

AROUND KEYNSHAM & SALTFORD PAST AND PRESENT



THE JOURNAL OF THE KEYNSHAM & SALTFORD
LOCAL HISTORY SOCIETY
SERIES 3. NO.1 2020

KEYNSHAM & SALT FORD

PAST & PRESENT

Contents; -

Notes from the Chairman.....	P.3
V.E. Day.....	P.5.
Bristol 1831 Reform Act Riots.....	P.20
The Wingrove Family.....	P.29
Death of a Keynsham Landlord.....	P.34
Lord Baden-Powell's Visit to Corston	P.40
The Bush Brothers' Gliders - 1910 to 1912.....	P.49
Sue Trude.....	P.59

Journal Edited & Produced by Brian Vowles.

Published by the Keynsham & Salford Local History Society.

Copyright © 2020; the individual authors and Keynsham & Salford Local History Society.

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means electronic, mechanical, photocopying, recording or otherwise, without prior permission of the publishers and copyright holders.

Cover illustration;

About 1920 a group of workmen take a moment to smoke their pipes and take some liquid refreshment whilst digging the allotments next to Gooseberry Lane. The gap between the houses above was filled with a couple of new buildings Nos 18 & 20 Wellsway prior to 1931;

(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

NOTES FROM THE CHAIRMAN

I am writing this in early June, with much of life on hold and all the Society's activities cancelled until further notice due to the coronavirus epidemic. We live in an age of risk assessments and contingency planning, but how many organizations saw this one coming? Precious few. It is an event in the life of the country that is indeed historic. There will be consequences for many aspects of life, some short-term, some permanent, that none of us can foresee at present.

At a local level, I know that the disease has affected the families of some members with tragic results, so the consequences for the rest of us are minor in comparison. However, this is an event that needs to be recorded for posterity. Our archivist has been collating information but it is rather difficult to record the effects in detail when so much of the response, necessarily, has been negative – a story of what didn't happen is hard to recount.

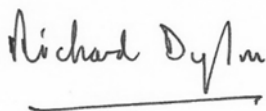
The hiatus has prompted me to reflect on how we communicate with our members and others. This Journal, our summer events and most of all our evening meetings are the main reasons for joining; we connect with non-members through the Keynsham Voice and our public walks. Whilst on-line information and entertainment is a poor substitute for participation in real events, it would be good for the Society's future if we could offer more in the way of podcasts and videos on local history topics. The challenge here is to overcome the technology gap between those who run the Society and many younger people who may be interested but access information in different ways. One opportunity has arisen recently with the launch of KTCRfm, our community radio station. As the local content of its schedule increases, our history is an obvious

theme for a regular programme or part of one. There is scope for the Society to participate or lead such a slot – another chance for the right individuals to discover their hidden talents!

For the present, traditional print is our main medium and once again this Journal contains a variety of pieces on the history of Keynsham and district; although local activities and events arise from national politics and landmarks such as VE Day, there are many fascinating stories that are only discovered through the diligence of our contributors. Who would have guessed that two brothers from Keynsham were involved in pioneering experiments with aircraft? Or that Lord Baden-Powell visited a huge scout jamboree at Corston?

Just before we went to press we heard of the unexpected death of Sue Trude. This is a sad loss. Sue was the mainstay of the Society from its inception and held almost all the offices over the years. She was most helpful to me when I joined the committee and was a very pleasant person. We have been able to include a short obituary in these pages.

By the time you receive this, we should know whether or not our next season of talks will be running as planned; I hope we will be back to playing our usual part in the lives of our members.

A handwritten signature in cursive script that reads "Richard Dyson". The signature is written in dark ink on a light background. Below the signature is a horizontal line that ends in an arrowhead pointing to the right.

Richard Dyson

Chairman

VE Day 8th May 1945

by Brian Vowles

This year we mark the 75th anniversary of the end of the most terrible war the world has known, both in numbers killed and destruction caused. At its conclusion the event was celebrated with not one but two public holidays – euphorically VE Day on 8th May and less so VJ Day on 15th August 1945. Unlike the Armistice of 1918 which was revealed to the public suddenly, as April came to a close it was apparent from many media reports that the capitulation of the Third Reich was imminent as the British and Americans swept across Germany from the west and the Russians entered Berlin from the east. Unlike the Armistice of 1918 and the complications that ensued, this time it had to be unconditional surrender.

On 2nd May Admiral Doenitz announced the death of the Fuhrer as an honourable event:

"German men and women, soldiers of the German Wehrmacht. Our Fuhrer, Adolf Hitler, has fallen. The German people bow deepest mourning and veneration. He recognised beforehand the terrible danger of Bolshevism, and devoted his life to fighting it. At end of this, his battle, and of his unswerving straight path of life, stands his death as hero in the capital of the Reich. All his life meant service the German people. His battle against the Bolshevik flood benefited not only Europe but the whole world. The Fuhrer has appointed me his successor. Fully conscious of the responsibility, I take over the leadership the German people this fateful hour. This is my first task to save the German people from destruction by the Bolsheviks and is only to achieve this that the fight continues. As long as the British and Americans hamper us from reaching this end we shall fight and defend ourselves against them as well."

But not for long as the end was in sight.

The war was now in its final stages but late in April 1945 the British received intelligence that their erstwhile allies, the Russians, intended to take Denmark to provide an ice-free naval base for their fleet in defiance of the Yalta Agreement. It was obvious that a drive to the Baltic by 21st Army Group (Operation Eclipse) had to be mounted if Denmark was to be saved from the clutches of the rapidly advancing Red Army. So on 29th April my father's unit, the 224 Field Company R E., began the construction of a bridge over the River Elbe. About 400' of it had been completed when suddenly at 1.45 pm, in the death throes of the Luftwaffe, a wave of enemy planes screamed into a low level strike on the home bank dropping about fifteen bombs including napalm which destroyed three of the houses there. A number of men were buried under the rubble and frantic efforts were made to dig them out. Tragically five men who had survived the drive all the way across Europe were killed that day with the end of the war already in sight.

The unit crossed the Elbe on 3rd May and moved onto Schwarzenbeck in Schleswig Holstein to block the Red Army's advance. By then, in a twist of fate, thousands of enemy soldiers were making use of the bridge that the men had died for to surrender to them rather than to the Russians from whom they could expect no mercy. On the following day, 4th May, came the momentous news that they had been waiting for. It was a Friday night about 9 pm and they were relaxing and listening to music on the radio. Suddenly the broadcast was interrupted to make way for an unscheduled announcement which informed them that the fighting was to cease forthwith as, after five long years of suffering and turmoil, the German Forces in Northern Europe had surrendered to Field Marshal Montgomery on nearby Luneburg Heath. For a split second, there was stunned

silence before all hell broke loose. They hugged each other and shook hands, then got stuck into the stock of beer and wine that they had 'liberated' and saved for this moment over the past months. They had survived - but then as the evening went on inevitably their thoughts turned to their many comrades who would not be returning home with them.

Meanwhile back in England preparations were being made for a big celebration. At a special meeting of the Bristol licensing magistrates on 2nd May it was decided that on VE-Day all public-houses and licensed clubs would be allowed to stay open an extra hour - until 11 p.m. (unless VE-Day fell on Sunday) and the Chief Constable expressed the hope that the brewery companies concerned would do their best to see that there were reasonable supplies for the occasion. However, in spite of the extra hour available, there seemed to be little hope of additional supplies of beer being available for VE-Day. As an official of Georges Brewery said, "Only normal supplies will be available, and when these are exhausted public-houses will perforce have to close until the next normal deliveries are available." A Bristol United Brewery Co. official added: "There will be no extra beer for the simple fact that it is not there".

Two days later in conformity with the decision of the Bristol Licensing Justices, the Licensing Justices of the surrounding districts of Long Ashton, Radstock, Temple Cloud, and Keynsham also granted special orders extending the permitted hours for the sale and consumption of intoxicating liquor during the evening of VE-Day.

Also on 3rd May it was announced that special arrangements had been made with the Bristol Tramways and Carriage Company who would make every endeavour to maintain normal services and to get workers away from

factories with a minimum of delay should the announcement of VE-Day come during the day. If notice was given and VE-Day known in advance, normal services would be operated.

On Friday 4th May 1945 it was announced that the Croix de Guerre with Palms was to be awarded to Sergeant Peter J. Dyke, R.A. of Bath Road, Keynsham for gallantry in action. Born in Bristol in 1920, he joined the staff of Messrs Mardon, Son and Hall, and went into the Territorials in 1939 and landed with his unit, the Guards Armoured Division, a few days after D-Day.

Back in Germany the role of the 224 Field Company had changed. No longer were they erecting bridges and lifting mines as law and order had completely broken down and total chaos reigned. Security was the first priority. On 5th May the company arrived at Ahrensböck and, as the only British troops in the area, it was left to them to provide some vestige of basic social organisation and control. Patrols were sent out to the surrounding villages to order the local Burgermeisters to remove roadblocks and to collect in all arms, ammunition, cameras and binoculars that might be used in any uprising by Nazi fanatics (the official reason). Civilians often came to the unit with complaints about the behaviour of the newly liberated slave workers and the numerous P.O.W.s of different nationalities who were roaming the countryside pillaging and raping - but little sympathy was forthcoming; following the discovery of the death camps the laconic answer usually given with a shrug was "*remember Belsen*". Previously, on April 15, 1945, the 11th Armoured Division of the British army had entered the Bergen-Belsen camp complex. This was the first concentration camp liberated by British forces who were totally unprepared for the horrors they found and one of the sappers from the 224 was

seconded to the horrendous task of bulldozing hundreds of skeletal bodies into burial pits.



A scene from Belsen

On 8th May the company was relieved of the “considerable worry” of their new role by a Commando Military Government Detachment and they were free to “*celebrate the official V.E. Day to the best of their ability*” as their war diary succinctly put it

At home anticipation grew and it was hoped that the end might be nearer than expected, but the spotlight seemed to be focussing on Monday 7th or Tuesday 8th, while there were those who hoped it would be later if possible, because an announcement then would in effect mean that the whole of the next week would be devoted by many to merry-making. Those who took this view would have preferred VE-Day to be on the Wednesday or Thursday.

Although the German Forces in Northern Europe had surrendered to Field Marshal Montgomery three days previously, the German defences were still resisting the Russians and a separate announcement had to be delayed for diplomatic reasons for the sake of allied unity but Monday 7th May 1945 brought further speculation. The local paper reported...

"VE-DAY MATTER OF HOURS SAYS S.H.A.E.F. AN OFFICIAL ANNOUNCEMENT THAT THE WAR AGAINST GERMANY HAS ENDED IS EXPECTED "AT ANY TIME NOW," SAID A REUTER DISPATCH FROM SAN FRANCISCO LATE LAST NIGHT. The period put to the announcement at S.H.A.E.F. was "a matter of a day at most." Events have moved swiftly during the week-end. "Well-informed Norwegian circles expect Germany's capitulation to-day," says Reuters Stockholm correspondent. "The Germany Army commander has been ordered to disarm the 300 S.S. troops in the Segeberg Forest, north of Hamburg, who are retaining their arms in defiance of the unconditional surrender terms. The S.S. men are reported to have been swarming through the villages in the area around this forest telling the people to take down their white flags, and shooting villagers who protested. If the SS. refuses to comply, military action will be taken by the British Army."

Finally the Western Daily Press was able to announce on 8th May...

"PEACE! IN WEST GUNS ARE SILENT. TO-DAY'S THE DAY. VE DAY BROADCASTS BY KING AND PREMIER TO-DAY. THE WAR IS OVER! Unconditional surrender has been received from Germany by Britain, America and Russia, but the official announcement from the lips of Mr Churchill will not come until this afternoon. To-day is VE-Day, and at three p.m.

Mr Churchill will broadcast the news that the war in Europe is officially at an end. But for Germany the war ended yesterday, when at 2.41 a.m. (French time) General Jodl, German Army Chief of Staff, signed his country's unconditional surrender to Britain, America and Russia at the little red school house in Rheims which is General Eisenhower's headquarters. All day the world awaited news from the allies, crowds gathered in the streets, the flags of the free nations were unfurled, there was singing and dancing. Then at last came the official announcement that VE-Day is to-day, followed by an explanation that the delay was due to the anxiety of the Big Three to secure synchronised broadcasts from London, Washington and Moscow. At nine p.m. to-day the King will broadcast to the Empire and the world, and there are to be broadcasts by General Eisenhower and Field-Marshal Montgomery and Alexander tomorrow (Tuesday) will be treated as Victory in Europe Day, and will be regarded as a holiday. The day following, Wednesday, May 9, will also be a holiday. The King will broadcast to the peoples of the British Empire and

1 SMELL PINEAPPLE
 THE NEW PINEAPPLE
 THE NEW PINEAPPLE
 THE NEW PINEAPPLE

Daily Mail
FOR KING AND EMPIRE

VICTORY EDITION

TUESDAY FIELD-DAY

NO. 15,290

ONE PENNY

FOR KING AND EMPIRE

TUESDAY, MAY 8, 1945

3-POWER ANNOUNCEMENT TO-DAY; BUT BRITAIN KNEW LAST NIGHT

VE-DAY—IT'S ALL OVER

All quiet till 9 p.m.—then the London crowds went mad in the West End



PM put off the big speech

UNTIL TO-DAY

By WILSON BRADBENT, Domestic Correspondent

GERMANY surrendered unconditionally to the Allies yesterday. But there will be no official announcement of victory until 3 p.m. to-day—officially declared as V-E-D-A-Y—when Mr. Churchill will give the news to the world.

He will follow this with an announcement.

Green-animated radio survey to be conducted in Britain and other German-occupied lands tomorrow. It will be broadcast on the radio.

CZECHS TOLD TO 'SMASH GERMANS'

Green-animated radio survey to be conducted in Britain and other German-occupied lands tomorrow. It will be broadcast on the radio.

By Day
 ↓
 By Night

CZECHS TOLD TO 'SMASH GERMANS'

Commonwealth to-morrow (Tuesday), at nine p.m.”. The Ministry of Information announced last night: - "It is understood that, in accordance with arrangements between the three Great Powers, an official announcement will broadcast by the Prime Minister at three o'clock to-morrow afternoon, May 8. In view of this fact



VE Day Street parties at Brick Town (Fairfield Terrace & Woodbine Cottages

As the end of the war approached people had discussed how it was to be celebrated locally. In preparation for V.E.Day flags and bunting were dug out from attics and cupboards to decorate the houses and shops with red, white and blue.

Plans for street parties in various parts of the town were discussed. Scarce rations were hoarded for the event and youngsters were out busy collecting old furniture and scrap timber in preparation for bonfires.

So when the great day arrived at last the celebrations began. In Albert Road these were held on the forecourt of Mrs Vi Jarrett's grocery store (now a hairdresser's) Four trestle tables covered with white table cloths were set up in the centre of the road and children were treated to sandwiches, jelly and blancmange but sadly no ice cream was available for them at the time. After the meal the tables were cleared away and games began.

Later in the evening a huge bonfire was lit in the middle of the road which inevitably scorched the road surface which had to be replaced at a later date.



Dancing in Pogam's Lane (next to the New Inn).



Above - A wheel barrow race at the Charlton Park Celebrations.

Below – Fun for the adults too, a three legged race



Another celebration was held in Temple Street. The children's party was organised by Mrs Hilda Green and as in Albert Road, trestle tables were set up down the centre of the road with jelly and blancmange served to the children. After the treats the tables were cleared away and races and games were held; 'pass the parcel', sack races and 3 legged races all entertained the children.



The end of the war concert for children given at the old Drill Hall Bath Hill.

After the children were reluctantly packed off to bed the evening continued with wild enthusiasm as the normally staid and respectable townsfolk lost their inhibitions. Accordion players struck up outside the Ship and in the three other pubs in Temple Street a lot of ale was drunk. People were singing and dancing in the road, arm in arm doing the 'Hokey Cokey', the



V.E.Day celebrations 1945 on St Anne's Avenue (Pittsville)

'Palais Glide', the 'Lambeth Walk' and 'Knees up Mother Brown'. Wartime songs were sung and locally billeted service personnel joined in the revelry throwing their caps in the air. Another bonfire was lit and fireworks set off (although these were in fact tubular smoke canisters as no others were to be had). There were to be many sore heads and red faces the next day! Other areas such as Pittsville, Brick Town and Park Road all had similar celebrations as mothers produced little feasts from their meagre saved rations.

I remember attending a huge event in the old Drill Hall (now a gym) and tasting ice cream for the very first time. At the end a fire was lit outside and a papier maché 'Doodle Bug', decorated with the face of Hitler, was ceremonially set on fire.

But the war with Japan was not over. Even as Britain was celebrating VE-Day, the British Fleet was defying Japanese Kamikaze suicide bombers at the cost of two vessels slightly

damaged, to maintain the relentless bombardment of the Ryukyuan Islands, 600 miles south of Japan.

For many service men who thought they had already done enough, their war was not yet over. My father's name appeared on a list of officers destined for the Far East but, fortunately before he could be sent, he was saved when the Americans dropped their atom bombs on Hiroshima and Nagasaki on August 6th and 9th thus bringing about the Japanese surrender. On 15th August, 1945, Emperor Hirohito's announcement of Japan's acceptance of the terms of the Potsdam Declaration was broadcast to the Japanese people over the radio and in Britain VJ Day was proclaimed.

WORLD WAR TWO ENDED
*Cease Fire Ordered On All Fronts In
The Far East*

**DRAMATIC MIDNIGHT
BROADCAST**

**Unconditional Surrender
Of Japan**

Today - Tomorrow Holidays

WORLD WAR TWO HAS ENDED.
AS THE LAST STROKE OF BIG BEN DIED AWAY AT
MIDNIGHT LAST NIGHT. MR ATTLEE STEPPED TO THE
MICROPHONE AND GAVE THE DRAMATIC NEWS THAT
JAPAN HAD SURRENDERED UNCONDITIONALLY.

"The last of our enemies is laid low," he said.
To-day and to-morrow are VJ Days.
The Allied Armed Forces have been ordered to suspend offen-



The Western Daily Press announced on 15th August...

*"PEACE PARLIAMENT OPENS TO-DAY Crowds Will Throng
Royal Route. ATTLEE'S dramatic midnight announcement that
the war against Japan has ended, means that at 11 o'clock this*

morning the King, who will drive in State to Westminster, will open the peace Parliament for the first time for almost exactly six years. Peace has come back to the world. In those far-scattered places where soldiers of Britain, of America, and of Russia have been fighting, the guns at last have died away into enduring silence”.

Although this was a time for great rejoicing VJ Day was not celebrated with quite the same gusto as the previous event and certainly not with the same fervour as in the USA. where the Pacific War had a greater significance. The Bath Chronicle noted...

“SOMETHING LACKING. Comparing the celebrations of the two Victory nights, there seems no doubt in our minds that V E was by far the better. Something seemed to be lacking in V J. Maybe it was because it followed so (surprisingly) soon after VE; maybe it was because people had been out in the early hours of V J day after the mid-night announcement and let off a lot of their steam then; maybe it was because little time was given to make adequate arrangements for bun-fights; maybe it was because V E lifted the air raid terror from us - there are lots of ‘maybes’. At any rate V J night didn't provide the thrills of VE”. If there was a re-run of VE Day in Keynsham little evidence remains as to how it was spent.

Following the suffering of WW1, the so-called “Home for Heroes” had brought bitterness and disillusionment and now this time there was a great determination to create a better world. The 1945 United Kingdom general election was held on 5th July 1945 and resulted in one of the biggest electoral swings of the twentieth century. The Labour Party won decisively, winning 393 seats, while the second-placed Conservatives only secured a mere 197. With an emphasis on social reform, the

Labour Party's manifesto was strongly influenced by the Beveridge Report and included a commitment to full employment, affordable housing, and social security and health care for all. Three years later, on 5th July 1948, 72 years ago the National Health Service (NHS) was born.

Although the war was over, many years of austerity still lay ahead as the country had been exhausted by the conflict. The British zone of occupation in Germany had been the most devastated during the war and coal had to be supplied to its inhabitants to survive the harsh winters. In addition American banks would not defer the repayment of wartime loans in spite of Britain's leading the fight against Germany alone for the first two years of the war. As a result all production went on exports.

On 27th May 1945 bacon ration was cut from 4 to 3 ounces per week, cooking fat cut from 2 to 1 ounce per week and soap ration cut by an eighth - except for babies and young children (this led to protests from those living in hard water areas such as Keynsham). When continual rain ruined Britain's wheat crop in 1946, bread was added to the ration and the sweet ration was halved. The food rationing, initially brought in as a temporary measure in 1940 was to last in all for 14 years. Meat rationing alone continued for 10 years after D-Day until June 1954. Many children raised during the war could not believe it when at last in February 1953 confectionery rationing ended and they could spend their pocket money on chocolates and gobstoppers in Church's or Heseltine's sweet shops on the High Street and Fry's went into full production.

Finally, on 4th July 1954 all other food rationing ended in Britain and the age of Macmillan's "*You've never had it so good*" had arrived.

Bristol 1831 Reform Act Riots

(As witnessed by the tower of St. John's Church, Keynsham).

.By Steve Spear.

It is rather fitting that the events witnessed in 1831 by the church at the eastern end of Keynsham High Street, overlooking the crossroads, took place at a crossroads in English history. One road from the eighteenth century with all its wars, slavery and inequality and another leading forward to a new era of rapid change where Great Britain would lead the way in industrial and technical advancement. Slavery was finally abolished throughout the British Empire in 1833, but the wretched social conditions at home and the fight for democracy were to be constant struggles right up to the advent of the First World War.

It is hard to believe that one of the most dramatic events during the first phase of this struggle would occur one weekend in October, 1831, just down the road in Bristol. The seismic eruption from this event would send a shock wave, not only through the nation, but also across the far reaches of the Empire.

It was during the previous month, on Thursday 8th September, that St. John's Church joined the nation heralding in a new era which promised so much hope and expectation. For it was this day that marked the coronation of King William IV and the church bells rang out in celebration. The bells might have been expected to ring out again, on the 21st September, to mark the passing through the House of Commons of the Reform Bill which would reform Britain's electoral system; but the House of Lords could not tolerate any kind of reform to the land franchised based system. On the 8th October the Reform Bill was voted down in the Lords, supported by the vast majority of

the bishops. No church bells were heard, only the clamour of nationwide discontent.

In the early hours of the 18th October a stage coach clattered past St. John's en-route to London. On board were two men who had plenty of reasons to be worried. Both solicitors by profession, they were leading members of the Bristol Corporation. The Mayor's Clerk and the City Under-Sheriff were tasked to meet up with another member of the Corporation, Alderman Fripp, who was in London on business. The three men would then attend an urgently requested meeting with Lord Melbourne, the Home Secretary. Crucially, this meeting would decide the likely outcome of events scheduled for Saturday 29th October in Bristol, when the Bristol Assizes were to take place, overseen by Sir Charles Wetherell, Bristol's Recorder, and leading opponent of reform.

During the late hours of the 21st October a Bristol bound stage coach roared past St. John's. On board were the same three men, suitably attired in clothing which reflected their worldly wealth and status, but whose exhausted faces only reflected their worldly worries and stress. On departure from Westminster they had been caught up in a massed demonstration, numbering thousands, protesting for reform. Was this a portent of what was to come in Bristol the following weekend?

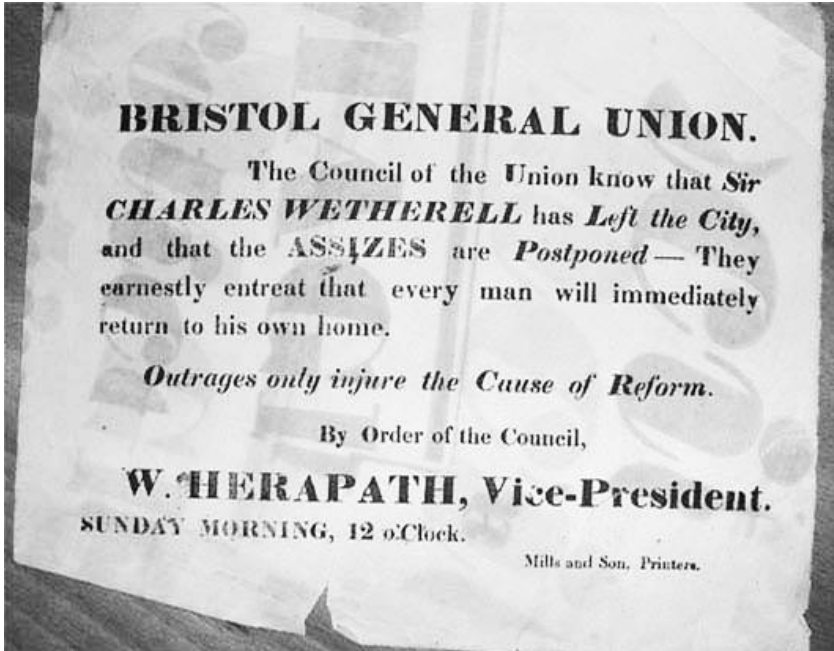
The Corporation were not going to like the result of their hurried intervention to postpone the opening of the Assizes on the 29th. The Home Secretary would not countenance any change to the due process of the law so the Assize courts would go ahead as normal. Even a request for military support, which was granted, came with a strict caveat that the troops were to be kept outside of the city and only to be called upon under the most extreme circumstances.

On Wednesday the 26th October, a column of cavalry rode into Keynsham. The Troop of 3rd Dragoon Guards, 33 men and two officers, resplendent in their steel helmets and scarlet tunics, were an impressive sight. They had arrived from Trowbridge and were to be billeted in coach houses and stables situated along the road to the north of the church. The officers would be allocated accommodation befitting their rank, normally a hotel, while the men would stay with their horses. The following day Captain Warrington, the commanding officer of the Guards cavalry, ventured into Bristol for a briefing with Lt. Colonel Brereton, the senior officer in charge of the military forces in Bristol for the coming weekend.

Early on Saturday morning the Troop of Dragoon Guards lined up, two-deep, along the road to the north of St. John's. On the given command they turned in unison and rode off towards Bristol. Their destination was the inner yard of the New Gaol, located on the southern perimeter of the city, on the bank of the New Cut and overlooking the town of Bedminster.

At about ten o'clock, on Saturday the 29th a coach trundled through Keynsham High Street towards Bristol. If any person had been taking any notice, which nobody was, they would have seen the passenger of that coach looking out as it passed St. John's Church. Sir Charles Wetherell may have been admiring the tower, like a medieval fortress, standing as a silent sentinel guarding the northern end of the town, its serene setting offering a calming effect, rather soothing to the soul. Did Sir Charles take this opportunity for his mind to wander into the realms of safety and security provided by the gracious spirit of God? Maybe, but it was more likely that he was reflecting on his rousing speech in the House of Commons where, bolstered by cheers from his fellow Tory MPs, he revelled in denouncing reform. But he went too far when he declared support from the people of Bristol; a petition signed by 17,000 citizens of the city

backing the Reform Bill was never mentioned. Every day came news of protests which were spreading throughout the country, but it was unlikely that anything could have prepared him for the maelstrom of spite and anger which he was about to encounter.



Sir Charles' normal destination, Brislington, was changed for security reasons to the Blue Bowl Inn, which was further along the Bath Road, just over two miles from the centre of Bristol. Here he would be met by the Under-Sheriff, the Sheriff's coach and an escort of special constables. This procession of pomp would then proceed to the Guildhall, where Sir Charles would perform his duty, as the Recorder of the city, to read the charter and pronounce the opening of the Assize court.

The Mayor, dressed in his red robes of office, would then escort him, in his carriage, to the Mansion House in Queen Square. Here they would be joined by senior members of the Corporation for the customary, full blown, banquet. The well-stocked wine cellars of the Mansion House were testament to the number of official banquets, seventeen in all, at which the Corporation gorged themselves through every year. These regular feasts did not go unnoticed by the less well-nourished citizens.

The morning of Sunday 30th October passed as any other Sunday in Keynsham. Congregations dressed in their Sunday best spilled out from various chapels along the High Street, the women walking straight home while the men darted off to their local beer houses. At St. John's, having been suitably uplifted with sermons and psalms, the flock also filed out in various directions to continue their customary Sunday routines. Some may have heard news about the reform protest which had filtered back from Bristol, via the stage coaches, but it was hardly earth shattering. Queen Square often witnessed scenes of political disorder as it was the usual location for voting during general elections. With no secret ballots, bribery, intimidation and violence were all part of the process, so noisy protests aimed at the Mansion House, especially the windows, were not unusual.

Just after lunch sixty heavily armed cavalry rode up the hill into Keynsham. They were totally different in appearance from the Dragoon Guards previously billeted there. They did not wear the normal red tunics associated with the British army, but blue instead and their helmets were of the tubular shako style, copied from the French. With their sabres, carbines and pistols rattling beside them, they were both impressive and intimidating in equal measure. The battle-hardened 14th Light Dragoons, infamously known as the 'Bloody Blues', had arrived.

Initially the long line of riders stretched back down the road as far as the eye could see. The large number of men and horses were enough to swamp the town's equine facilities, so finding billets would be a priority and take up most of the afternoon. At first it was assumed that the troops had departed Bristol because the situation there had returned to normality. But later that night, viewed from the top of St. John's church tower, looking towards Bristol, an ominous scene could be witnessed best described by the words of Charles Kingsley:

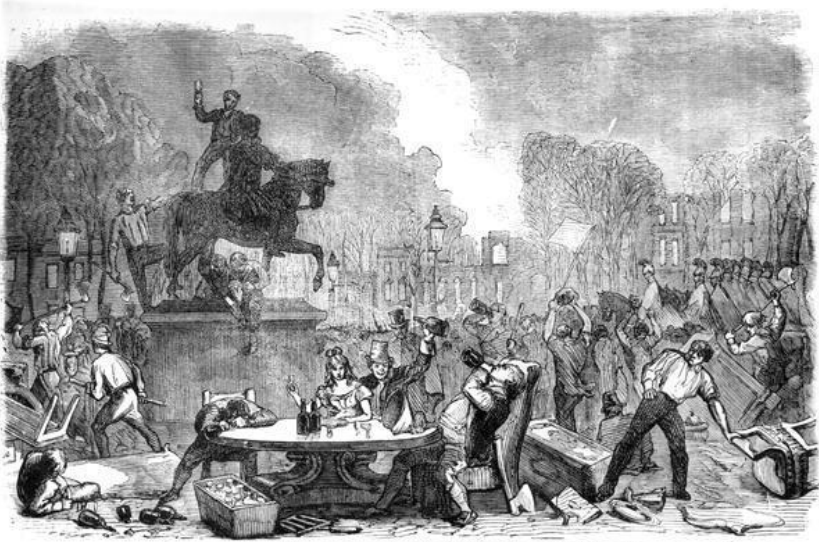


A Trooper of the 14th Light
Dragoons

“A flame streamed up, not red above, but delicately green and blue, pale rose and pearly white, while crimson sparks leapt and fell again in the midst of that rainbow, not of hope, but of despair compounded with distant, dull explosions. Higher and higher the low mist like cloud was scorched and shrivelled upwards by the fierce heat below, glowing through and through with red reflected glare, until it arched itself into one vast dome of red-hot iron, fit roof for all the madness down below.”

Early Monday morning, about eight o'clock, a lone rider galloped into Keynsham. He went straight to the Lamb and Lark, a coaching Inn, situated in a prominent position at the far end of the High Street from St. John's. His plain clothes helped disguise his military identity for he was Major Digby Mackworth, Aide-de-Camp to Lord Rowland Hill, Commander-

in-Chief of the British Army. The Major was officially on leave, staying with friends in Clifton, but due to his experience in dealing with civil unrest he had volunteered his services to the magistrates of Bristol.



The Riot in Queen's Square on 30th October

When rioters broke into the Mansion House on Sunday morning the Major was there to help the Mayor escape and to raise the alarm. On Monday morning he led a charge, with the Guards cavalry, through Queen Square and then made his early morning dash to Keynsham to locate and recall the 14th Light Dragoons who were now required to immediately return to Bristol.

On Sunday morning Brereton had sent the 14th out of the city, to Keynsham, due to several incidents where the 14th had upheld their 'Bloody Blues' status. During their departure they were hounded through the streets by a baying mob, but

twenty-four hours later they could hardly believe the change in mood towards them, for they were now welcomed as saviours.

As they drew nearer to the city centre it became apparent why, for here they were greeted by a truly shocking sight. Smoke was still rising from many locations; three prisons had been broken open and the prisoners set free, two sides of Queen Square were smouldering ruins, with buildings behind in King Street and Princes Street also burning, the Bishop's Palace totally destroyed and the toll houses on the harbour bridges burnt-out piles of ash.

Major Mackworth handed the 14th over to their commanding officer, Major Beckwith, who had just arrived from Gloucester. Having received written permission from the magistrates Major Beckwith took over command of all the military forces in the city from Lt. Colonel Brereton.

Beckwith decided his first task was to avert any future possibility of disorder flaring up again. He was an experienced officer, a veteran of Waterloo, who now faced something like a war zone. He declared that anyone on the street was a rioter and that the streets must be cleared of rioters. As the city began to resume work on Monday morning, with many businesses attempting to repair their property, workers took to the streets. The Major joined his men of the 14th, ordered them to "present sabres" and sounded the charge.

The streets were soon empty, the hospitals soon full and the city in military lockdown. Throughout the next few days St. John's would witness a continual stream of military reinforcements heading towards the city.

The Bristol riots of 1831 were now over and the hunt for scapegoats was about to begin.

The following is a return of the killed, wounded, and injured, up to yesterday afternoon :—

DEAD.		
At the Infirmary	from shots	2
	sword cuts	1
	burnt	1
	excessive drinking	1
At St. Peter's Hospital, from	sword cuts	1
	burnt	5
	excessive drinking	1
Total		—12

WOUNDED AND INJURED.		
At the Infirmary	from shots	8
	sword cuts and contusions from the horses of the military	} 30
	other causes, unconnected with the military	
	apoplexy from excessive drinking	} 2
	at St. Peter's Hospital, from sword cuts	
other causes	20	
At the Dispensaries, and the houses of private surgeons	from	0
	sword cuts	16
	other causes	11
Total		—94

TOTAL.		
Wounded and injured from	shots	10
	sword cuts	48
	drunkenness	2
	other causes	34
Total		—94

The body of a boy, and parts of several other bodies, found among the ruins in the Square, were taken to St. Peter's Hospital yesterday, in addition to those included in the above list.

The Wingrove Family

by Sue Tatford.

The name of Wingrove has been associated with Keynsham for many years. The Wingrove Hotel stood in Bristol Road from the 1880's until it was demolished in the 1960's (For more details see the article on the Wingrove Hotel in the 2019 Journal). It earned its name from the family that had lived there from at least 1824 when William Wingrove inherited it from his father-in-law Thomas Rich. William Wingrove was born 16 August 1782 in Bath, son of William Wingrove and Martha Whitaker who had married in Bath in 1771. He was the youngest of 5 children. First of all, there was Martha (Patty) Wingrove (1773-1803.) She married William Gibbon Graham (1764-1818) in London in 1801. They had a son Henry Gibbon Graham (1802-1865) who will reappear later. Then came Harriet Wingrove (1775-1816) who married Joseph Wilkins in 1796. Frances (Fanny) Wingrove (1776-1830) was next. From family letters it appears that Fanny eloped with William Henry Vivian (1756-1840) in late 1798 or early 1799. She absconded from Mrs Barlow's in Bath to go with him. They eventually married in Shoreditch, London in 1805. The first son was Robert Wingrove (1780-1784) and finally William. William Wingrove senior died in September 1786 in Bath when William junior was only 4 years old. Apparently when his father died, he appointed Robert Forman and Henry Merewether as his children's trustees. Both men were Attorneys. 9 years later, in 1795, Martha died. William was now 13 years old. Two years later, in 1797 William was apprenticed to Thomas Spencer, Apothecary/Surgeon of Chippenham. Apprenticeships were usually for 7 years.

When William Wingrove married Eliza Rich on 13 October 1812 in Westbury-on-Trym, his occupation was given as 'Surgeon'. They lived in Keynsham and all their children

were born here. Their first son, William Rich Wingrove was born in 1813 and was baptised on October 28 1813. Unfortunately, on December 22 1814 he was buried at Keynsham aged 16 months. On 10 January 1816 Francis Catherine Wingrove was born. She was baptised on August 6 1816 and June 26 1817 saw the birth of Harriet Wilkins Wingrove who was baptised on 29 May 1818. In 1819 Eliza was born, followed by in 1821 Caroline Forman, 1823 William Rich (2), 1825 Matilda. These 4 children were all baptised on 24 March 1825. On March 1 1827 Clara Martha was born, then on January 14 1829 Charles Symons, and October 12 1830 saw the birth of their tenth and last child, Henry Vivian Wingrove. These 3 children were all baptised on 18 September 1836 after the death of their father in 1832 aged 50. Eliza was left with a young family to raise. William was buried in Keynsham on April 23 1832. His Last Will and Testament left everything to Eliza including all their financial problems.

The family's fortunes continued its downward spiral. In 1833, at the age of 15, Harriet Wilkins Wingrove travelled to India with Mrs Elizabeth Graham (née Pace), her cousin, who was joining her husband Henry Gibbon Graham (1802-1865), son of Martha and William Gibbon Graham, who was an assistant surgeon (1827) in the British Army (EIC) India. Until 1833, persons wishing to visit India were obliged to apply for and obtain authority from the East India Company who required them to make certain undertakings and to deposit a Bond. Such Bonds were generally of the value of £200 for a visitor and £500 or more for traders. Additionally, each application was to be accompanied by the names and addresses of two "Sureties" who vouched for the good behaviour of the applicant. The amount of £400 of Sureties for them was from Richard Pace of Keynsham and John Palmer of Hanham. However, tragedy struck in early June back home in Keynsham when Eliza Wingrove age 14 was

buried on the 12 June 1833. A newspaper report revealed that “About a fortnight previously she accidentally ran a needle into the joint of one of her great toes, which caused mortification and death.” In India Harriet was married on June 26 1833 (her 16 birthday) to Lieutenant John Symons, 18 Regiment MNI at Trichinopoly, Madras. But In 1835 John Symons died and Harriet returned to England.

In 1837 Caroline Foreman Wingrove also travelled to India and, aged 16, married Frederick Mole, a Madras civil servant at Salim, Tamil Nadu, India, on March 18 1837. February 2 1838 saw the birth of a daughter, Elizabeth Eyre Mole, at Salem, Tamil Nadu. The 1841 census lists Eliza Wingrove age 60, Independent, Fanny age 25, Independent, Clara age 14, Harry age 12, Charles age 10, and Harriet Symons age 20, Independent. On the 1841 Tithe map Eliza Wingrove owned and occupied number 661, a coach house and stable and number 662, a house, garden and outbuildings. On 1 December 1842 tragedy struck again when Frederick Mole died of cholera at Salem, Tamil Nadu. In January his property was sold to raise money for Caroline, who then returned to England, with her daughter.

The 1851 census reveals that the family was still in the same house. Eliza is 60, widow, annuitant, Fanny is 35, unwed, Harriet Symons, age 33, widow, annuitant, Caroline Mole, age 30, widow, annuitant, Martha, age 26, unwed and Clara, age 24 also unwed. Caroline’s daughter Elizabeth Eyre Mole age 13, a scholar, is visiting George Flower in Keynsham. Charles Symons age 22 and Henry Vivian age 20, both commercial clerks, were visiting Isaiah Birt Teague, age 26, a civil engineer and occupier of 100 acres, at Hagloe, Westbury on Severn. On May 10 1851, age 24, Clara Wingrove died after a short and severe illness. She was buried in Keynsham on May 15. In June

1852 Charles age 24 and Henry age 22 left England on the “New Orleans” and arrived in Melbourne Australia on 13 October 1852, both described as engineers. Tragically on December 5 1855 Henry Vivian Wingrove died aged 25 at Elham, Victoria, Australia.

Apparently, an Eliza Wingrove who died in 1855 (no record of this death in Parish Records or UK BMD) was buried under the floor of the Nave of the Parish Church in a brass studded, leather covered coffin. Another older coffin was below hers. By 1855 Eliza had got herself so financially embarrassed, that she had to sell the house for the sum of £470. It then became a Wine and Spirit Vault which changed hands rapidly during the following years. The remaining family continued to live in Keynsham. Eliza died on 7 March 1859 age 63, leaving effects of under £20. On 21 November 1859 Frances Catherine also died in Keynsham age 43. 1860 saw the marriage of Caroline’s daughter, Elizabeth to Walter Benjamin Wilmot (1828-1897). The 1861 census reveals the remaining three sisters living together on the High Street, although they are only 3 properties from the parsonage. Walter Benjamin and Elizabeth Wilmot are living at 21 St Michael St, Bristol. He is clerk to the Bristol Board of Guardians age 34. Elizabeth is 23.

By 1871 the Wingrove sisters had moved into Bristol. The census reveals Harriet, Caroline and Matilda living at 16 Elton Place, Horfield, Bristol. Edward Wilmot, Caroline’s grandson, was with them, age 2, and a servant, Caroline Short. 1871 sees Walter and Elizabeth Wilmot and 5 of their 6 children at 1 Willow Villas, Brixton Road, Lambeth. He is Clerk to the Guardians and Superintendent Registrar. By 1881 the sisters were still together and had moved to 19 West Shrubby, Westbury on Trym. Walter and Elizabeth Wilmot had moved to 251 Brixton Rd, Lambeth, London and had 6 children with

them. Walter's job remained the same. On 5 May 1881 Caroline Forman Mole died. Probate to the value of under £300 was proved by Thomas Rich Grimes. 2 years later on 8 January 1883 Harriet Wilkins Symons died. She was age 65 and had been living in Redland. Probate was again proved by Thomas Rich Grimes to the value of £98 3s 0d.

The 1891 reveals that Matilda Wingrove is living at 251, Brixton Rd, Lambeth, London. She is living with Walter B Wilmot, his wife Elizabeth, and 4 of their children. Matilda was Walter's Aunt. Caroline Short is there as well, as a domestic. In 1897 the National Probate Calendar revealed that "Walter Benjamin Wilmot of Brook St, Kennington-road and of 251 Brixton-road both in Surrey clerk to the guardians of the parish of Lambeth died 15 February 1897 at "Bradgate" St Nicholas-road Bournemouth. Probate London 13 March to Frederick Lea Wilmot accountant Edward Dudley Lea Wilmot solicitor and Caroline Dudley Wilmot spinster Effects £6250 9s 8d." These were 3 of his children.

Then in February 1901 Elizabeth Eyre Wilmot died and was buried in Norwood Cemetery, Lambeth on 15 February, age 63. By then she had been living at 56 Salford Road, Telford Park, Brixton Hill. With the deaths of her niece and her husband Matilda must have been forced to return to Keynsham. By the census of 1901 Matilda age 76, was back in Keynsham, boarding with Caroline Short, age 70, a retired housekeeper, in Temple St. Caroline Short had been with the sisters since at least 1861 as servant, cook, housekeeper.

The end of this Wingrove line came when Matilda died in 1903 age 79. Her faithful friend Caroline died in 1907. However, the name of Wingrove continued in Keynsham for many years.

Death of a Keynsham Landlord

by Brian Vowles

Whilst researching the Keynsham casualties of WW1 in 2014 I came across the name of Thomas William Newman, the landlord of the Lamb and Lark Hotel, who died in 1916. Interested as to how he met his end, I delved into his early life and discovered much about the life and times of a Victorian soldier.

He was born the son of Thomas William Newman, a ‘dial sinker’ or watch case maker at 16 Nelson Street, St Luke’s in Islington, London on 18 August 1867. Whether his parents died or abandoned him is not clear but by the time of the 1881 census he was a 13 year-old inmate in the Essex Villa Boys Home, Regents Park Road, St Pancras, where he was apprenticed as a carpenter to a Mr Turner from November 1880 to November 1883 (in that census Thomas Turner was recorded as an unmarried 29 year old chaplain and head of the establishment). Presumably on leaving he was employed as a carpenter before joining the Royal Engineers aged 20 as a ‘sapper’ on 19 August 1887 – although, only five days later, he was transferred to the Royal Artillery at Woolwich as ‘Gunner 62356’.

Two years into his service, and described as a soldier from the barracks at Woolwich, he met 22 year old Kate Davidson. She was the daughter of Robert and Mary Davidson, born at Trimulgherry, a British army base in Madras, India, on 9 December 1866 and baptised there on 3 January 1867 (her father, another Royal Artillery gunner, was stationed there attached to the 23rd Brigade). Kate was most likely still living with her relocated parents at the Woolwich Barracks when the

couple became acquainted and they were married at Holy Trinity Church in Woolwich on 17 March 1889

On 31 October 1892 he took the decision to extend his service to complete a 12 year term with the colours and his subsequent promotions included that to 'Corporal Wheeler' on 26 February 1893 and to 'Sergeant Wheeler' 6 June 1897.

'Soldiers of the Queen' were required to police the empire and he travelled to South Africa with his unit on the troopship HMS Tamar on 6 June 1893. His destination was Pietermaritzburg where Fort Napier, named after the governor of the Cape Colony Sir George Thomas Napier, had been built to house a garrison and it was at Pietermaritzburg that later, during the Second Boer War, the British established a controversial concentration camp to contain Boer women and children, many of whom perished from disease and starvation. His pregnant wife Kate must have had an uncomfortable voyage as, soon after they had landed, his daughter Grace Evaline was recorded as being born at Pietermaritzburg on 10 July 1893 and baptised there on 28 July. However the Battery saw little service until 1896, when a two-gun division was attached to the Matabeleland Relief Force (MRF) commanded by Lt Col H Plummer. This had been raised by the Imperial authorities at the expense of the British South Africa Company (BSA Coy) to go to the assistance of the beleaguered guns under the command of Lt R H F McCulloch, RA, assisted by Lt N W Fraser, an infantry officer serving with the Duke of Wellington's Regiment. To be included in McCulloch's command were a battery sergeant, ten other regulars of the Battery and 30 muleteers with 40 mules and Thomas was recorded as being amongst this party of troops sent to Rhodesia on 4 May 1896.

In March 1896, the Matabele had revolted against the authority of the British South Africa Company. Within a week,

141 settlers were slain in Matabeleland, another 103 killed in Mashonaland, and hundreds of homes, ranches and mines were burned. A particularly tragic case occurred at the Insiza River where Mrs. Fourie and her 6 small children were found mutilated beyond recognition on their farmstead. Two young women of the Ross family living nearby were similarly killed in their newly built home. The British immediately sent troops to suppress the Matabele and the Shona, but it cost the lives of many on both sides. Months passed before the British forces were strong enough to break the sieges and defend the major settlements, and war raged on until October of the following year. Incidentally amongst the officers serving with the troops at the time was Robert Baden-Powell, the founder of the scout movement. After the revolt was suppressed and their part played, McCulloch and his men were ordered back first to Bulawayo and then returned to Pietermaritzburg before the end of the year.

When war with the Boers threatened in 1899, the whole of the battery was made up to six guns again and sent from Pietermaritzburg to reinforce the garrison at Ladysmith in Natal. It was there that Thomas re-engaged on 16 February 1899 at the Ladysmith outpost intending to complete his 21 years' service and it is recorded that he was still there on 26 August 1899. But on 2 November 1899 the town was invested by Boer forces and the 'Siege of Ladysmith' began. It was to last until 28 February 1900 when relief finally arrived and along with Mafeking set off a wave of jingoistic celebrations in England. However, during the siege, the battery was involved in a disastrous expedition which had resulted in many casualties. The British force consisted of six companies from the Royal Irish Fusiliers (520 men), five and a half from the Gloucestershire Regiment (450 men) and No. 10 Mountain Battery (140 men), all commanded by Lieutenant Colonel Frank Carleton. Their supplies were

carried on the backs of well over one hundred mules, being led by the soldiers and it would be the mules that would wreck the whole venture. Nicholson's Nek was the objective which lay three kilometres north of the hill Cayinguba (Caimguba) and it was there that they were forced to surrender to Cmdt.L.P.Steenkamp on 30 October 1899 following the ill-fated action. Carleton had carried out the night march unmolested until within two miles of Nicholson's Nek. Then some boulders, loosened evidently for the purpose, rolled down the hill, and a sudden crackling roll of musketry stampeded the infantry ammunition mules. The alarm became infectious, with the result that the battery mules also broke loose from their leaders, practically carrying with them the whole of the gun equipment. In consequence of this misfortune, Carleton's small force, after a plucky fight and heavy loss, had to capitulate.

The final figures of the losses sustained at Nicholson's Nek were as follows: Boer casualties were reported as four dead and five wounded, while the British suffered 38 dead and 105 wounded. The total missing of the Gloucesters and Royal Irish Fusiliers was 843. Between 70 and 100 of the men escaped and got back to camp but Thomas was not amongst them as he had been taken prisoner of war and marched to the Pretoria Racecourse. One of the first acts of Lord Roberts on entering Pretoria was to dispatch General French to release the British prisoners, the bulk of whom were quartered at Waterval (a farm which gave its name to a railway station on the Pretoria-Pietersburg railway line) fourteen miles away.

So after six months in captivity Thomas was released on 6 June 1900. Once freed he seems to have been involved in further actions in the campaign during which he was promoted to 'Wheeler Staff Sergeant' on 19 June 1902 and awarded with various medals added to that of Rhodesia 1896, the Queen's and

King's South Africa medals with clips recording service in "Orange Free State", "Transvaal" and "Natal".



British Army Prisoners at Waterval Farm

His part in the Boer War over, he left South Africa behind and by 3 April 1903 he was back in Dover where his daughter Gladys Pretoria had been born on 14 February 1900 at Medway, Kent. After time spent on the Lydd firing ranges he was posted to the School of Gunnery at Shoeburyness on 1 March 1907 and was finally discharged there eighteen months later on 16 August 1908 on the completion of his 21 years term with the rank of 'Wheeler Quartermaster Sergeant'. Then in 1909 he used his gratuity to become the landlord of the Lamb and Lark Hotel at Keynsham but by then he appears to have become completely estranged from his wife and family. In the 1911 census Kate is still residing at 6 Jackson Street, Woolwich with her two girls, 12 year old Gladys and 7 year old Gwendolyn. Meanwhile, at the Lamb and Lark, Thomas had acquired a second 'wife,' 28 year old Nellie who was 'helping with the business', and a two year old daughter, Dorothy. Thomas continued in his role as 'Mine Host' but in the summer

of 1914 the fuse to the powder keg of European rivalries was lit and the great industrial nations tumbled over each other into war. On 9th March 1915 the Bristol Citizens Recruiting Committee started to promote an advertising campaign in the local press. With so many units being formed all over the country in such a short space of time, it was essential to find experienced NCOs to knock them into shape. Consequently, the Royal Garrison Artillery scoured their records for recently retired men with proven records who were still in the reserve so that they could be attached to the units as soon as the new recruits began arriving. Newman was an ideal candidate as he had 21 years of experience and was local. So, on 11 March 1915 at the age of 47, he attested once again for service in the army. At the base at Ashton Court he played his part in the role of Quartermaster and helped to train the new recruits that were now pouring in.

On 25 August 1915 the 127th Heavy Battery, the unit to which he was attached, left its headquarters at Ashton Gate at 7.45 p.m. to travel to Sunderland on a gunnery course and put the finishing touches to its training. But a month later, on 23 October, the unit lost their Battery Quartermaster who was posted away to the Royal Garrison Artillery's No.2 Depot (Heavy & Siege) at Gosport in Hampshire. Whilst there on 16 January 1916 Thomas suffered a paralytic seizure and was admitted to Romsey Hospital. On 25 February 1916 he appeared before a medical board at Cossham Hospital who recommended that he be discharged as permanently unfit to continue his role as a soldier because of an embolism that was likely to reoccur – and unfortunately it did. He returned home to the Lamb and Lark but did not fully recover and at 5.00 am on 13 May 1916 he collapsed and died. His death was extensively covered in the local newspapers and he was buried in Keynsham Cemetery on 16 May. He was still just 48 years old.

Lord Baden-Powell's Visit to Corston

by Brian Vowles. (Photos kindly provided by the Keynsham Scouts Archive)

On Saturday 14 November 1931 Bath Chronicle and Weekly Gazette announced that plans were in progress for a visit to be made by Lord Baden-Powell, the Chief Scout, to the West Country jamboree to be held in Somerset the following Whitsuntide. The venue of the jamboree was not yet fixed, but a Bath Scout official predicted that it would probably be at Newton Park or somewhere else near Bath (dictionary definition of 'Jamboree' is "A large assembly, often international, especially of Boy Scouts or Girl Scouts"). It is worth noting that this took place against the background of the Great Depression which was on the minds of many. This 'jamboree' was going to be a really huge event involving a great deal of preparation and requiring some very complicated logistics and planning by the authorities. Traffic management on this scale was a new experience for local councils and it was decided that car parking was to be carried out in the vicinity of the ground by A.A. patrols. Special tramway and bus services were to be run by the Bath Tramways Company at intervals and between the city and the Newton terminus men with red and white flags were to control the traffic.

The 75 year-old Robert Baden-Powell had served in the British Army from 1876 until 1910 in India and Africa. In 1899, during the Second Boer War in South Africa, Baden-Powell became a national hero by successfully defending the town of Mafeking. Several of his military books, written for military reconnaissance and scout training in his African years, were also avidly read by boys. Both boys and girls then spontaneously formed 'Scout' troops and the Scouting Movement inadvertently

started, first as a national, and soon an international phenomenon. In 1907, he held a demonstration camp, the Brownsea Island Scout camp, which is now seen as the beginning of Scouting and the rest as they say, is history. He became the 'Chief Scout' and gave guidance to the Scouting and Girl Guiding Movements until retiring in 1937. Baden-Powell lived his last years in Nyeri, Kenya, where he died and was buried in 1941. His fellow guest, Lord Methuen was promoted to lieutenant general in the British Army on 1 April 1898 and given the command of the 1st Division on the outbreak of the Second Boer War. Like Baden-Powell he also gained fame in the conflict although his tactics in the South African campaign, like many others in high command, were controversial.

Bath Chronicle and Weekly Gazette published on Saturday 23 January 1932 looked forward with some anticipation...

“THE JAMBOREE AT CORSTON - CHIEF SCOUT'S COMING VISIT. The visit by the Chief Scout, Lord Baden-Powell, to the annual jamboree of the Somerset Boy Scouts at Corston at Whitsuntide, is being looked forward to with great interest. With the aid of loudspeakers he will address a vast assemblage on Whit Monday afternoon, so that his voice will be heard in every part of the vast camp. Some idea of the importance in which the occasion is regarded may be gathered from the fact that this vast town of youth which will spring in an hour hum with a thousand activities for three days and disappear will contain a street of shops, its own bank and Post Office, its fleet of transport and its own canvas churches. The camp, which will form a unique sight in itself, will be open to the general public during certain hours each day, but on Whit-Monday the ubiquitous Boy Scout, who has long ago endeared himself to every part of our English life, will be seen at his best. There will

be no lack of amusement for visitors, but behind it all the scheme of "Scouting for Boys" has long ago earned a title to be taken seriously."

Six months later on Friday 20 May 1932 the Wells Journal described the event...

"LORD BADEN-POWELL'S VISIT TO JAMBOREE. TEN THOUSAND SCOUTS AND GUIDES GREET CHIEF.

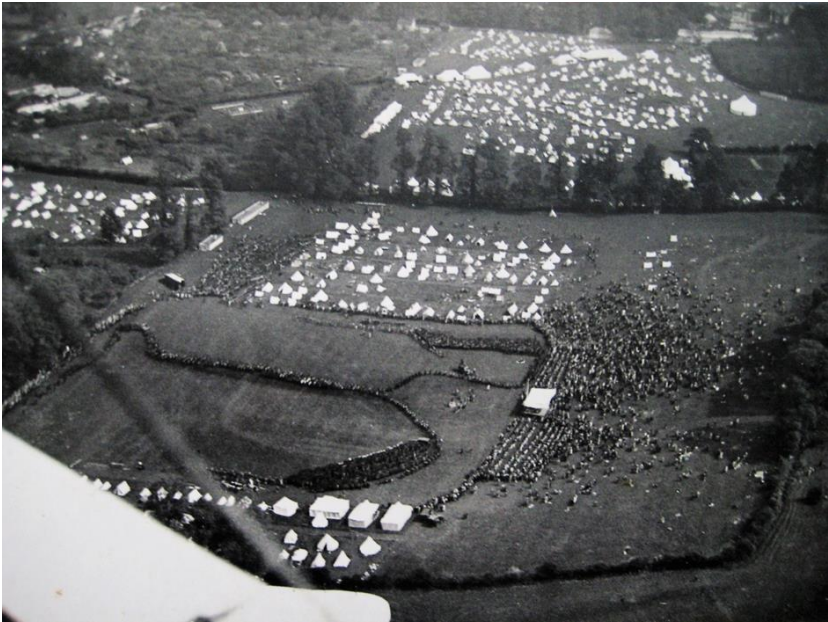
Thousands of visitors were attracted to the West Country Scouts' at Corston, Whit-Monday when Lord Laden-Powell, accompanied by Lady Baden-Powell, the Chief Guide, visited the Camp. Everybody was happy, especially the Scouts and Guides. All through the morning contingents arrived from all parts the West Country, the camp being augmented by the Guides and the Cubs who came in for the great day.



Lord Baden-Powell with his wife
Olave arriving at Corston

Lord and Lady Baden-Powell arrived shortly after noon, and went to the home of Capt. Ronald Wills, which overlooks the road. They went through a private entrance to the camp to the stall mess, where they lunched privately with the Camp Chief (Mr. Arthur Pryor). The host was Mr. H. K. Shephard (County Commissioner). Those present included the Marquis of Bath, and the Mayors of Bath, Taunton, Bridgwater,

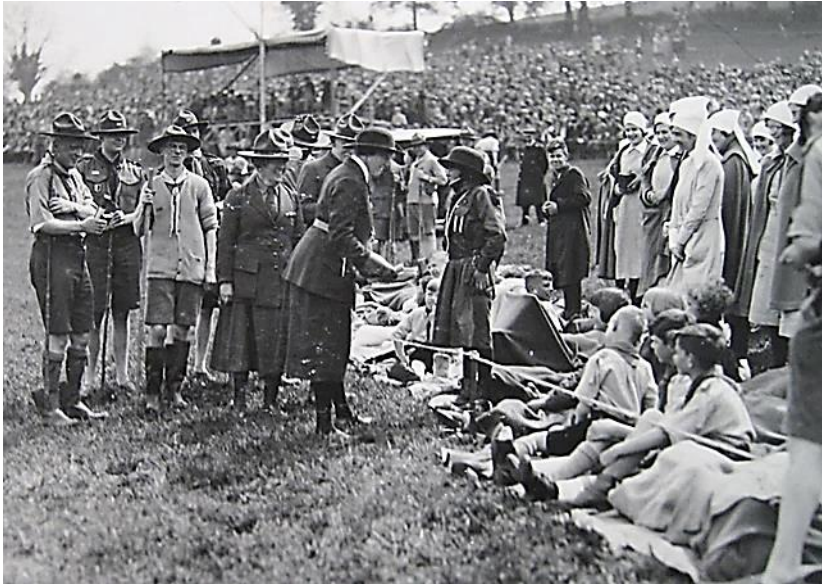
Wells, Blandford and Chippenham. After, the distinguished visitors paid a surprise visit to the Camp Hospital, where the Chief and Lady Baden-Powell spoke to the boys who were receiving attention for minor ailments. In passing, it may be said that the health of the camp had been excellent. Lord and Lady Methuen had arrived by car, and their car was being pulled to the arena by scouts, and Lord Baden-Powell and the veteran Field-Marshal conversed for few minutes.



The campsite and arena from one of the ‘buzzing aircraft’.

A WONDERFUL RALLY The most inspiring time of a wonderful Jamboree was the Greet Rally of nearly 10,000 Scouts, Cubs and Guides, in the arena, in the afternoon. There were thousands visitors massed on each side the grand stand, and facing the central rostrum was massed the Colours the

Scouts and Guides, brilliant patch of colour against the green of the hills beyond. Cheers from the crowd greeted the arrival of the guests and the Chief Scout and Chief Guide. Their first act was a very kindly one. They walked to a little group of crippled Scouts and Guides of the Bath and Wessex Orthopaedic Hospital, and spoke to the little patients.”



Lady Olave Baden-Powell meeting some of the disabled scouts and guides from the Bath and Wessex Orthopaedic Hospital

An aeroplane hovered over the ground recording the scene as the Chief and his lady walked to the centre of the ground, where they took the salute as thousands blue-clad Guides surged past them. There was a good deal pageantry associated with the entrance of the Cubs, led by two humans in wolf clothing. These young boys filed in in snake formation and while the Cubs ritual was proceeding thousands of Scouts filed

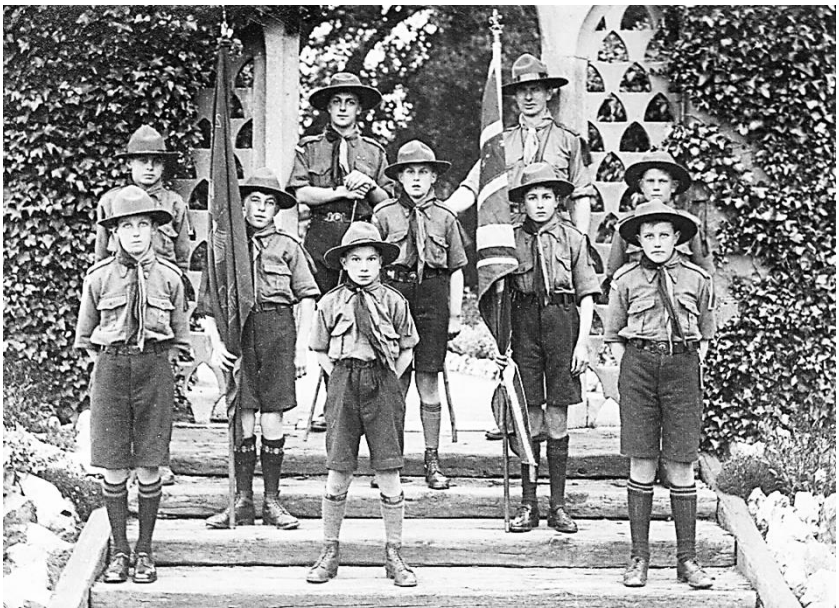
into the arena, making a living background of colour and movement. Then came the climax as the Scouts, with flags and banners raised charged up the slope to greet "B.P."

The Chief Scout, who was accorded a tremendous reception, said; *"I want to thank you for your warm reception. I don't feel that I deserve it. You have had mud and rain, and your camp is in good order in spite of it, and thus you have showed me you have learned good scouting, and to keep up a smile amid the mud. I have seen a lot of useful work in the camps, and a lot of useful gadgets."* Lord Baden-Powell added that he was very pleased to see such an exhibition of handicrafts as it showed that some of them, now unfortunately unemployed, were becoming handy men. He had heard what they were doing to help those who were not in employment. He carried on *"We are all suffering from lack of money, a lack of work, and great many from a want of happiness. Scouts have been helping people less fortunate than yourselves - and that splendid."* He added- *"I wish you all the best of luck and good camping,"* Later the Chief Guide addressed the girls."

At the conclusion of the day's visit a marvellous firework display was set off at the bottom end of the arena and was enjoyed alike by both the public and scouts. The host, who had spared no expense in giving them a full hour of fireworks, was Mr. Ronald Wills, with whom Lord and Lady Baden-Powell stayed at Corston. Villagers from Kelston and others from miles around gathered on the hilltops, and saw "the sky lit in a dozen colours with rockets flying like meteors over the green tree-tops." This must have had a profound effect as such a sight was rare at the time and perhaps since then we have become rather blasé as various bodies around the world have tried to outdo each other with evermore spectacular displays marking special events in recent times.



Above- The guests of honour touring the campsite.
Below – Some of the Keynsham contingent





Above - The Firework Display.
Below - A car slithers through the mud



Unfortunately throughout, the weather conditions were poor. It was stated that there were only two unwelcome visitors to the Jamboree: one was the rain and the other the mud. Fortunately, the former was comparatively slight, but the churned up mud which it brought endured to the bitter end causing problems for vehicles and those with unsuitable footwear.

Unsurprisingly, the tuck shop was sold out by Monday and fresh supplies had to be ordered early in the afternoon. It was estimated that 15,000 visitors attended the Jamboree during the day in addition to the 8,000 guides (who didn't camp).

At mid-day on the following Tuesday the Scouts struck camp and returned to their homes which were scattered over Somerset, Devon, Cornwall, Dorset, Wiltshire, Gloucestershire and Worcestershire.

There was an unfortunate footnote to the jamboree when one of the scouts, Ronald Bowden aged 10, of 23 Chandos Road, Somerdale, Keynsham, was riding his bicycle out of the Jamboree ground at Corston and was involved in a collision with a motor-car. He was admitted to the Bath Royal United Hospital on Monday and luckily, although suffering from shock and abrasions, he did not incur serious injury.



BP takes to the platform

The Bush Brothers' Gliders - 1910 to 1912

by Brian Vowles.

Following the interest generated by the Wright brothers' first manned flight at Kitty Hawk, North Carolina on December 17, 1903 experiments to develop more advanced types rapidly spread throughout Europe and just six years later in 1909 Louis Blériot became world-famous for making the first airplane flight across the English Channel and by doing so won the prize of £1,000 offered by the Daily Mail newspaper.

Sir George White, the chairman of the Bristol Tramways and Carriage Company, became interested in this contemporary area of aircraft design. He decided to embark on a new venture following a chance meeting between himself and Wilbur Wright in France during 1909, after which he recognised aviation as holding significant business potential. As a result The British and Colonial Aeroplane Company, Ltd was founded at the tramway depot in Filton in February 1910 by Sir George, along with his son Stanley and his brother Samuel, to commercially exploit the fast-growing aviation sector. This was followed by the production of their first aircraft - the 'Boxkite' first flown on 30 July 1910.

Meanwhile local amateur enthusiasts formed the Bristol & West of England Aero Club and the committee held their first meeting on the 25 April 1910 when it was decided that the headquarters of the club should be at the Clifton Down Hotel. On behalf of the British & Colonial Aeroplane Co. Ltd, the chairman, Mr Samuel White, said that his company would be pleased to provide the club with a glider, and he hoped it would be ready for use in about three weeks' time.

On 25 June 1910 the club reported... “Good progress is being made with the glider, which is being built and presented to the club by the British & Colonial Aeroplane Co., Ltd. This glider will be of the biplane type, fitted with a front elevator and a monoplane tail at the rear and the glider is being so constructed that the ends of the planes will be detachable; this will facilitate any repairs that may be necessary, and it will not take so much space to store. A seat will also be fitted on the glider for the use of the operator. In all probability it will be completed in about three weeks’ time and it is hoped that a suitable ground will soon be procured where the members will be able to practice on the machine, and this is being eagerly anticipated by many.”

Amongst those equally fascinated by the prospect of flight were the Bush brothers, sons of Philip Wathan Bush, a solicitor, and his wife Maria Louisa Bush, neé Bembridge, of The Old Manor House, 5 Bristol Road, Keynsham. They were Richard Eldon then aged 17, Gilbert aged 16 and Graham aged 13.

In a letter to Flight magazine (first published in 1909) on Saturday August 20, 1910 the teen-aged brothers from Keynsham wrote ... “We have just completed a biplane glider, and enclose photographs which we hope will interest the readers of your invaluable paper. The main planes have a spread of 30 ft., and the machine an overall length of 24 ft.; the total area is 260 sq. ft. The biplane is built entirely of ash, and the interesting part of the machine is the control. The rudder is worked by the feet, the elevator by a forward movement of the steering wheel, and the ailerons by means of rotating the wheel. The tail elevator is also adjustable by a special lever; all the struts, &c, are cut to the correct stream line form, and the whole machine can be taken in half from the middle for purposes of transit, &c.

A few preliminary experiments showed that the machine is not only strong, but showed particularly great longitudinal and lateral stability. There are two or three very good hills in the neighbourhood of Keynsham, which is four miles from Bristol, and as we understand that the Bristol Aero Club have a glider but no ground, it is possible that one of these hills might meet their requirements.”

The exact location of this field is not known but probably was in the Stockwood area.

The following week the Bath Chronicle reported on 25 August 1910:- “A correspondent of the Western Daily Press writes: Great excitement was caused at Keynsham by the appearance of a large biplane being brought out of the premises of Mr. Bush. The white wings of the biplane, which measure 30ft. from tip to tip, looked gigantic in comparison with the surrounding objects. Within half an hour Messrs. Eldon and Gilbert Bush, to whom the biplane belongs, had assembled the parts and were ready to make a glide. A gusty south-westerly breeze was blowing, but the brothers were not deterred from their object, and at the first attempt the biplane rose ten feet in the air. Other attempts were made with fair success. On the whole the weather was adverse, but, given a better ground and more clement weather, more successful flights are expected. The biplane was entirely made by these two brothers, and presents a most attractive appearance, being finely finished piece of construction. The people in the neighbourhood seemed most interested, judging from the number which collected to witness the experiments. Most of them had probably never seen full-sized machine before.”

Flight magazine reported on Saturday 24 December 1910:-

“Bristol & West of England Aero Club: - On Saturday, the 17th inst., a fair number of members of the club motored out to Keynsham to commence gliding operations. This was the first opportunity the members had of testing the new glider which had been presented to the club by the British & Colonial Co., of Bristol. Unfortunately the weather was not all that could be desired, and the conditions were unfavourable for carrying out experiments on an extended scale, the surface of the ground being so wet and soft that it handicapped the members during the starting operations. The ground, which is situated near Keynsham, is almost ideal for gliding purposes. The aspect is north-west, and on the top of the hill there is a slight decline for 20 yards of about 1 in 12, then the hill suddenly dips for a distance of 100 yards at a decline of about 1 in 4. At the bottom there is a flat piece of land extending about another 150 yards, which makes it a good landing place, the width of the ground being 120 yards. After the glider had been photographed it was taken a short distance up the hill, and an endeavour was made to try the machine as a kite. Ropes were attached to the two outside corners of the main planes, and two members towed the machine down the hill, but owing to the lack of wind the machine only lifted a couple of feet off the ground.

The next attempt, however, was far more successful, and the glider was taken up to the top of the hill, and on being towed quickly down it rose to a height of about 12 feet, and would undoubtedly have flown higher had the tow ropes been longer. It was then decided to take the glider to the top of the hill, and see if it would fly with a passenger. Mr G.H. Challenger took his seat in the machine, and two of the members towed the machine down the hill. The wind, however, had dropped considerably, and was insufficient to lift the machine more than two or three feet from the ground. However, the glider descended safely, and there is no doubt that with sufficient wind the machine will be

capable of gliding with a passenger. By this time the rain had commenced to fall and the light was failing, so it was decided to give up operations for the day. The glider was taken back to the hangar, and the members were quite satisfied with their first attempt, and expressed the hope that they would soon be able to have another opportunity of using the machine.”

Flight magazine added on Saturday 2 November 1912 that the Bristol and West of England Aero Club, in its monthly report, recorded that...

“On October 5 three glides were made: 1. R.V. Tivy (hon. sec), not started at a high enough speed 2. R.M. Haines (assist, hon. sec), started with ropes and ten pullers, made a glide of 450 ft. at a height of 8 ft., - with the wind, after a dive gliding-angle, allowing for slope of the hill, 1 in 29 to 1 in 30 - this was Mr. Haines first attempt; 3. R. Eldon Bush, started well, but was blown round and landed sideways, damaging one wing-extension and wing-skid. Its conclusions were that the glider, which was presented to the club, has an excellent gliding angle but the hill faces the wrong way, is not long enough, is not steep enough, and has too rough a surface; that the wing-skids should be replaced by wheels.”

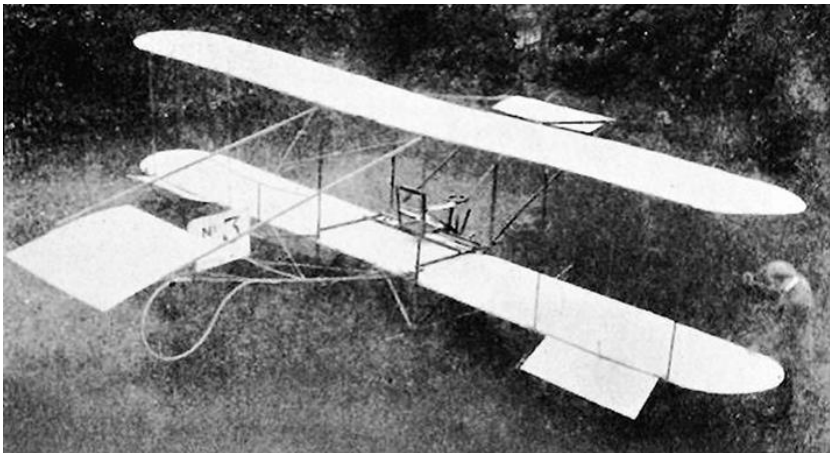
But then, just as soon as it had begun, the Bush brothers' involvement with aircraft design ended when Richard left for Canada in 1914.

In 1961 Dr Gilbert Bush, by then a retired radiographer recalled...

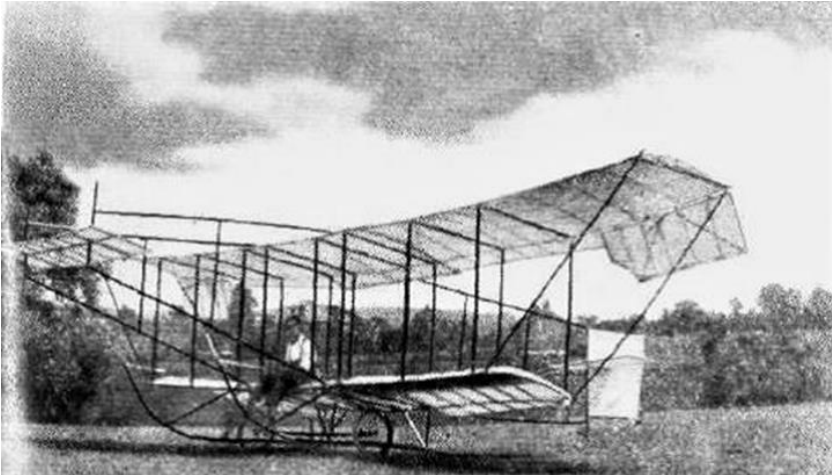
“It was about the year 1909 or a little earlier. Two of my brothers and I - aged 17, 13 and 16 - had been following the early experiments by the Wright brothers and others with great interest. We had constructed various model aeroplanes of

different types and flown them successfully, and devoured the weekly magazines such as 'Flight' and 'The Aeroplane' as they appeared; Grahame White and Cody were our heroes, so we decided to try to emulate their efforts to build a full-sized glider. Funds were as sparse as pocket money, but somehow we managed to raise enough to buy some carefully chosen ash, the more suitable hickory was too expensive, for the framework, with a selection of special bolts and steel wire.

Aeroplane fabric was out, so we used calico doped with a thin paste made from sago. Struts and spars were all carefully streamlined by spoke-shave and plane, and then varnished. Several machines were built in the course of a year or two, designs being modified by trial and error on our test hill at Keynsham, near Bath. This was unfortunately too short and restricted in area and height for more than short hops into the air. Towing a glider with a car was also tried, but we could not get up enough speed in the only available field at that time.



Bush No.3.



Bush No.4 with pilot

No.1 was modelled on the Wright Glider but the ash proved too heavy and so was shaved down, and with careful rigging of piano-wire became the 'refined' No.2. This was tried with and without a pilot, but found to lack fore-and-aft stability, all in the game of trial and error. So No.3 had a largish single tailplane, and was made as light as possible consistent with strength (?). We had to wait long periods for an easterly breeze, but did get the glider into the air for a few yards. No.4 was a glider built by my elder brother while at Cambridge, probably helped by a University Group with funds; this was in 1910, and I have no definite information on its flying; but it was a well-made machine of hickory, with proper wing fabric. Nos. 5, 6 and 7 were all further modifications, cutting out the forward elevator, and using up parts of previous models. No. 7 (the Chocolate Soldier) was put together in a week when my brothers had a chance of using a car to tow it about the field and try for some short hops. But the car wasn't fast enough, and No.7 suffered a smashed undercarriage. Except with models, I myself

did no more after that, but early in 1912 my elder brother designed and built No.8 in a workshop in Bath, a neat little biplane of the Caudron type for which he hoped to get an engine. Later a 30 hp rotary was offered on loan and the nacelle modified to take it, to become No.9. Trials of the engine, and taxiing, were done at Keynsham in 1912, but the propeller shaft broke; before he could get another he went to Canada and experiments ceased, much to the relief of our harassed parents. Only one of the 'Bush Motorplanes' was produced, and the small company he had formed fell through when he went abroad.

The Keynsham site was clearly unsuitable and by 1913 the Bristol and West of England Aero Club had moved its gliding activity to Portbury. The war brought an end to the Keynsham trials and the Bush brothers went their separate ways.

Richard Eldon Bush was born at Keynsham on 16 June 1891. In 1911 he was an undergraduate at Cambridge University. In March 1914 he travelled to Canada, but his interest in aviation was to be the cause of his death as, when he returned to Britain following the outbreak of war, he joined the Royal Naval Air Service.

He was initially appointed a Probationary Flight Sub-Lieutenant, but it was as a Flight Sub-Lieutenant that Bush was granted his Royal Aero



Club Pilot's Certificate No.1688 flying a Caudron Biplane at the RNAS Flying School at Eastchurch, on 20 August 1915. He served at RNAS Westgate in 1915, was later promoted to Flight Lieutenant RNAS, before becoming the first airman to be posted to the new RNAS station at Fishguard in Wales, being billeted in the Fishguard Bay Hotel. On the morning of 24 April 1917 Bush, then aged 26 and unmarried, prepared to test a Sopwith Baby N1033, following the fitting of a new engine. He had two 16lb bombs aboard when he took off from the harbour for a flight over the Irish Sea.

However the aircraft failed to gain enough height to clear power cables linking the power house with the wireless station. Its twin floats caught on cables and the aircraft crashed into a cliff face, bursting into flames. A sentry, Private B. Blackburn of the King's Liverpool Regiment, pulled him clear before the aircraft exploded and he was then taken to his quarters at the Bay Hotel badly burned but still conscious. Bush was treated by Dr Mortimer Thomas, the Admiralty Medical Officer, but died that morning. His body was later taken by train from Fishguard & Goodwick railway station to Keynsham for burial in the local cemetery (Keynsham Cemetery, Pink. D.712).

Gilbert Bembridge Bush was the second son, born at Keynsham on 5 August 1892. In 1911 he was a boarder at Repton School, in Derbyshire. He was granted M.B and Ch.B. (University of Bristol) 3 March 1924 and became a radiologist. In 1927 he married Jean Margaret Elcock at Hampstead, Middlesex. Gilbert Bush died at Honiton, in Devon, in March 1977 aged 84.

Graham Shurmur Bush was the third son, born at Keynsham on 25 September 1895. In 1911 he was also a boarder at Repton School, in Derbyshire. He was articled to

A.W. Taylor, a Bristol firm of solicitors, but on 29 September 1914 he joined the Royal Engineers as a Corporal Dispatch Rider. He was gazetted 2nd Lieutenant in the Somerset Light Infantry on 7 April 1915, before transferring to the Royal Flying Corps in September 1915 and obtaining his Royal Aero Club Pilots' Certificate No.1932 on 20 October 1915 flying a Maurice Farman Biplane at the Military School at Shoreham. At that time his address was given as 9 Bridge Street, Bristol, the premises of Bush & Bush, solicitors. He served in France and was wounded in May 1916. Graham Bush was promoted to Lieutenant in the Royal Flying Corps in December 1916. In 1917 he married Leonora Brittan Evans, and after World War One he continued working as a solicitor, living at Southfield, Westbury-on-Trym, in Bristol. He later joined the Bristol & Wessex Aeroplane Club at Whitchurch Aerodrome, where he obtained his private pilot's license No.15677, flying a BA Swallow with a Pobjoy Cataract 85 hp engine on 5 February 1938. He died on 19 December 1961 at Clifton Court, Clifton, Bristol, aged 66.



The Old Manor House, Keynsham, home of the Bush brothers

Sue Trude 1927 -2020

This year sadly, we had to say farewell to another long serving member of our Keynsham & Saltford Local History Society. Many were shocked to hear of the death of Sue Trude who passed away peacefully in the R.U.H. on 8th June after suffering a stroke at home.

Sue was born in Croydon and came to Keynsham when she was ten. She was educated at Bath High School for Girls, completed her teacher training in London and taught at Keynsham's Temple Street Infants School. She was a keen swimmer and with her late husband Jimmy, whom she married in 1953, enjoyed the sport of badminton. Many of her holidays were spent on her beloved Isles of Scilly.

She was a founder member who began her association with the society by researching the history of the town's Inns and Ale Houses in 1967. From that time on until 2019 when she was our president, she served in almost all of the committee's posts including that of treasurer. In 2002 she held the combined roles of Chairman & Programme Organiser and overtime wrote many articles for this publication. In company with Margaret Whitehead and Barbara Lowe she organised a number of the exhibitions mounted by the society.



She was a Bath Mayor's Guide and spent a great deal of her time with her association with Bath Abbey and she will be sorely missed.