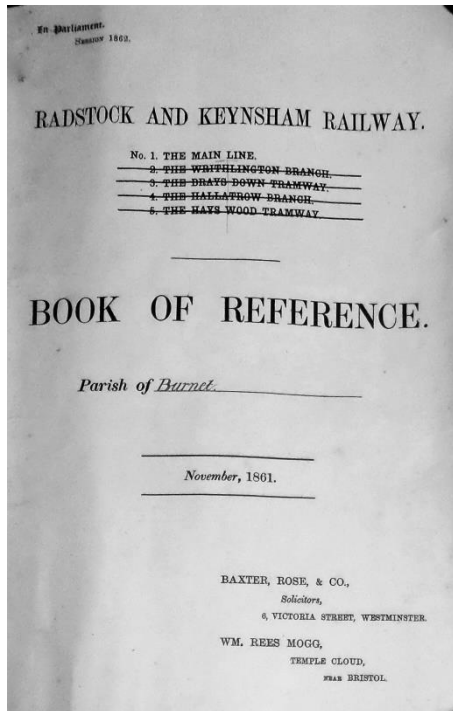
By the mid-1840s, the economy was improving vastly and the manufacturing industries were once again growing. The Bank of England cut interest rates, making government bonds less attractive investments, and existing railway companies' shares began to boom as they moved ever-increasing amounts of cargo and passengers. People scrambled to invest which created a new railway mania akin to the South Sea Bubble of 1720.

One venture put forward in October 1845 was to be called the 'Bristol, Bath and Bridgewater Grand Junction Railway'. It proposed the laying of a line to connect the Great Western Railway with that of the Bristol and Exeter. Starting from a junction near the G. W. R. station at Keynsham, it would proceed through Chewton, Burnett and on to Marksbury and Farmborough. It would then pass on the west side of Timsbury, and go on through the numerous coal mining areas by Radford, Camerton, and Clandown, to Radstock. From there it would carry on across Somerset to the southern side of the Bridgewater Station where it would join the Bristol and Exeter Railway.

Presumably the tracks would run close to Avon Mill Lane, cross Bath Hill near the New Inn and follow the Chew Valley to Chewton and close to Compton Dando. Fortunately that proposal failed to gain the necessary investment as in 1846 the railroad stock index peaked and began to drop rapidly due to the combination of higher interest rates and growing investor realization that many railroads were not as profitable or even as viable as stock promoters made them appear to be. Railroad stocks proceeded to sink by 50% from 1846 to 1850 and the bubble had burst with many investors losing their money.

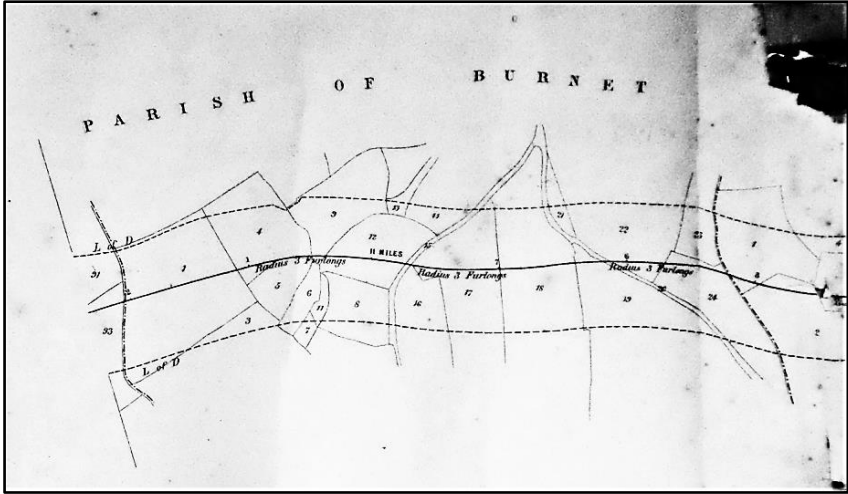
However interest was renewed in 1862 when it was announced that a bill to allow the creation of a line between Radstock and Keynsham to carry coal (the life blood of the industrial revolution) was to be put before parliament...

*“A railway (herein referred to as "The Main Line"), to commence by a junction with the existing Radstock Branch of the Great Western Railway, in the parish of Radstock, at a point about 132 yards south of the Weigh Bridge, on the eastern or up line of rails in the Radstock Station, to pass thence through or into the several parishes and places following, or some of them (that is to say) : Radstock, Midsomer Norton, Welton, Paulton, Binegar, Ston Easton, Farrington Gournay, High Littleton, Hallatrow, Clutton, Chelwood, Houndstreet, Marksbury, Compton Dando, Burnet, Chewton Keynsham, and Keynsham, and to terminate in the said parish of Keynsham by a junction or junctions with the main line of the Great Western Railway at the east end of the bridge which carries the Great Western Railway over the River Chew, immediately adjoining to and east of Keynsham Station.”*



Book of reference supplied to  
Parliament in 1862

So obviously it was intended to follow the same route through Keynsham on the course proposed in 1845.



Map showing details of the proposed course of the railway across the lands below Burnett occupied by Benjamin Paget

However at the same time a rival plan emerged for a line to serve the colliery areas of Pensford and Clutton, with a branch to Camerton where there were further collieries. Running through Brislington, Whitchurch and Pensford, it was to connect at Bristol with both broad gauge and narrow gauge lines, as well as having a tramway to the City Docks at the Floating Harbour.

After much lobbying and deliberation, as this was a more direct link, this scheme was finally chosen rather than the Keynsham version but, due to financial pressures, construction was delayed and the line was not opened until 1873.

So Pensford gained its iconic viaduct, the meadows along the banks of the Chew escaped desecration and Compton Dando never did receive its railway station.



The Pensford Viaduct

The last passenger train headed northwards over the deck on 31st October 1959 after which it was used only for goods.

Even that traffic mostly ceased in 1964, leaving only the occasional excursion.

The line was officially closed on 15th July 1968, just days after the flooding that hit Pensford weakened the footings of the structure.

Maps and details provided by John Paget

## A Keynsham Man Goes West

by Brian Vowles

All too often we assume that, because of poor transport links, little movement of people took place in the early 19th century and it comes as a surprise to discover the remarkable story of one man's journey to the New World.

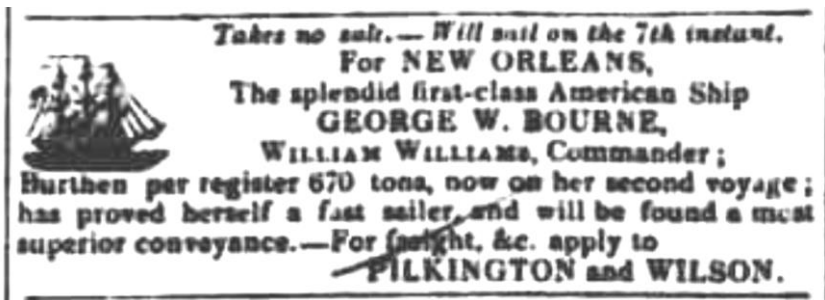
On 1 March 1814 at Keynsham, a son was born to Thomas Derrick and Ursula Wise and given the name of Zachariah Wise Derrick. The Derrick family had strong religious convictions. Thomas Derrick had been the Trustee of the early Baptist Barn Chapel in Keynsham and the replacement 1802 building (he transferred his membership to the Keynsham establishment later in 1807). When he died at Mangotsfield in 1853 aged 76 his occupation was given as 'smith'. Zachariah was only sixteen when his mother had succumbed in March 1839 and was buried in the grounds of the new Baptist Chapel. She was similarly imbued with a religious zeal and his descendants maintain rather improbably that before she died she instructed him... *"Zach, my son, do not affiliate yourself with any church with which you are now acquainted, but when missionaries come from America preaching two by two on the street corners and in the halls of the city and teaching of a living prophet and a restored church, join that church because that will be the true church of God."* This was one year before the first Mormon missionaries arrived in Liverpool, England, to bring the news of the 'restored gospel' to the old world.

Following his father's trade, at a young age Zachariah was sent to serve an apprenticeship in a Bristol iron works and after his seven years were up he served a further seven in a

foundry in Middlesex. On 16 April 1836 he married a Mary Shepherd in St Stephen's Church in Bristol.

In the following year their first child, Mary Ann, was born at Poplar and it was during this time a life changing event occurred. One of his fellow workers told him that he had heard some American missionaries preaching and would he like to join him at the next service. This seemed to fit his mother's premonition so he went. Duly converted, he requested that he be baptised in the Church of the Latter Day Saints which took place on 29 May 1848 and inspired by his new-found faith, he was determined to join his brethren in the New World.

Aged 37 he journeyed to Liverpool and on Thursday 22 January 1851 he set sail on the 'George W Bourne' with his family that by then consisted of his pregnant wife Mary and their four children, 14 year-old Mary Ann, 10 year-old Zachariah, 8 year-old Elizabeth and 3 year-old John. The Derricks suffered badly from seasickness on the voyage.



*Takes no salt. — Will sail on the 7th instant.*  
**For NEW ORLEANS,**  
The splendid first-class American Ship  
**GEORGE W. BOURNE,**  
WILLIAM WILLIAMS, Commander;  
Burthen per register 670 tons, now on her second voyage;  
has proved herself a fast sailer, and will be found a most  
superior conveyance. — For freight, &c. apply to  
**PILKINGTON and WILSON.**

Advertisement in Gore's Liverpool General Advertiser - Thursday 02  
January 1851

Finally their ordeal came to an end and they disembarked at New Orleans on 21 March after their eight week crossing of the Atlantic. On 23 March the family travelled on the paddle



steamer "Concordia" up the Mississippi River to the thriving city of St Louis.

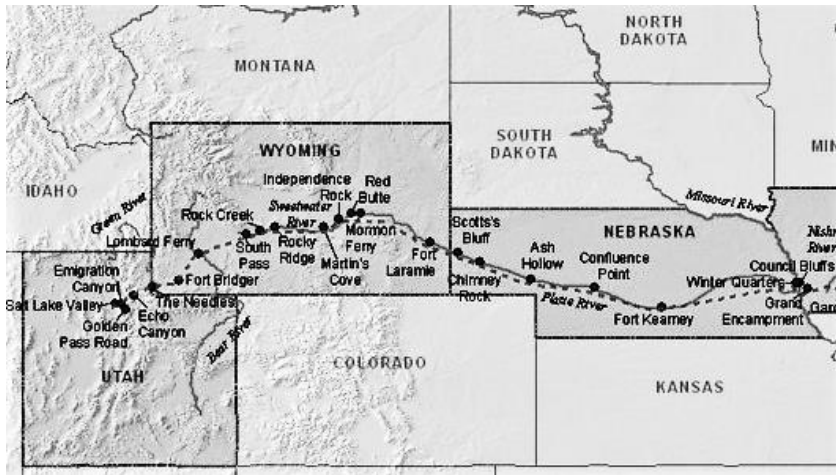
There they began their preparations for the long journey to cross the Great Plains in a wagon train to join their brethren in the promised land of Salt Lake City in Utah (It was only four years earlier on July 24, 1847 that 143 men, three women and two children had founded Great Salt Lake City several miles to the east of the Great Salt Lake nestling in the northern-most reaches of the Salt Lake Valley).

On 5 July 1851 Zachariah, wife Mary (now seven months pregnant) and their four children including three year-old John arrived at Kaneshville, Iowa (present day Council Bluffs) where they stayed for two days purchasing the provisions and oxen they would need for the long trek. Several of their fellow shipmates had also arrived at the camp and the organisation of the train began. A John Brown was appointed as captain and twelve wagons were mustered with four other brethren taking charge of ten wagons each. 50 wagons were in the company organised by the 'Perpetual Emigrating Fund Company' when it began its journey from the outfitting post.

At 6pm the party set off with the adults on foot and wagons drawn by teams of oxen, through the country of the Omahas and on the following day all the wagons were ferried safely across the Elk Horn River. After a hard day's travel they halted to repair their wagons and were able to wash their dirty linen before setting off once more along dusty sandy roads in exceedingly hot temperatures. The group now numbered 54 wagons but nine had already overtaken them.

By 14 July they had reached the Great Plains, the territory of the Pawnee Indians, through which they trudged

until 19 July when they were forced to stop to repair the damage to 20 of their wagons. Sadly at 2.30 one of the party that had travelled from London with them, Esther Kempton died from T.B. and was buried at this point. The next day they crossed the Loup Fork in safety but the following three days were some of the hardest yet experienced with bad sandy roads and having to cross three deep ravines before descending to the Wood River.



The route followed by Zachariah's wagon train

On 24 July they camped by the river as it was intolerably hot and the next day they were forced to push on more slowly on account of the weakness of the cattle. 26 July brought them close to Fort Kearney where Zachariah bought an ox for 30 dollars and on Sunday 27 July they remained in camp whilst holding a service in the afternoon.

July 28 they were startled by a huge cloud of dust coming towards them made by a herd of stampeding buffalo numbering about ten thousand strong (sadly by 1889 through indiscriminate slaughter their numbers had been reduced to a

mere 1,091 in the whole of the U.S.A.). The roaring wild-eyed animals began to charge through the camp but the men were able to divert the herd to either side of the circled wagons and two of the young buffalo calves were killed for food.

They were making good time during the first four days of August until John Kay's wagon tongue broke and had to be repaired. A party of men returning from the Californian Gold Rush met them on 6 August and gave them news of Salt Lake City through which they had passed but on 7 August they came upon many old graves of previous travellers, one of which was ominously as recent as August 1849.

From 8 – 13 August they made very good progress. All the company were well and they passed the welcome sight of Chimney Rock, a prominent geological rock formation in Morrill County in western Nebraska. Rising nearly 300 feet (91 m) above the surrounding North Platte River valley the peak of Chimney Rock is 4,228 feet (1,289 m) above sea level and served as a landmark along the Oregon, the California, and Mormon Trails during the mid-19th century. The trails ran along the north side of the rock and the wagon ruts are still visible today.

Heavy rain fell on 14 August and they became apprehensive of the proximity of many tepees of the Sioux tribe who were camped near them. The Indians were still with them all day on 15 August and Zachariah noted that the dresses of the women were covered with bead work patterns. He was forced to buy another yoke of oxen for which he paid 65 dollars on 16 August and the next day he was compelled to travel to find enough grass for the cattle.

18 August was spent on a very hard road all day and they only covered twenty miles before they camped at eleven o'clock.

They remained in camp all day on 19 August when Mrs Emma Sharkey gave birth to a daughter. The next five days were horrendous as they struggled on against the dust and heat on the rutted road surfaces.



Wagons crossing the Rockies

They remained in camp all day on 26 August at a riverside whilst resetting rims on the wagon wheels but tragedy struck on the following day when Sister Henderson died at noon

leaving a family of seven children. On 28 August they crossed the Platte River. They became aware of the presence of 3000 Shoshone Indians camped on the Sweetwater just 20 miles from them but fortunately they were not hostile and they passed by without interference.

29 August brought them to the Rocky Mountains and the Great Plains were behind them. On 1 September they caught their first sight of the snow-capped mountains but one of their oxen died and the other animals were beginning to suffer. On 5 September they had to remain in camp all day to give their sick oxen a rest. They then crossed a rocky ridge and the Devil's river four times on 7 September. The country was very barren country but the next day they met the mail from Salt Lake and with it was Dr. Bernhisel, the Utah delegate.

Unfortunately the next morning their cattle strayed delaying their start so when they came to the next spring they camped. There they remained all the following day as Mrs. Martha Norton had her leg broken by a kick from a cow while milking.

13 September was a lovely Sunday morning. After breakfast, Derrick and two others went out for game but obtained none although some was found among the timber near the Green River two days later on 15 September.

Between 17-18 September three oxen died whilst travelling along the heavy sandy road and on 19 September they arrived at Fort Bridger where they purchased '40 lbs. of very fine beef and 3 lbs. of potatoes' before travelling on to Muddy Fork where they camped.

On 20-21 September they marvelled at the dramatic scenery all day whilst ascending until they arrived at the rim of

the great Basin. There his wife Mary Shepherd Derrick who had been heavily pregnant throughout the epic journey was successfully delivered of a little girl at 1 o'clock on Big Mountain and who they baptised with his mother's name "Ursula". Mrs Derrick's bed was in the second wagon on top of a piano that filled up the box of the vehicle. All that night they welcomed the gentle incessant rain which laid the dust that had been choking them for the previous three weeks - but that day he lost another ox by poison.

On 25 September 1851 they were able to glimpse at last Salt Lake Valley from the summit of the mountain 7245 feet above the level of the sea. There they were met by several men with teams, one of which Mr. Gadbury from Camden Town who had already been in the valley two years. The descent off the mountains was very steep and dangerous for about four miles so Zachariah took his new offspring in his arms and walked the distance. Another man did the same by his babe so the two ladies were the only ones who remained in the wagons. Fortunately no accidents occurred as they were now at the entrance of a narrow defile between rocks. Measuring 811 feet perpendicular in height with serpentine streams running through it, they had to cross it nineteen times.

Arriving at the settlement at last Zachariah found work in the metal shop and the following was later recorded by his son-in-law describing Zachariah Derrick...

*"He was a very zealous worker in the gospel. He was a machinist and foundry man by trade and an all-around mechanic. He was honest and straightforward in his dealings. He was of a cheerful disposition. For many years he was a teacher in the Twelfth Ward where he settled and resided until his death."*

It appears that one of his specialities was the creation of artificial arms and legs!

In the 1860 census Zachariah is recorded as a 45 year-old machinist with his wife the 48 year-old Mary and their seven children including two that had been born in Utah. But some years after Zachariah Derrick arrived in Salt Lake City, he met Mary Emma Horsepool while at a dance in Ogden. She and her father were also converts from England. As polygamy was tolerated in their religion, on June 13, 1863, Zachariah and Mary Emma were married in the Endowment House in Salt Lake City.

**MACHINE SHOP & FOUNDRY.**  
**Z. W. DERRICK,**  
**B**EGS to announce to the public that he is prepared to execute all kinds of **CASTINGS** and **MACHINERY** at short notice and reasonable rates, as agreed upon. On hand, a number of **CAST PLOWS, BARK MILLS** and **MILL PINIONS** and various other kinds of Castings.  
Old Friends give me a call at the Foundry,  
**SUGAR HOUSE WARD. 19-3†**

An advert for Zachariah's business in February 1865

To this union were born nine children, five of whom died in infancy (his virility was never in doubt!). Those four who lived were Hyrum, James, Harriet and Anna. Zachariah worked for Brigham Young during the first few years he was there and helped to build the temple where he was caretaker for a number of years (although he never worked on Sunday)

On 18 September 1852 Zachariah was recorded as being mustered (the settlement formed its own army) in Company A

of the 2nd Infantry Regiment, Navoo Legion armed with a musket, ½lb of powder and 1lb of lead.

His first wife died on 17 February 1886 and in 1898 the man from Keynsham's great adventure came to an end when he suffered a heart attack following an accident with a wagon and he was buried in the city cemetery on 6 February.

The Deseret News announced on February 4, 1898...

*"DEATH OF ZACHARIAH W. DERRICK.*

*Zachariah W. Derrick, and old and respected citizen of the Twelfth Ward of this city, died somewhat suddenly at his residence, 564 East, Second South Street yesterday at the age of eighty four years. The deceased came to Utah in the early history of the settlement of the Territory. He was a machinist and patternmaker by occupation and was for a long time employed on the public works of this city. He was strictly honest and upright in his dealings with men, and was a faithful member of the Church. He was for many years, president of the Second Quorum of the Seventy."*



One can only admire the daring, determination and devoutness to their religion that enabled these pioneers to survive hardship and accomplish those feats of endurance that few of us would even consider undertaking today.



## **Margaret Whitehead 1936 – 2018.**

By Sue Tatford

Coming too late to be included in the previous journal we say farewell to two long serving members of the society.

Margaret was intelligent, independent and widely informed. She loved cooking & baking, playing the piano and organ, listening to the cricket commentary and finding out everything about anything to do with Keynsham. At one time she was a familiar figure riding around Keynsham on her bicycle, but unfortunately, in recent years, she had been housebound due to ill health.

Margaret Patricia Whitehead née Down was born in Dublin, Ireland on 23rd September 1936 and she married Trevor Whitehead on 24th February 1962 also in Dublin. After 25 years in Ireland they moved first to London and then to the family home in West View Road, Keynsham in 1968 and their son, David, was born in 1971.

Although born in Ireland herself, she could trace her family in Keynsham back to the 1860's and include some renowned Keynsham names. Her father, Joseph Edward Down was born in Keynsham in 1902, the second son of John Henry Morrish Down & Alice Maud Willoughby. John Henry Morrish Down was an Ironmonger, and the son of Edward Down who was a Master Butcher and ran the butcher's shop at the top of Bath Hill. His wife was Eliza Morrish. Alice Maud Willoughby was the sister of Charles Richard Willoughby and Percy Joseph Willoughby, who were Grocers & Bacon Curers and Provision Merchants and had a shop in Temple Street.

Her mother, Edith Irene Taylor, was the daughter of George Edward Bernard Taylor & Harriet Elizabeth Ison, who ran The Pioneer in Station Road, Keynsham.

Margaret loved history in all its forms, including archaeology and between 1977 and 1991 she helped with the maintenance on the site of the Keynsham Abbey. She took over the role of Archivist in March 1987 from Frank Millard who sadly died in May 1987, and joined the Committee. Since then she has maintained and housed a large archive built up from 1965. Constant research on local history, dealing with family history enquiries both locally & from different parts of the world kept her busy, along with recording memories of long time Keynsham residents. She gave illustrated talks & guided walks around Keynsham and provided members of the Society with information from the archives for articles in our publications and had regular involvement with local organisations.

In 1987 The Keynsham Heritage Trust was set up and she became a director. She was jointly responsible with Barbara Lowe for monitoring the Keynsham Collection in the basement of the old Town Hall on behalf of BANES. Over the years several exhibitions have been held in Keynsham with Margaret's assistance.

Margaret has also been involved with research that has been published. In 1985 she was a co-author of "History of Methodism in Keynsham" with Betty Millard. In 1990 she was a contributor to Keynsham & Saltford, in Times Past 1539-1945, writing Chapter 7, Faith & Folklore. In 1994 she co-authored The Changing Face of Keynsham with Barbara Lowe. In 2003 they published Images of Keynsham together. Margaret also wrote several articles for the Society's Journals.

Other activities that kept her busy were being Archivist of Keynsham Methodist Church from 1987 and being a Trustee of the Bridges Society from 1996, being at times Chairman, Secretary and Membership Secretary.

The History Society has benefited from her work since 1987 when she joined the Committee as Archivist. In 2002 she became the Vice-Chairman and then Chairman from 2003 to 2010.



She was Archivist throughout. In 2009 she was awarded the Keynsham Good Citizen Award for work on the Abbey and in the Society. The housing and maintenance of the Archives were proving too much for her of late and she was gradually relinquishing her role.

She died suddenly on 6th August 2018 at the age of 81 and her knowledge and enthusiasm will be sorely missed.

Also leaving us this year...

**Joan Day 1928 – 2019** by Brian Vowles.

We also say farewell to Joan Day, another founder member of the society in 1965 and who served on the committee for 49 years continuously until 2014.

When living in Gay Street, Bath, Joan experienced the Bath blitz in 1942 when bombs fell a few hundred yards away on the nearby Circus and she recounted her experiences when I took her to the HTV studios for a programme in 2012.

A remarkable woman, in her youth, she was an active cyclist and for a short time held the Western Counties Road Records Association cycling record for 'Land's End to Bristol'; in 1954 she knocked 1 hr 6 mins off the record, completing the 195 miles in 10 hrs 59 mins. Joan also held a glider pilot's licence and led pony treks in the Brecon Beacons with her husband Roy.

A housewife with no technical training, Joan, accompanied by Roy, attended the first series of lectures on industrial archaeology given in 1964 by Angus Buchanan and Neil Cossons (until recently the chair of English Heritage) and organized by the Extra-Mural Department of Bristol University, becoming enthusiastic supporters. The purpose of the course was to encourage students to make their own inquiries into the history of local industries. This encouraged Joan to find elderly residents who remembered their work at the Keynsham and Saltford brass mills.

She then scoured records offices and reference libraries and tried to discover something about the techniques of brass making. Research on the development of the industry took her all over England and even Europe as she became an expert in her field.

In 1967 Roy became the first Treasurer of the BIAS (Bristol Industrial Archaeological Society) and Joan appeared on the Committee for 1971 - 72 as "Extra-Mural Programme Organiser", Secretary 1973-74 and Chairman 1975-76. She had

been on the Editorial Executive between 1972 to the present date.

In 1970, Joan and Roy took over responsibility for the University's industrial archaeology course. As an expert on the history of local industries she tutored at the University of Bristol for 38 years and retired at the age of 80 in 2008.

Joan also wrote two books – 'Bristol Brass: The History of the Industry' and 'A Guide to the Industrial Heritage of Avon'.



In 1976 the Saltford Brass Mill site was reviewed by Joan Day and extensively surveyed. From the 1980s, Joan and Roy were involved in the campaign to prevent the development of the structure of Saltford Brass Mill, later joining the group working tirelessly to conserve the building and open it to the public. She also ran series of lectures at Saltford, for the Public Programmes Office, the last one being entitled "More Wealth from the Ground".

She lived in Keynsham for many years but she had been in a nursing home for a number of months and her condition had been slowly deteriorating. She did however recently celebrate her 91st Birthday.

Joan died on 29th April 2019 but her contribution to our knowledge of our local history cannot be highly valued enough.