

CHARLTON KINGS  
LOCAL HISTORY  
SOCIETY



Ivy Cottage

A. K. 1910

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Cover - Ivy Cottage, Ham (previously Mobleys) - drawn by the late Ken Venus

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## 1. RAILWAY WARS AT CHARLTON KINGS

Two gaps break the Cotswold skyline in Charlton Kings. One leads to the Churn valley at Seven Springs. The other leads to the Coln valley beyond Whittington. Both look to be ideal ways out of the Vale. Yet, until the 1820s, roads avoided these gaps and travellers had to take the steep roads up Greenway, Ham Hill, Dowdeswell Hill, Timbercombe and Sandy Lane (this last still described as "The Old London Road" as late as 1809). Not until the mid 1820s did matters change. A new road to Cirencester, up Charlton Hill, was constructed down the Churn valley. Thomas Telford approved the local Turnpike Trust's plan for a better graded road through the gap between Whittington and Sandywell Park. Travellers by road experienced better journeys as turnpikes were improved.

The movement of goods remained difficult and slow. River navigations had already been improved almost to the point of completion. Canal mania swept the country in the 1790s, partly as a result of losses in the war at sea. The Cheltenham and Charlton Kings area held little scope for water transport. There were plans to extend the Coombe Hill Canal to western Cheltenham, with feeder reservoirs in Charlton Kings. Nothing came of that possibility. A further, national, step was to lay down tram-roads or railroads on which horse drawn trucks carried coal, iron, stone and other heavy goods from the producer areas to navigable water. One such tramroad opened on 4 June 1811. It ran from Gloucester Quay, and later, docks, to Cheltenham's gas works on the Tewkesbury Road with a branch to Leckhampton's quarries. Constructed of short iron tram-plates pegged to stone sleepers, this tramroad carried many thousands of tons of goods until 1860. Then the plates were at last pulled up and sold for scrap. Real steam powered railways had by then taken over.

An 1805 patent "for cutting pillars or tubes out of solid wood or stone" led to the setting up of The Stone Pipe Company with quarries and works at Tally Ho in Guiting Power parish. In the July of 1809, this company obtained a monopoly to supply pipes for a scheme to convey pure water to Manchester and Salford. The transport of these pipes down to Gloucester did dreadful damage to road surfaces. Accordingly, in 1812, the Stone Pipe Company and the Gloucester and Cheltenham Railway presented a Bill to extend the latter's tramroad by eleven miles to Guiting Power climbing 800 feet on the way. We are lucky to have, at Gloucestershire County Records, the plan of the proposed route prepared by Daniel Trinder of Cirencester. The Bill failed because of opposition from landowners, particularly on Charlton Kings properties.

The new line would have branched off roughly where the Malvern Inn was later erected on the yet to be completed Leckhampton Road. Crossing the Old Bath Road, the route passed south of Charlton Kings and wound gradually up the southern flank of the Dowdeswell valley. The track followed every spur and dip in the hillside with no cuttings or embankments to shorten the way. Making use of the "wind-gap" at the valley head the route would have run close to Whittington into the upper Coln valley and just east of Sevenhampton. A further climb led to a half mile tunnel under Hawling. From there, an easy descent led to the stone pipe works with their James Watt engine for turning the products. Fortunately, the stone pipes revealed their uselessness and the Stone Pipe Company shown to be a swindle before any plate was laid on the proposed tramroad. Trinder's plan survives as a detailed record of the geography of the proposed route a lot of which would have run parallel to the late 19th century railway from Andoversford to Cheltenham.

Subsequent chapters in the railway story relate to Cheltenham's long held desire to establish a more direct rail route to London than that provided by the G.W.R. Their station in St James' Square was opened in October 1847 but town and country were frequently in dispute with one another. The station at St James remained a "temporary" structure until the 1890s!

Problems facing any new project involved crossing the Cotswolds and the need to skirt the growing town. Alternatively the demolition of recently built and expensive properties would have to be carried out. To engineering problems were added, for the projectors, those of raising capital. Economic limitations existed as a result of any proposed route passing through rural areas that would yield little revenue. In Cheltenham a powerful group was opposed to all railway schemes on religious and social grounds. These varied obstructions did not prevent the putting forward of a range of proposals supported by detailed plans.

In 1845, the engineers Messrs Gandell and Brunton planned a "Cheltenham Oxford and London Junction Railway" which would have joined the G.W.R. main line at Didcot. This scheme had good sense behind it. For much of the way it would have run parallel or close to what we know as the A40 road. Through Charlton Kings, parts of the line would have passed close to the eventual "M. & S.W. Junction Railway". Passing close to Whittington and Hazleton, it would have gone south of Northleach church and followed high ground near Sherborne and Little Barrington. It missed the settlements and branches were called for to serve Oxford and Radley. Nothing came of the scheme.

The great I.K. Brunel, in the same year, came forward with an alternative proposal. This was for a "Cheltenham and Oxford Railway". At Ascot, in Oxfordshire, the proposed railway would have joined the G.W.R. line up the Evenlode valley to Worcester, a line then under construction. Had this project been executed, much damage would have been done to Cheltenham. Branching from the G.W.R. line close to Malvern Road, it would have crossed New Street, the Lower High Street and Swindon Road. Passing behind St Margaret's Terrace it would have left Cheltenham after crossing Winchcombe Street and Hewletts Road. In Charlton Kings, it would have crossed Ryeworth Road. Running just north of Detmore, it would have climbed the north flank of the valley through Dowdeswell Wood. Crossing the A40 part way up the hill, it would have gone through a tunnel under Sandywell Park. Going north of the Shiptons and south of Turkdean it would have missed Northleach by a mile, on the north side, Burford by two miles on the north and Shipton-Under-Wychwood to the south. This scheme met Cheltenham opposition and gained very little financial or other backing.

George Stephenson, in 1846, came forward with another plan for a "London, Oxford and Cheltenham Railway". His track would have parted from the line into St James' Station quite close to the Upper Alston Mill, crossing the Evesham Road just south of the racecourse. Passing south of Battledown and just north of Ham this was another proposal for a railway climbing the north flank of the Dowdeswell valley to a tunnel just south of Whittington. Going just north of Northleach and south of Burford, both places would have had stations easy of access. Eventually the railway would have joined the L.N.W.R. at Tring so taking the Cheltenham traveller to Euston, not Paddington. On the way, branch lines would have given access to Oxford and to Aylesbury.

At the western end, George Stephenson's line would have had links with the "Birmingham and Gloucester Railway" - a very good idea. So often, the G.W.R. refused to contemplate any link with the Midland route. This remained the case at Lansdown Station until the very end in 1962. Great opportunities for providing better services to the public were thrown away in inter-company rivalries.

S.W. Daukes (architect of Cheltenham's present station, of St Paul's College and of the royal Agricultural College at Cirencester) produced a design for a station, of almost St Pancras magnificence, which was to be located at Townsend Street. The Rector of Cheltenham, the Rev. Francis Close, objected to this cross-Cheltenham line pointing out how close the track would be to many churches, chapels and schools. Such opposition, company rivalries, and the inability of potential investors to make up their minds as to which scheme they wanted, led to

the abandonment of this scheme too. If ever Cheltenham was to have a direct London link, the 1840s was the period in which action should have been taken. Having nothing to lose, the G.W.R. management was happy to see fierce and fruitless rivalry between other proposers.

Not only the London link excited interest in the 1840s. Robert Stephenson was one of those who were much in favour of establishing a rail connection between the textile manufactories of the North with the growing trans-Atlantic terminal at Southampton. A cross-country link was needed from the railways south of Birmingham and the south coast. C.F.Cheffins, in 1847, surveyed a line which would have departed from the Birmingham and Gloucester tracks just south of Lansdown. Swinging south of Cheltenham (much as the M. & S.W.J. Railway was to do in later years) the proposed railway cut across Leckhampton Road to cross the Old Bath Road close to what is now Southern Road. The idea was to effect a gradual climb through what we know as Lilleybrook Golf Course. Crossing Charlton Hill part way up, the railway would have dived into a tunnel just opposite Vineyards Farm re-emerging from it just south of Coberley Church. From there, the valley of the Churn was followed to circle round Cirencester before heading off southwards. Parliament rejected the Bill which would have given reality to the scheme. There were big financial problems at local and national level. The idea had been killed and remained dead as far as the Churn valley was concerned.

The idea of the London link refused to die. In November 1852, John Fowler produced plans for a "Cheltenham and Oxford Union Railway" linking with the G.W.R. Oxford to Worcester line at Hanborough in the Evenlode valley. As far as the Cheltenham end was concerned, this proposal would have been very damaging. Departing from the Birmingham and Gloucester tracks just south of Lansdown it would have run just south of The Park, crossing Leckhampton Road close to its junction with Hall Road. From there it would have crossed Naunton Lane and gone through the grounds of Cotswold where Junior College playing fields exist today. Beyond the London Road the proposed line split. One branch led north-west to a terminus station on the site of Duke and Carlton Streets. The other branch curved away at the foot of Battledown before crossing Ryeworth Road and making a way through Dowdeswell Wood on the north side of the valley. Through Sandywell Park, the proposed line would have gone through Shipton Oliffe, over the A40 into Compton Abdale parish. From there it would have made a way across to Hanborough missing most of the places it might have served. This was another doomed link between the Midland and G.W.R. systems!

Thinking continued through the 1850s though, in retrospect, we sense that the time of decision was already passed. In November 1859 a plan for a "Cheltenham and Northleach Railway" was put forward. It appears to have been a local reaction to an unrelated scheme for an extended branch line from Witney to Northleach via Burford. The two schemes would have met just to the north of Northleach and within walking distance of the main street. At the western end, this line would have joined the Midland at Tewkesbury Road and Wymans Brook. A terminus station would have swallowed up Dunally Street and much of what was to become the coach station. Like other proposed lines, this one would have looped round Cheltenham, just north of Pittville Pump room in this case. Again, the north side of the Dowdeswell Valley would have been followed leading up to Whittington Court and Syreford. Charles Fox was the engineer and L.C.Haddan and C.D.Fox the surveyors. The Witney-Northleach proposal failed, so this local one died too.

At intervals, old schemes were brought forward again as complaints about G.W.R. services surfaced. It was not until the early 1890s that the concept of a direct link with London was finally given up. That was shortly before the G.W.R. converted to standard gauge.

In 1881, the line from Kingham to St James' opened as a single track down through Charlton Kings. Engineering problems put paid to a tunnel on the north side of the A40, so plans were

revised and one was cut through to Andoversford. Relics of the line in the form of cuttings and embankments are to be seen today, long years after closure took place in the autumn of 1962. Opening of the M. & S.W.J. railway led to the doubling of the track down from Andoversford to cope with extra traffic. The M. & S.W.J. Railway was the nearest we ever came to Stephenson's dream of a Manchester to Southampton railway but following the Coln in parts rather than the Churn. The railways that met at Andoversford provided cross-country services not otherwise available but they were never successful financially. Both had to be absorbed into the G.W.R. Their years of real significance were [1914-1919 and] 1939-1945 when wartime traffic was constant. The Kingham line was the nearest Cheltenham came to a direct London link. It is ironic that the railway built up to the Andoversford tunnel ran very close to the route surveyed by Daniel Trinder for the "Cheltenham and Cotswold Hills" tramway.

One last battle remained to be fought, one that could have brought more traffic down through Charlton Kings. In 1898, the engineers R.Elliott Cooper and J.F.Burke produced plans for an "Andoversford and Stratford-on-Avon Railway". This would have gone along the upper Coln valley, then down the Isbourne, through the grounds of Sudeley Castle. Following the foot of the Cotswolds, it was meant to link up with the "Birmingham, N. Warwickshire and Stratford-on-Avon Railway". This was, in reality, a deliberate defiance of the G.W.R., designed to cream off midland traffic moving southward. Reaction by the G.W.R. was forthright. The scheme was defeated in Parliament. Lord Cawdor, for the G.W.R., pledged that a line from Honeybourne to Cheltenham would be begun almost immediately. At Honeybourne it would join an existing track to Stratford-on-Avon thus providing a route through to Snow Hill in Birmingham. In fact, the last section of the line was completed to Malvern Road and opened on 1 August, 1906. Charlton Kings did not see the extra traffic and the upper Coln and Isbourne are not scarred by abandoned cuttings or embankments. The Great Western's Honeybourne line is, of course, no more except for the length between Toddington and Winchcombe relaid by enthusiasts.

After all the arguments, careful surveying and the drafting of Bills nothing remains but fragments. For 81 years the railway ran through Charlton Kings. Argument and counter-argument lasted for 151 years from "The Cheltenham and Cotswold Hills" plan to final closure. The rails through Charlton Kings were never the ones called for during the heady days of Railway mania in the 1840s. At least the wars remained verbal and did not lead to actual physical violence as occurred at Mickleton near Campden. The war was one of words and plans not fisticuffs. A hundred years ago, one could take a day trip up to places such as Chedworth to enjoy a walk or cycle through country lanes. Now, everything has to go by road to the detriment and inconvenience of Charlton Kings. A study of some privately produced county maps may reveal railways that were never built. So confident were the map makers that cross country lines would be constructed that they publicised them as fact.

Some references:- Plans to be seen at Gloucestershire County Records Office under the following catalogue numbers:-

Q/RUM 54 - D.Trinder "Leckhampton to Lower Guiting Tramroad"

20 September 1811, Scale 8" to 1 Mile (with reference book)

Q/RUM 180 - Cheltenham and Northleach Railway

Q/RUM 202 - Messrs Gandell and Brunton "Cheltenham, Oxford and London Junction Railway", 1845, Scale 13" to 1 Mile

Q/RUM 205 - I.K.Brunel eng. "Cheltenham and Oxford Railway" 30 November 1845

Q/RUM 210 - R.Stephens and G.P.Bidder "Manchester and Southampton Railway" 1846, 16" to 1 Mile

Q/RUM 225 - Geo.Stephenson "London, Oxford and Cheltenham Railway" 1846

Q/RUM 232/1 - R.Stephenson and G.P.Bidder "Manchester and Southampton Railway" 1846, 16" to 1 Mile

Q/RUM 232/3 - C.F.Cheffins "Manchester and Southampton Railway" 1842, 16" to 1 Mile  
Q/RUM 250 - J.Fowler eng. "Cheltenham and Oxford Union Railway",  
30 November 1852. 13" to 1 Mile  
Q/RUM 275 - L.C.Haddan and C.D.Fox surv. and Charles Fox eng. "Cheltenham and  
Northleach Railway", 30 November 1859. 13" to 1 Mile  
Q/RUM 274 - "Northleach and Witney Railway", 1859  
Q/RUM 530 - "Andoversford and Stratford-upon-Avon Railway", 26 November 1897

Acts:-

28 April 1809. 49th Geo. III Cap. XXII. An Act to permit building "The Gloucester and Cheltenham Railway"

20 June 1809. 49th Geo. III Cap. CXCII "An Act for more Effectually supplying with Water the Inhabitants of the Towns of Manchester and Salford in the Parish of Manchester in the County Palantine of Lancaster"

Books:-

Bick D.E. *Old Leckhampton*, 1971, Published by the author.

Bick D.E. *The Gloucester and Cheltenham Railway*, 1968, Pub. by the author.

Sands T.B. *The Midland and South Western Junction Railway*, Oakwood Press

MacDermot E.T. *History of the Great Western Railway* Vol.2, 1964

JOHN C.MILNER

## 2. CHARLTON KINGS TO BUNYIP

Bunyip is a small town about fifty miles south east of Melbourne, Australia. Its name is derived from an Aboriginal legend about a mythical monster called a 'bunyip' which made its home in the dense ti-tree and watery swamplands that made up this area before its clearance during the 1850s. Its connection with Charlton Kings is through the story of Job Nash, the son of a farm worker, who was born in Ham in 1842 but buried in Bunyip in 1906. By then he was the head of a large farming and saw-milling family, whose descendants still live and work in the area.

During the summer of 1995, I received a letter from an Australian, Lorene Hutton. She had heard that our Society was recording memorial inscriptions in St.Mary's churchyard and wondered if we had found one for her ancestor Richard Nash, who had died at Ham in 1850. I was able to send her the following:

'Sacred to the memory of Richard Nash, who died March 21st 1850, aged 57 years. Also of George, son of the above who died March 22nd 1870, aged 36 years. Also in loving memory of William Nash, son of the above Richard Nash, who passed away August 29th 1904, aged 75 years.'

This was the start of a correspondence between us, resulting in this account of the Nash family and particularly the story of Job, one of Richard's sons, who emigrated to Australia in 1863 and prospered there.

Job Nash was born in Ham on 14th January 1842, the seventh child of Richard and Maria Nash. Richard and Maria had been married in Cheltenham in 1825, but all their children were baptised in Charlton Kings. We know from the 1851 census that Maria had been born in Oddington, but as Richard had died before that census we know only that he was born in Gloucestershire. The 1841 census shows the couple living in Ham with their six older children: Edward 14, William 12, Joshua 10, George 7, Amy 4 and Hannah 2.



Richard was working as an agricultural labourer. There was no name for their dwelling, but from the order of names in the census it seemed likely to be in the region of Ham Square. This was confirmed by an entry in the Cheltenham Manor court book for 1891, which refers to a 'cottage called Mobleys' ... ' a thatched cottage in Ham heretofore in occupation of Richard Harris, Richard Nash and now or late of George Hicks, together with ground in front extending to Ham Lane'. This old cottage now forms part of Ivy Cottage on the corner of Ham Lane and Ham Square - a very different place from the Nash family's home in the mid-1800s, where Richard died from 'disease of the lungs'.



The standard of living for the family would have been very low indeed. An agricultural labourer in Gloucestershire was paid an average wage ranging between 7s and 9s per week in the period between 1837 to 1860. (1) The following account given by a farm worker from near Swindon, Wilts to an American writer in the 1860s, gives us a picture of what life for the Nash family would have been like:

'His ordinary wages were eight shillings a week, and an additional shilling in haying time. By milking cows as an extra job, he was earning about eleven shillings, working from sun to sun. His wife received eightpence per day, making up fifteen shillings per week. He paid 1s 6d weekly for house-rent; had a garden-patch on which he had grown from twenty to twenty-five bushels of potatoes. His food was entirely bread and cheese on week-days for breakfast, dinner and supper. On Sunday he had a piece of bacon for dinner. He never spent anything for beer at the public-house, and drank only what his master allowed him, which was three half-pints a day. He could not lay by any of his wages for old age or sickness, do the best he might. When he came too old to work, he should depend upon the parish for out-door relief...' (2)

Maria Nash would certainly have been working too - she is listed in the 1851 census as 'ex-laundress', and the children would have been out earning as soon as possible. If any of them attended school they would have had to walk to the centre of Charlton Kings, where a school had been set up in the Poor House in Church Street in 1831 and later in Horsefair Street. The parents had to pay 1d per week for each child, just to learn to read, with an extra 1d for writing, and another for arithmetic, so this would have been a real struggle for such a family and the children probably only had a short period attending school. (3)

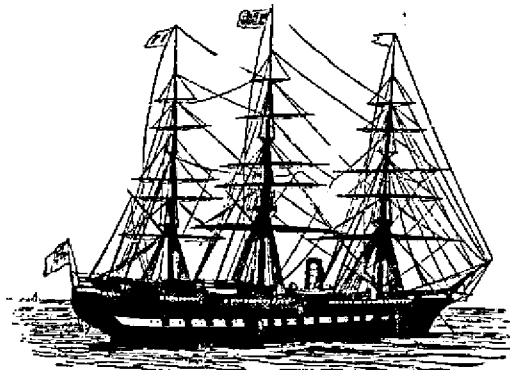
By the 1851 census the widowed Maria and her family had moved away from Ham and were now living at 2, Milford Place in Cudnall Street. This was one of three cottages made from an old house, now demolished, next to Milford Cottage. There is a photograph of it, described as 'the ancient messuage' on page 86 of *A History of*

*Charlton Kings*. Maria's son William is now shown as the head of the house and is a wood and coal dealer, Job and a younger brother Reuben are now included, with Job aged 9 listed as a scholar. Edward and Joshua are no longer living at home. This move to Cudnall must have made life easier for the family, being nearer to job opportunities, the school and shops. Maria was listed as one of the tenants of Milford Place in 1858, and was a witness to her son William's wedding at St.Mary's, Charlton Kings in 1860, but no more is known about her - the house was vacant by the 1861 census, and the family had all left Charlton Kings by then.

The two sons appearing on Richard's tombstone have been traced - the *Cheltenham Examiner* reported the death of George Nash in 1870 'at the residence of his brother in Bishops Cleeve' but having been 'late of Northumberland Street, Liverpool'. The censuses for Bishops Cleeve show that William, and his wife Ann, were running the Newlands Inn at Southam during the period from 1861 to 1891, so it was presumably there that George had died, but been buried at Charlton Kings. The headstone in St.Mary's churchyard was probably put up at the time of George's death, as it is in the part of the churchyard being used in the 1870s rather than at the time of his father's death. This also explains how there came to be a headstone for someone as poor as an agricultural labourer. William 'from Bishop's Cleeve' was buried in St.Mary's churchyard on September 1st, 1904, and his name added to the headstone.

Job Nash emigrated to Australia in 1863. This picture of the Great Britain gives some idea of the type of ship he would have travelled in and the cost involved. Job's descendants say that he left Liverpool in July and arrived at Melbourne in September. Colonial records at Kew Record Office show that the only ship travelling this route at the right time was the Gresham. She was contracted to carry passengers at £13.15.0 each, which implies that she was for assisted passengers. Cheltenham papers in the 1850s and '60s carried advertisements for schemes to grant assisted passages to craftsmen, agricultural workers and domestic servants. Some of these were paid for by colonies needing workers, others by local boards of Guardians of the Poor and Charities, such as one

**LIVERPOOL & AUSTRALIAN NAVIGATION CO**  
**STEAM FROM LIVERPOOL TO AUSTRALIA.**



THE CELEBRATED AUXILIARY STEAM-SHIP

**GREAT BRITAIN,**

2300 Tons, and 500 Horse-power.  
**CHARLES CHAPMAN, Commander,**  
 IS APPOINTED TO LEAVE THE RIVER MERSEY,

**FOR MELBOURNE AND BRISBANE**

(Landing Passengers and Cargo at Melbourne, and proceeding without delay);

TAKING PASSENGERS ALSO FOR

**SYDNEY, ADELAIDE, AND NEW ZEALAND,**  
 ON SATURDAY THE 25th OCTOBER, 1873.

This magnificent and far-famed Ship has made the passage out to Melbourne in the unprecedented short time of 53 days. She affords an opportunity for Passengers to reach Australia in almost as short a time as by the Overland Route, via Southampton, without incurring the very heavy expenses attendant thereon, and avoiding entirely the discomfort of frequent changes. Her Saloon arrangements are perfect, and combine every possible convenience, Ladies' Boudoir, Bath, &c.; and her noble passenger decks, lighted at intervals by sideports, afford unparalleled accommodation for all classes.

**FARES,**

Including Steward's Fees, the attendance of an experienced Surgeon, and all Provisions of the best quality.

	TO MELBOURNE,		TO BRISBANE,	
	60 and 70 Guineas	80 and 90 Guineas	60 and 70 Guineas	80 and 90 Guineas
AFTER SALOON, (POOP BELOW)	25	30	24	28
SECOND CLASS (on Deck)	18	20	18	20
THIRD CLASS	15	18	15	18
STEEERAGE	15	18	15	18

Children under Twelve Years, Half-price. Infants under Twelve Months, Free.

In accordance with the Passengers Act, Wine, Spirit, and Milk Licences will be applied on board at very moderate prices. Passengers booked to be forwarded from MELBOURNE, by the first opportunity, to SYDNEY, ADELAIDE, and HOBART TOWNS, also to HONOLULU, OTAGO, and LYTTELTON, at an extra charge of 2 Guineas Saloon, 3 Guineas other Classes. To AUCKLAND and WELLINGTON, 2 Guineas Saloon, 4 Guineas other Classes. To LAUNCESTON, 4 Guineas Saloon, and 2 Guineas other Classes - for which separate Forwarding Tickets will be issued in Liverpool.

organised by the Reverend Francis Close. Knowing the family's circumstances it is difficult to see how Job could have travelled without an assisted passage unless he had a relative already out in Australia who was able to send him the fare.

Little is known of Job's early years in Melbourne, though it is presumed he was involved in farming as this was his later occupation. He may have taken advantage of a series of Land Acts passed in the 1860s to encourage small freeholders. Allotments of land were available at £1 per acre to applicants domiciled in the colony. It is known that he had a property in the Brunswick district by 1880 and the street abutting it was named Nash Street by 1889. In 1872 he married Sarah Cartwright, a girl who had emigrated from England with her parents, and their first five children were born in Brunswick - their names reflect the family left behind in Charlton Kings - Edward, William, Reuben, Joshua and Anna Maria. Three more children were born on different farms in the Yan Yean district in Victoria.

In 1894 the family moved to a new settlement at Tonimbuk, on the northern edge of Bunyip - this was an extremely fertile district to the east of Melbourne, but swampy and overgrown with trees, with no roads or bridges. A Village Settlements Act had been passed in 1892, to encourage men with families to work in the area, whereby they were able to acquire blocks of land at very reasonable rates. The first houses were of ti-tree and daub, the only local materials available, with bark roofs. Later houses were constructed from timber weatherboarding and corrugated iron, which had the added advantage of channeling the water. This move must have been a difficult decision for Job and Sarah, by now middle-aged, but they must have felt it would be best for their large family.

The township of Bunyip was quite well established by the time the Nash family moved to the district. A railway line ran through it, and Post Office directories of the period list a station master, two hotel keepers, two teachers, several storekeepers and many other tradesmen. The first school was opened in 1880 and a Church and Pioneers Hall were built in the 1890s. Tonimbuk, however, was only a very small settlement with about twenty families living there before 1900. A newspaper article, written in 1903, describes the area - 'further along the creek we reach a hill from which we look down upon a perfect picture of loveliness. Mr Nash, one of the pioneers of the settlement, came here 10 years ago, and he and his good wife and family (possessed of the grit that makes men and women) have carved out for themselves a home. The material for the house was split in the forest and the whole family are to be complimented for their dogged perseverance and determination to make a house for themselves. Everything now bids fair for the future. The soil here is most fertile, the trees which have been in about nine years speak for themselves. There is not a healthier looking garden and orchard in the district. He has fifty acres of which seven are in fruit trees of the best kind.'

Job's sons worked in local sawmills, the main paid work in the area. The milled timber was transported to the railway at Bunyip by horse and/or bullock teams, but the roads were not fit for such traffic during the winter, so this was when the men worked on their own blocks. Edward, William and Reuben also had 50 acres blocks adjacent to their father's. The climate suited the growing of vegetables as well as fruit, and good crops of potatoes, onions and maize were grown. Tobacco was tried by some settlers, including Reuben Nash, but it suffered from mould in this area of heavy rainfall. Two of Job's other sons, Harry and Josh, went on to establish their own timber mill, producing 'scantling' for house construction and 'case shooks' for fruit boxes.

There was no school in Tonimbuk until Edward Nash offered to erect one in 1899. By 1901 there was an average attendance of about 20 pupils and requests were made for more seating, maps, hat pegs and ink wells. However the bark chimney was so wide that the teacher was forced to choose between being cold or being smoked out! Edward was fortunately able to improve things by 1902. A pupil at this school in 1922 wrote: 'About 32 years ago the first settlers came to Tonimbuk. The first human being was Mr.J.Smith. Next year the first women came.' So we can see that the Nash family were some of the very first settlers in this area.

Job Nash died in 1906, by which time his large family were well established and playing a prominent role in the local society. I hope he felt that his decision to emigrate and the hardships he and Sarah suffered had been worthwhile.

Job and Sarah Nash



References: (1) Ernie Lord *English Farming Past and Present* 3rd edition 1922  
(2) Mingay G.E. Editor *The Victorian Countryside* Vol.1 1981  
(3) Paget Joan *Bulletin* 3 p.24. Information about Bunyip was extracted from *Call of the Bunyip* by Denise M.West, a book kindly given to me by Lorene Hutton, along with the photos of Job and Sarah.

JANE SALE

### 3. A 'COTTAGE CALLED MOBLEYS'

In the previous article about the Nash family, I referred to them having lived in Ham in a 'cottage called Mobleys'. The name intrigued me and I have tried to find out more of the history of this property and why and when it acquired its name.

Mary Paget provided me with several references to the property from her notes from the Cheltenham Manor Court records, the first of which is dated 26 April 1648:

Henry Mason surrendered to use of Robert Probert and heirs a parcel of land commonly called le Moblies (15 perches) in Charlton Kings, with highway south, land of Alexander Packer east and a way called the Church Way west. Rent 1d, Heriot 3d, Fine 2d.

It is clear that, at that time, there was no dwelling on the site. M.Paget points out that 15 perches is a very small area - 40 perches to quarter of an acre - this was not

therefore a medieval site with a dwelling that had been taken down, as in that case there would have been a larger area to accommodate the obligatory orchard and/or croft. The property consisted of just a narrow strip of land running alongside a public way and separated from the Ham Court estate owned at the time by the Packer family. There are two possible explanations as to how it came to be separate: it could have been one of the common boat-shaped pieces of land filched from the roadside verge, but if so would it have been entered in the Manor Court records with a fixed rent, heriot and fine? It seems more likely that it was the end strip of a common field which the owner had had permission to enclose - the Manor did allow small amounts of enclosure during the 16th century.

The next reference found in the court records is unfortunately not until 28 April 1786, a very long gap at a vital period in the history of the site. It states:

John Greville and Mary his wife surrendered to use of Thomas Gregory the younger of Great Widcombe in the county of Gloucestershire, yeoman and his heirs, all that messuage called Mobleys and garden in Ham (15 perches). Rent 1d, Heriot 6d. Fine 2d.

Note that there is now mention of a 'Messuage called Mobleys', so a house has been built on the site, presumably the reason why the heriot has doubled to 6d. M. Paget confirms that this is the same property as that referred to in 1648, as Judith Probert's property had passed to the Greville children of her first marriage.

Further development of the site took place gradually, there are three buildings shown on the map of 1884. The Court record, dated 11 May 1855, refers to:

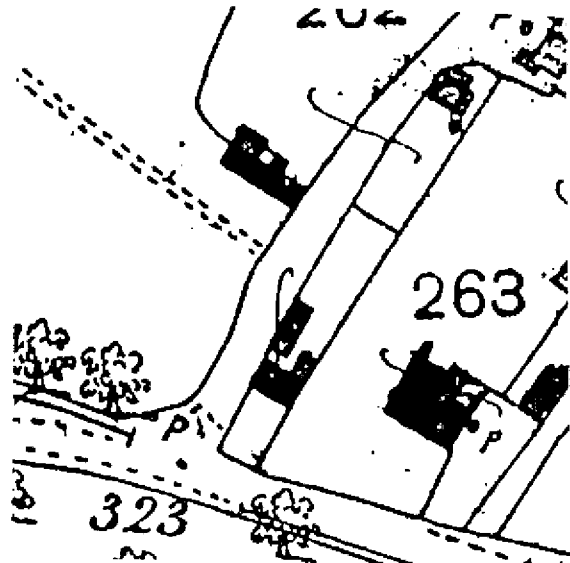
a cottage called Mobley and garden in occupation of James Woodward and another cottage nearly adjacent in occupation of George Hicks.

And a later record, dated 2 November 1891, gives us a more complete picture:

a cottage called Mobleys and garden ground (15 perches) better described as  
(1) thatched cottage (previously occupied by Richard Harris, Richard Nash, and George Hicks) with ground in front extending to Ham Lane, way at back, garden on north side of cottage;  
(2) cottage nearly adjoining the last, fronting the Byeway from Ham Lane on the west. (previously occupied by Betty Hicks and - Kirby);  
(3) cottage adjoining said Byeway erected by John Woodward (occupied by James Woodward), garden in front extending to garden of first cottage.

The heriot remained at 6d in spite of further building.

This map shows how close the second cottage was built to Mobleys, and photographs of the present house show how the two cottages have been joined together on the side facing the way to Ham Square.



The map also shows an outhouse built on the back of Mobleys, which is still there and can be seen in the photograph of the east end of the house. This outhouse may well have been used by Maria Nash when she was working as a laundress.



From these Cheltenham Manor records we can see that the name Mobleys was already at least 200 years old when the Nash family lived there in the 1840s and 1850s. The use of the prefix 'le' in the 1648 entry implies an early origin. The most likely reason for the name seemed to be that the site was associated with a family of that name, but a search through the pre-1648 *Parish Registers*, John Smith or Smythe's *Men and Armour in Gloucestershire 1608*, and *The Military Survey of Gloucestershire 1522*, edited by R.W.Hoyle, revealed no mention of such a family in this area. Another possibility was found in Ekwall's *The Oxford Dictionary of English Place-Names* under the heading 'Mobberley' - a glade with an assembly mound. Obviously this would not be appropriate for our narrow strip of land, but if that strip had formed part of a bigger site previously called 'le Moblies', then it could perhaps be the origin of the name. We are unlikely to know the answer unless future archaeological work reveals an early settlement in the area. In the meantime it remains an intriguing puzzle. Any ideas?

JANE SALE

#### 4. CHARLES SMITH: HURDLE MAKER/CARPENTER

When, in 1964, my late brother Martyn Booty and his family moved to Charlton Kings to be near his work at G.C.H.Q., no one had the slightest idea we had any previous links with the village.

In the early 1980s I established, from the 1863 marriage certificate of my well-documented maternal great grandfather Edmund Charles Smith, that his father was William Smith, a Lambeth butcher. To my astonishment, the 1851 and 1861 Census returns revealed his birthplace as Charlton Kings, Cheltenham!

The Registers of St Mary's, Charlton Kings duly record his baptism on 26 May 1816 and those of his siblings between 1801 and 1822, bar the eldest, Lydia, daughter of Charles (carpenter) and Lydia Smith who was baptized at Guiting Power on 21st April 1799. Charles Smith married Lydia Dowdeswell at Guiting Power on July 29th, 1798 (PRs/IGI) She was the daughter of Thomas and Betty and was baptized at Guiting Power on May 9th 1779. Her parents Thomas Dowdeswell and Elizabeth Hause (House/Hanse?) were married there on November 6th 1775. I know nothing of the parentage of Charles Smith; there are a number of possible Gloucestershire baptisms circa 1777 in the IGI.

Lydia's father, Thomas Dowdeswell, may have been a son of John Dowdeswell of Ashchurch (b. circa 1722), later of Kinton (near Temple Guiting) who married Elizabeth Carpenter on September 8th, 1745 at St John The Baptist, Gloucester. It is not my intention to write in depth about my Dowdeswell links. I have two very full files on this name and my researches have been aided by three or more others interested in this Gloucestershire/Worcestershire clan.

Suffice to say that, as far back as the late 17th Century, a farm named The Smow near Ashchurch was held by the Dowdeswells. (It is still there owned by Mr Jeffery Brown, farmer, and leased to Mrs Diana Prestidge, who has done some research on the property). The interesting thing is that the village of NATTON lies close by and brings me back to Charles and Lydia Smith, who moved to Charlton Kings circa 1800. As previous issues of our Society's *Bulletin* show, Charlton Kings was once a major stronghold of the Dowdeswells.

A 19th Century deed (to be seen at Glos. Record Office, Accession No. D7569) for NATTON Cottages, Ham, Charlton Kings, reads as follows:

Lease and Release December 1803

- 1) Henry Gale of Prestbury, yeoman, (devisee named in will of Thomas Arkell late of Coathay, Charlton Abbots, yeoman, deceased)
- 2) Henry Arkell of Cockbury, Bishops Cleeve, yeoman, (eldest son and heir of William Arkel of Postlip, yeoman, eldest brother of said Thomas Arkell deceased)
- 3) Charles Smith of Charlton Kings, yeoman

In consideration of £95 paid by Charles Smith to Henry Gale and £5 to Henry Arkell for absolute purchase of messuage lying at Ham, Charlton Kings, late in possession of John Hemming, since of said Thomas Arkell deceased and now of said Charles Smith with garden, outbuildings etc. Chief rent of 10s a year payable to heirs of Mrs Mary Tracy.

Lease and Release January 1836

- 1) Charles Smith of Charlton Kings, hurdlemaker, and Lydia his wife
- 2) Thomas Simmonds of Charlton Kings, yeoman
- 3) William Cooper of Cheltenham, gentleman

In consideration of £200 paid by Thomas Simmonds to Charles Smith for absolute purchase of messuage lying at Ham, late in possession of John Hemming, afterwards of Thomas Arkell, since of Charles Smith, and now of Thomas Simmonds, which said cottage and garden contain by estimation about half an acre, and bounded on the north by a public carriage-way, south by land belonging to John and William Burrows. Chief rent of 10s a year payable to heirs of Mrs Mary Tracy.

Certificate of Acknowledgement of Deeds by Married Women January 1836

Lydia Smith, wife of Charles Smith of Charlton Kings, hurdlemaker, appeared before Joseph Cooper Straford and Thomas Griffiths, gentlemen and produced above lease and release.

Settlement on Marriage of Mr Thomas Smith and Miss Louisa Hewer March 1879

- 1) Thomas Smith of Cheltenham, Insurance Agent
- 2) Louisa Hewer of Cheltenham, spinster
- 3) Sarah Hewer of Cheltenham, widow
- 4) Mary Ann Hewer of Cheltenham, spinster
- 5) Thomas Churches of Cheltenham, carpenter and Caleb Sirett of Cheltenham, grocer.

Marriage will take place shortly between said T.Smith and said L.Hewer. Under will of Thomas Simmonds, late of Charlton Kings, deceased, said L.Hewer is seized of property described below which she now conveys to T.Churches and C.Sirett. Two messuages with garden land and outbuildings in Ham, Charlton Kings, one of which messuages was formerly in possession of Charles Smith, afterwards of said Thomas Simmonds and now of ---- and the other was erected by said T.Simmonds and is now in possession of ----. Together they contain about half an acre and are bounded on north by public carriage-way, on the west by public foot-way to Northfield, and on east and south by property formerly of John and William Burrows but now to ---. T.Churches and C.Sirett will hold the property for the use of said L.Hewer for her life,



and after her death to use of said S.Hewer for her life, and after her death to the use of T.Smith, after his death to the use of any issue of intended marriage. If no issue then to use of said Mary Ann Hewer.

Conveyance of Two Messuages at Ham August 1890

- 1) Louisa Smith of 7 Blenheim Place, Saint Luke's, Cheltenham, widow
- 2) Thomas Churches of Belmore Place, Bath Road, Cheltenham, carpenter, and Caleb Sirett of Cutsdean, near Broadway, Baptist Minister
- 3) Maria Harris, wife of William Harris of Ham, Charlton Kings,---

In consideration of £205 paid by Maria Harris, Louisa Smith now conveys all that piece of land with two messuages standing thereon, one of which messuage was formerly in possession of Charles Smith, afterwards of Thomas Simmonds, afterwards of John Powell, afterwards of William Powell and now void, and the other messuage was erected by T.Simmonds and is now in possession of said William Harris. Together they contain about half an acre, bounded on north by public carriage road, on west by public foot-way to Northfield and on east and south by property formerly of John and William Burrows but now of ----

On back of envelope containing deeds:- William Harris 1 or 2 Sep 1922 at C.K.  
Emma Elizabeth, Kate, Gertrude Annie and Edith - four sisters living at cottages in 1922

(Reproduced by kind permission of the Gloucester Record Office)

I feel there must be some link between Natton, near Ashchurch, and Lydia Smith (née Dowdeswell) and the fact that she and her husband lived at or owned property called Natton Cottages. Did one of her relations help to settle them in the Dowdeswell linked Charlton Kings area?

Charles Smith died (decay of nature) on June 5th, 1843, at Charlton Place, Charlton Kings. His will dated January 21st, 1842, is to be seen at the Record Office. He mentions his dear wife Lydia to whom he left everything for life and then to:- son John to whom he left the house, shop, garden and premises "now in my own occupation", John paying £200 towards the mortgage; daughter Hannah Fletcher to whom he bequeathed his house and garden being No.4 Charlton Place in possession of Mr Townsend; son Samuel who was left the house and garden being No.1 Charlton Place in possession of Mrs Perry; daughter Jane received No.2 Charlton Place in the possession of Mrs Watson. Hannah Fletcher and her husband had to pay £150 for part of the mortgage due from Charles on the house he died in. Son Samuel had to fork out £100 and daughter Jane £50.

Charles then mentions his daughter Eliza, wife of Edwin Winch (this couple witnessed the marriage on August 31st, 1835 at St Mary's Lambeth, of William Smith, her brother and the aforesaid Lambeth butcher), who received No.3 Charlton Place in the possession of Mr Fletcher and had to pay £40 to Charles' son Thomas and daughter Ann; and to his daughter Esther £20. Sarah and Esther were willed No.5 Charlton Place, but had to give his daughter Lydia £20, whilst daughter Jane, who as we have seen got No.2 Charlton Place, had to give £20 to her brother William (of Lambeth). The Executors were his son John and his son-in-law Thomas Fletcher. Probate (estate valued at under £100) was granted on November 28th, 1843.

Charles Smith was buried at St Mary's, Charlton Kings. Our Society's burial index provided this information for the grave in Area M 054:-

Charles Smith Jr d. 1.6.1828  
Martha Smith d. 13.3.1824 aged 9  
Charles Smith d. 5.6.1843 aged 66  
Lydia Smith bd. 11.5.1865 aged 87

My nieces Kathryn and Janet Booty were married at St Mary's in 1984 and 1985 respectively and the former was photographed with her husband on a seat only a short distance from the grave of Kathryn's gt.gt.gt. grandparents of which they were totally unaware!



The 1841 Census (HO 107/353/1) for Charlton Kings lists Charles (66) carpenter; Lydia (60); John (15) and Jane (20) at Charlton Place.

The 1858 Rate Book lists Lydia Smith owning seven properties:-

609 - William Burrows, house, yard etc., London Rd. Gross estimated rental £14, rateable value £11.4.0

610 - George Edwin Hall, Cottage, London Rd. £1.17.0, £1.10.0

611 - Robert Smith, Anastasia Cottage, £10.0.0, £8.0.0

612 - Thomas Fletcher, House, shop etc., London Rd. £8.15.0, £7.0.0

613 - Lydia Smith, Mersey Cottage, London Rd. £8.15.0, £7.0.0.

614 - Maria Hannah Ashmead, Cottage, London Rd. £8.15.0, £7.0.0

615 - Alfred Knight, Cottage, London Rd. £8.15.0, £7.0.0

I have not been able to find a will for Lydia Smith. Nor have I been able to locate any descendants of Charles and Lydia in the Charlton Kings/Cheltenham area.

I owe a great debt of gratitude to Mrs Mary Paget and to Noel Stevens (my Gloucester based researcher) for their valuable assistance in providing me with information in this story about my ancestors. My one regret is that my late mother, Dorothy H.Booty, née Smith, who visited Charlton Kings many times between 1964 and 1978, never knew that her gt.gt. grandparents had lived there for so long.

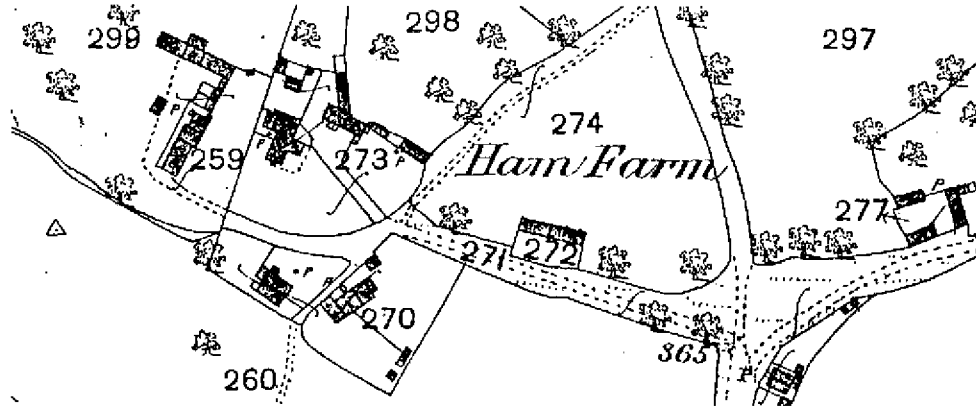
**HAROLD BOOTY**

[The editor holds a copy of a family tree for the known descendants of Charles and Lydia Smith, which it was not possible to publish in this *Bulletin*, but which is available to anybody particularly interested in this family.]

## 5. NATTON COTTAGES, HAM and CHARLTON PLACE, LONDON ROAD

Harold Booty, in the previous article, mentions two homes of Charles Smith and his wife and family:

1) re Natton Cottages - No 270 on the map shown below.



The original Natton Cottage is probably on the site of a medieval freehold tenement. This is indicated by the use of the word "message" for it and by the fact that in the 19th century it still owed 10s chief rent to Mrs Tracy (see *Bulletin* 20, pp 20-21). It stood on the edge of the Ham Northfield and may have been a 14th century development on an end strip - we know that Ham became a sub-manor of Cheltenham at that time and was "improved". There were two houses in Ham which by 1730 paid a small quit rent to Alexander Packer. These were held by Hooper and Danford (see *Bulletin* 20 p 19) and it seems fairly certain that Natton was the first of these.

When it was sold in December 1803 the sellers represented Thomas Arkell, late of Charlton Abbots yeoman, not a resident in Ham and the purchase price of £100 for a cottage and half acre of garden without further land suggests that it was a fairly substantial dwelling. By the next sale to Thomas Simmonds in 1836 the price had risen to £200, indicating some improvement, perhaps the extra room parallel to the footpath shown in the photograph on page 17.

Thomas Simmonds built the red brick house, continuing the row, before 1858, when the Rate Book shows:-

- No. 123 - cottage and garden - owner Thomas Simmonds, occupier William Fry.  
g.e.r. £3.3.0. (The old cottage)
- No. 124 - cottage and garden - Thomas Simmonds owner and occupier.  
g.e.r. £6.5.0. (The red brick house)

By 1882 the Rate Book (DA 3 510/1) has:-

- No. 292 - 2 cottages, owner Louisa Smith, occupier of first (the old cottage) John Powell, g.e.r. £4.16.0; occupier of second William Harris, g.e.r. £5.12.0.

In 1914 there were 3 Natton Cottages: (GRO DA3. 510/6)

1. House, owner and occupier William Harris. g.e.r. £6.10.0
2. Cottage, owner William Harris, occupier Albert James Powell. g.e.r. £6.10.0
3. Cottage, owner William Harris, occupier John Coombes. g.e.r. £6.10.0

So Harris had bought both and seems to have divided the brick cottage into two, as shown in the photo on p 17 taken this year.



2) re Charlton Place:-

These cottages can be identified for us by material relating to a proposal for a Railway Line, dated 1836. (GRO Q/RUM 145 and *Bulletin* 17 pp 38 - 42) A map shows the line the railway would have taken, and the properties likely to be affected. The properties are numbered and accompanied by a list giving the owners and occupiers. Charlton Place is on the north side of the London Road, on the Cheltenham side of the Beaufort Arms. At this time Charles Smith owned five properties as shown below:

No. 19 - Cottage and garden, owned by Charles Smith, occupied by Mary Perry.

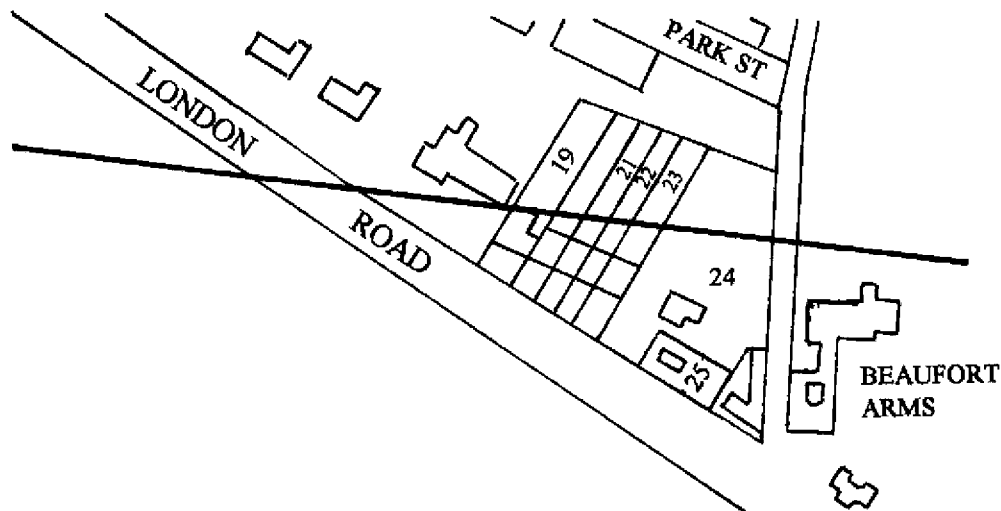
No. 21 - Cottage and garden, owned by Charles Smith, occupied by Edwd. Townsend.

No. 22 - Cottage and garden, owned by Charles Smith, occupied by James Brown.

No. 23 - Cottage and garden, owned by Charles Smith, occupied by Rich. Castle.

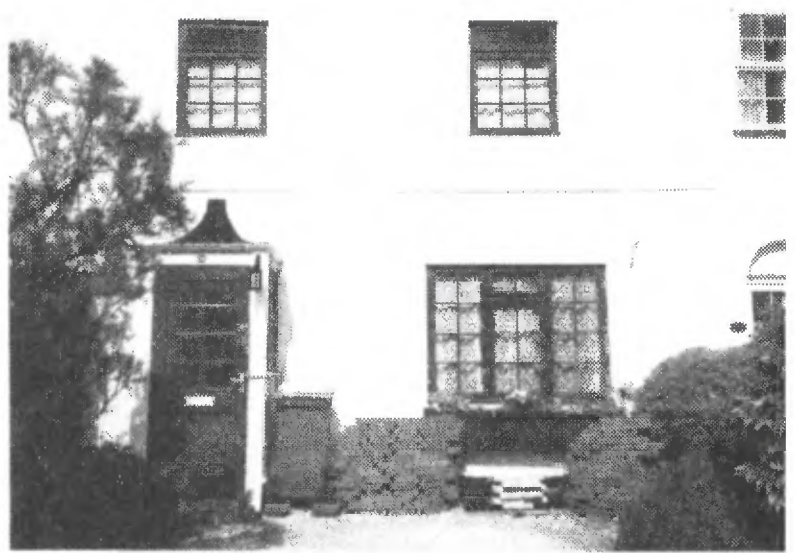
No. 24 - Cottage and wood yard, owned and occupied by Charles Smith.

At this time No. 20 was owned by John Charles Lockwood but it seems as if Charles Smith had bought it by the time he died, when he left Nos. 1 - 5 Charlton Place as well as the house where he was living.



In the 1858 Rate Book (quoted by Harold Booty) the numbers run in the opposite direction, down London Road towards Coltham Lane/Hales Road. The photographs on page 19 show four of the cottages which are still standing though "improved".

M.PAGET



## 6. MORE ABOUT THE HAMLETT FAMILY

*Bulletin 9*, published in 1983, contained an article on the Hamlett family written by Gwendoline Betty Lane, a descendant of Israel Hamlett. We have now received some more information from another descendant, P.Nelson from Alberta, Canada. Her family charts take us two generations further back than Israel, who we had thought was the first of the family to settle in Charlton Kings, to his grandfather William who died here in 1743. Pauline Nelson writes the following account of her research about Joseph Hamlett West and his father Alfred Edward Hamlett:

My grandfather, Joseph Hamlett West, was born 13th November 1892 in Kentish Town, Middlesex. When he died ninety years later, his six children knew very little of his origins. His wife of sixty three years had been told that Joseph's parents were never legally married. His mother had apparently been deserted by her lawful husband, Frederick William West, and was left with a number of young children to raise alone. A common-law relationship with a widower from Gloucestershire, Alfred Hamlett, supposedly resulted in five or six more children - Joseph included.

Joseph's birth and marriage certificates, and the marriage and death certificates of his mother, Adelaide Wade West, took me to the address I required to locate the family in the 1891 census at 44 Weedington Road, St Pancras, Middlesex. Alfred Edward Hamlett, born in Cheltenham, a hackney carriage driver aged 40, was listed as a boarder at the home of Adelaide West and her seven children. Further investigation revealed that the youngest sons had all been given Hamlett as a middle name. No record of Alfred's birth could be located, but mention of an Elizabeth Hamlett, born in Charlton Kings, was discovered in the Middlesex census records. My search moved to Charlton Kings, where Alfred was discovered in the 1851 Census as the grandson of John and Hannah Hamlett at Charlton House Lodge. [Charlton Park Lodge? - M.P.]

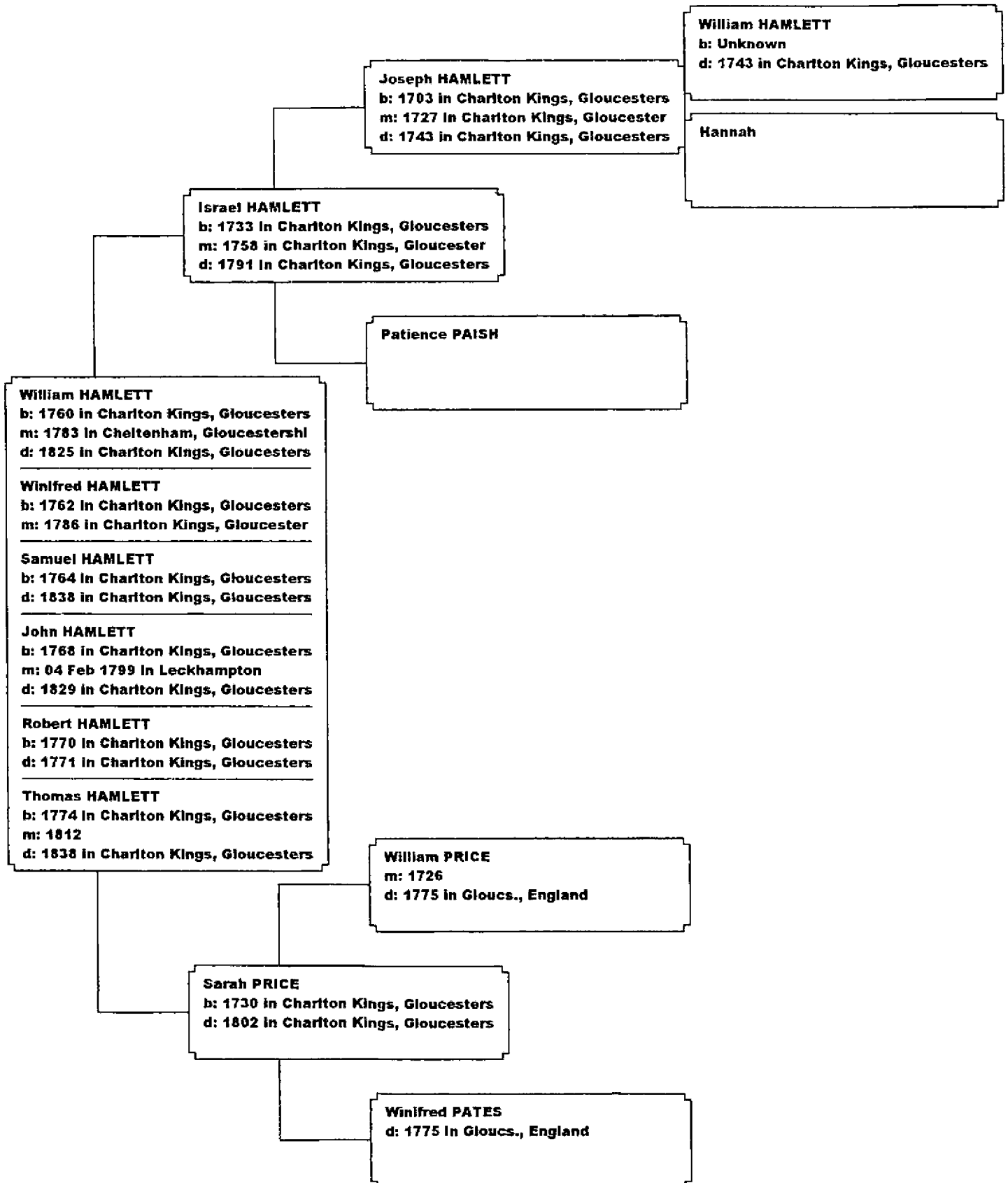
John Hamlett, a gardener, had married Hannah Powell, the daughter of long-time Charlton Kings residents Joseph and Mary Powell, in the parish church in 1814. They had three children: Robert, John and Hannah Maria. Robert became a plasterer and married Harriet Lewis of Charlton Kings in 1841. According to the 1851 Census, John married an Elizabeth and they were living in Park Street with two daughters. By 1860, Hannah had left home and married James Haines in St Pancras. The 1871 Census shows John and Hannah living at 37 Park Street with their daughter-in-law Elizabeth, but no mention is made of her husband John.

Robert and Harriet were to have two sons: Alfred Edward and John James. By age 22, Alfred was a plasterer like his father and had married Harriet Bushnell in the Kensington Registry Office. They had one daughter, Harriet Emma, in 1865. By 1881 Alfred was a widower and he and sixteen year old Harriet were living at 62 Mansfield Place in St Pancras. Alfred was working as a hackney driver. Mansfield Place was also the home of Adelaide West's parents and was likely where she and Alfred first met. No further record of Alfred since 1892 has been discovered as yet, though Adelaide's 1917 death certificate lists her as his widow.

The mystery of why my grandfather was given Hamlett as a middle name, and who his father was, has now been solved, but my search continues into why and when Alfred left Charlton Kings. Hopefully, I will eventually locate descendants of Alfred's brother and sister, and those of my grandfather, who may be able to shed light on his early life.

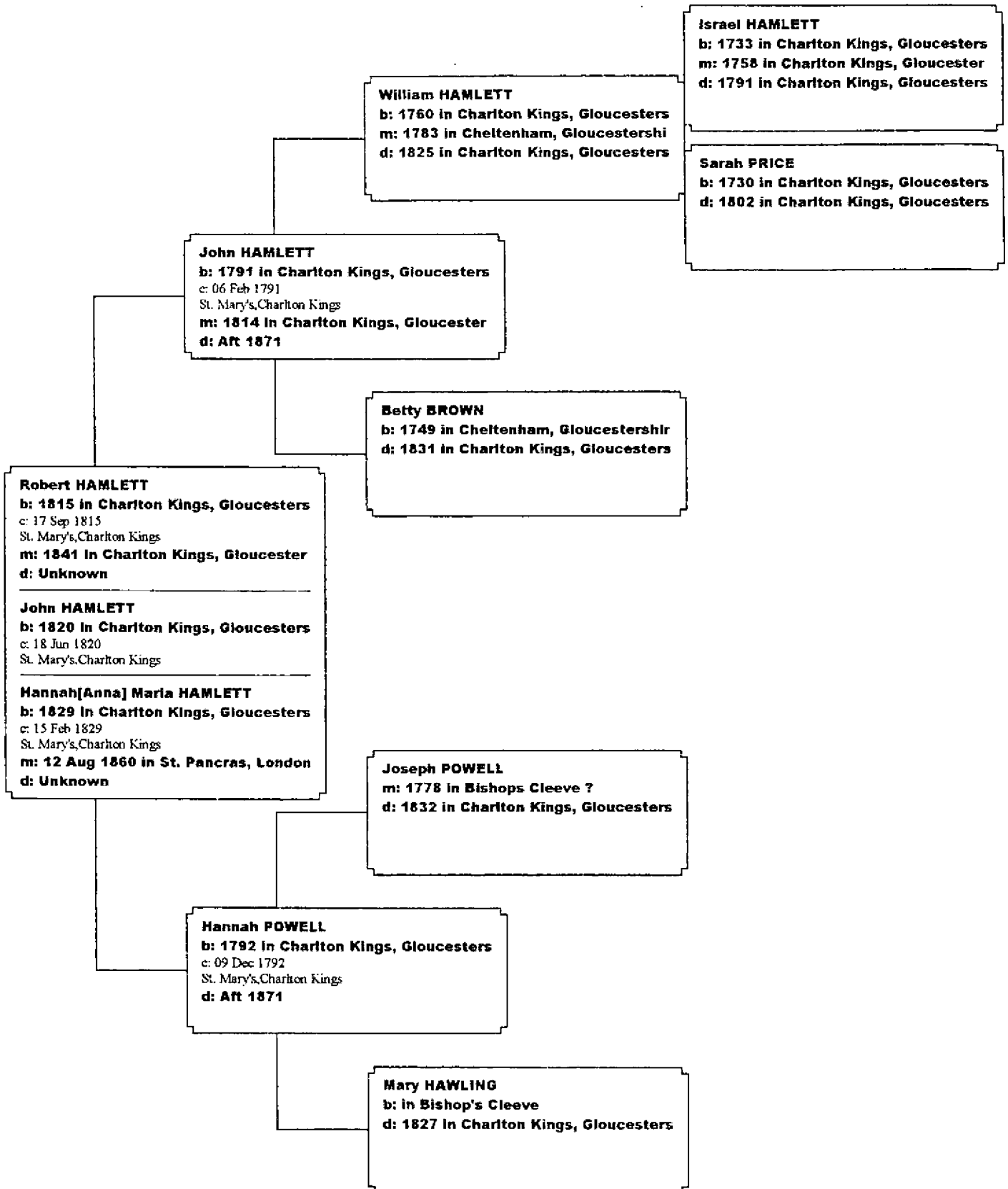
PAULINE NELSON

**Ancestors of William HAMLETT**

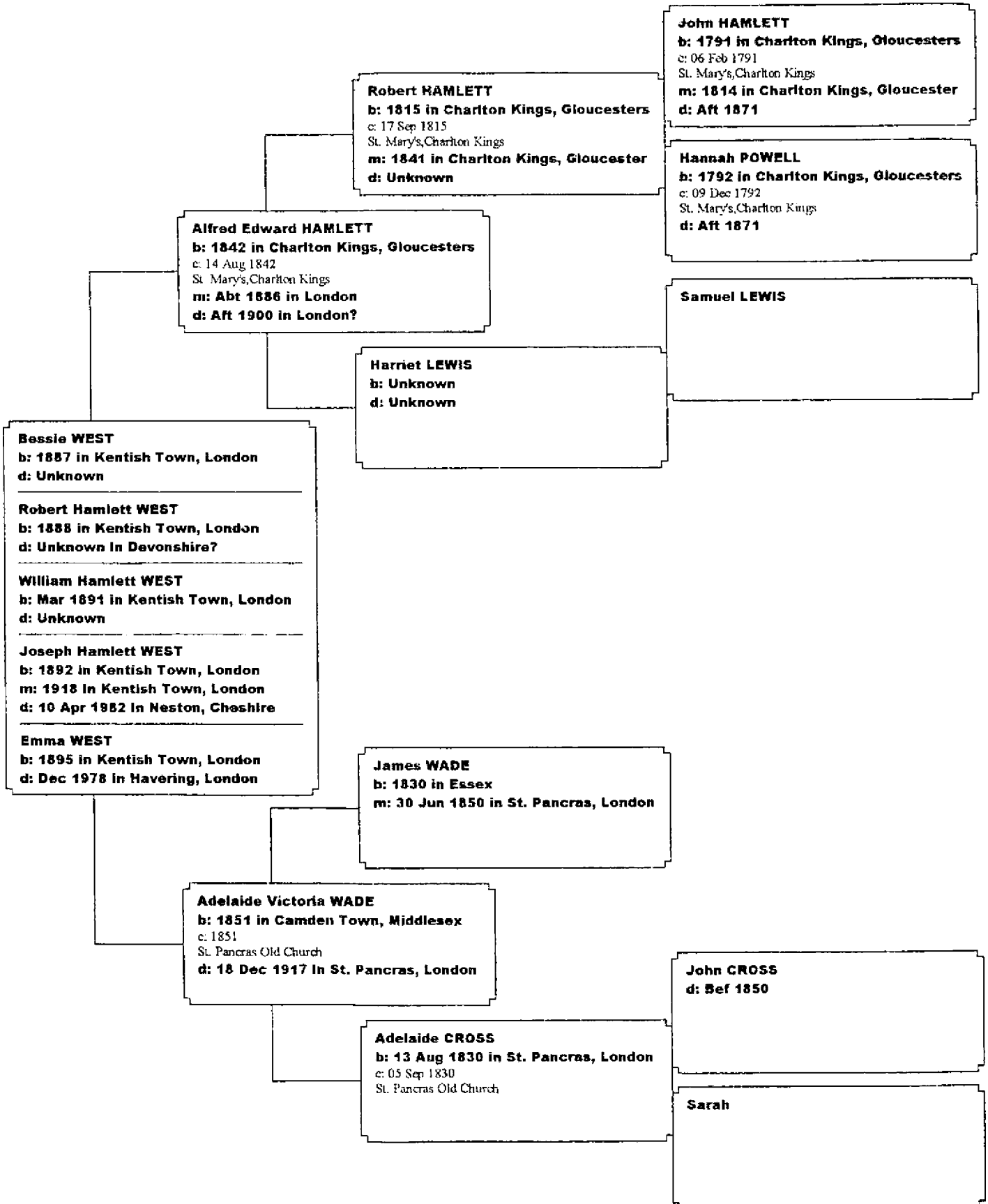




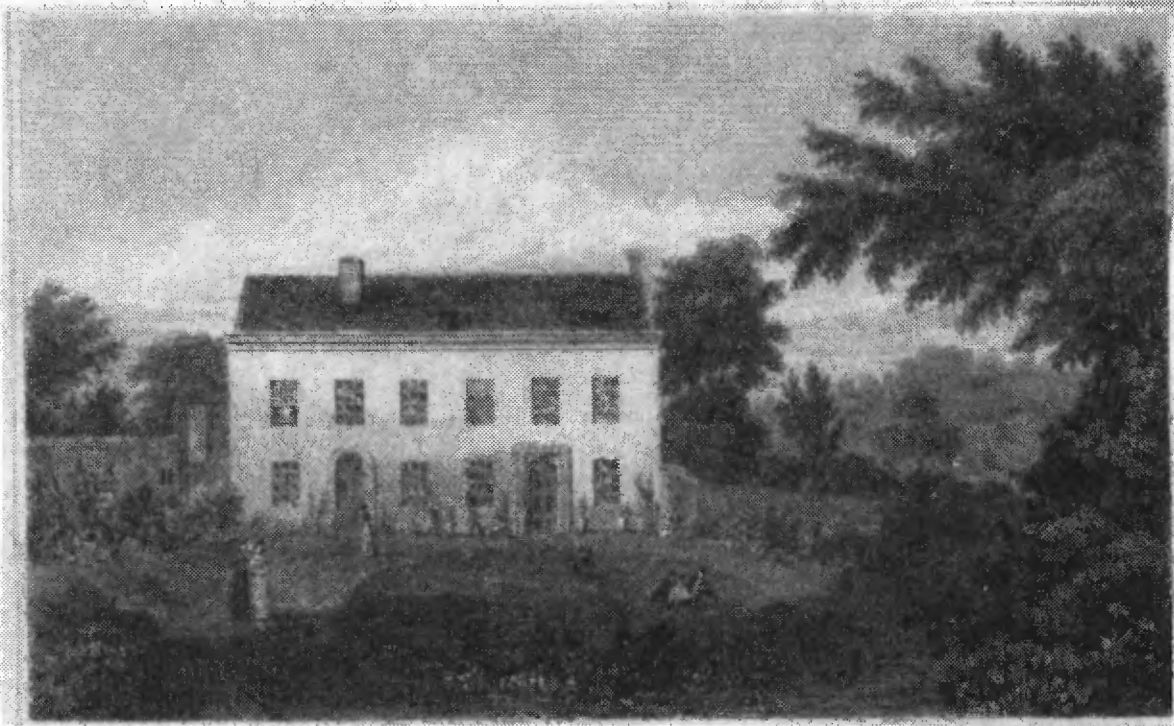
**Ancestors of Robert HAMLETT**



**Ancestors of Joseph Hamlett WEST**



## 7. THE TUCKERS OF HAM HOUSE



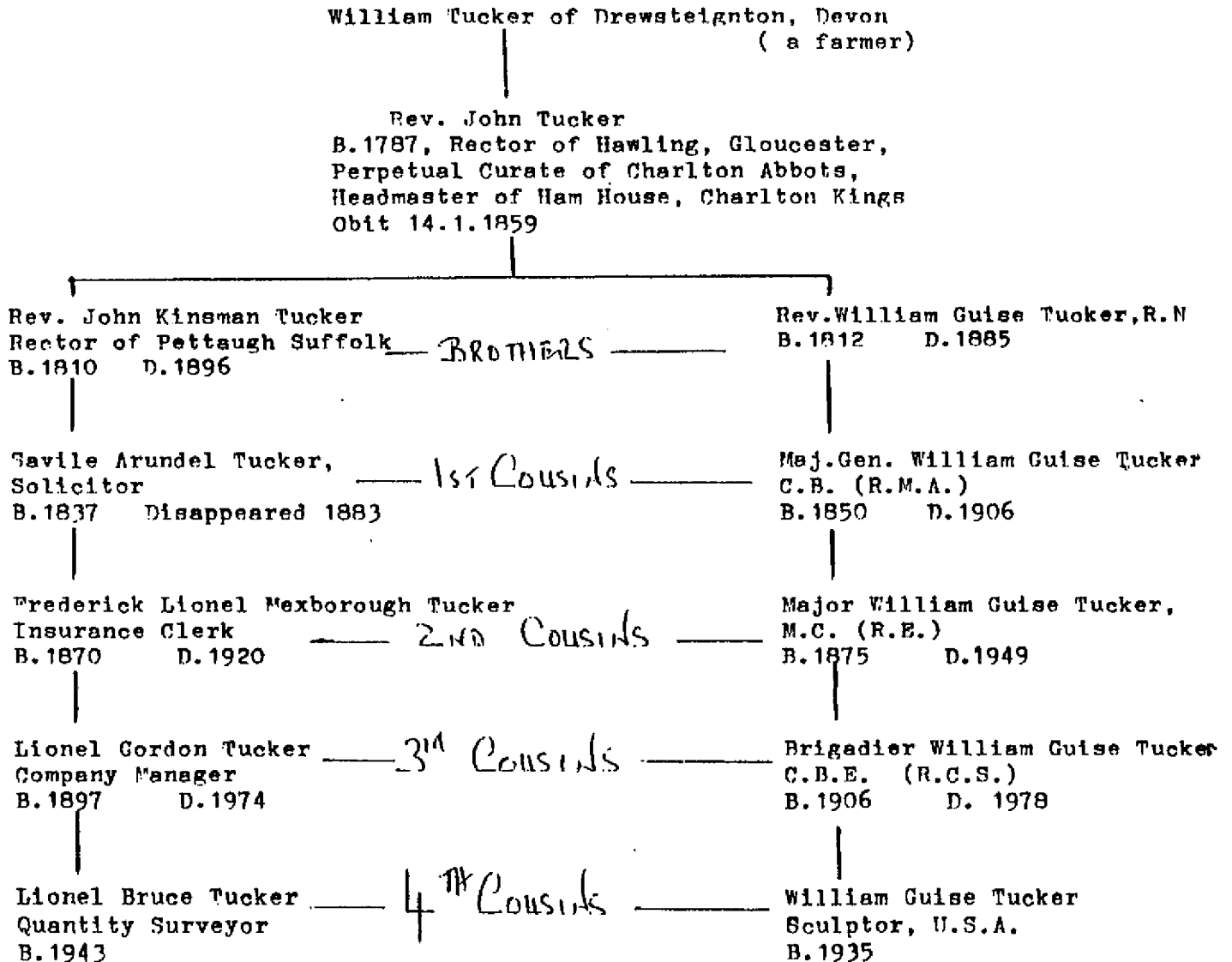
THE HOUSE OF BOARDING SCHOOL.

I have in my possession a copy of my family tree researched by my Uncle Mexborough over many years whilst he worked at Somerset House in London. It was not until my brother, Stuart, and I had a holiday in Suffolk in the summer of 1996 that the family history "bug" caught us and we embarked on our hunt for the history of the lives of our long lost and deceased relatives which has proved most fascinating.

As can be seen from the abbreviated family tree the Rev John Tucker was the son of a farmer, William Tucker of Drewsteignton, Devon. John was born in 1787 and in 1804 he ran a private school in Moretonhampstead. He was ordained deacon by the bishop of Exeter on 23rd September 1810 having previously studied at Pembroke College, Oxford. Later, he moved to Ham House, Charlton Kings.

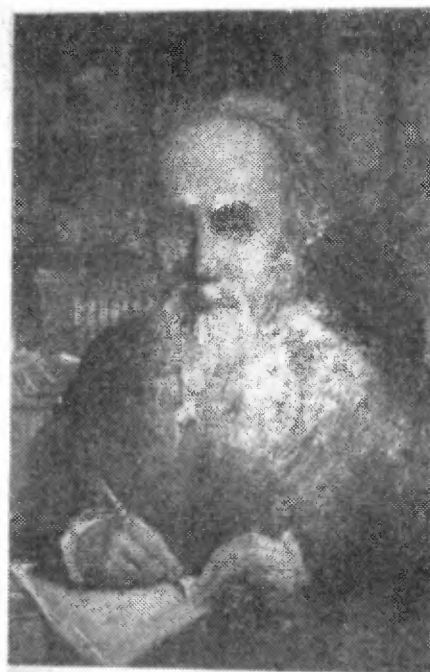
It was not until November 1997 that I found out more of John Tucker via the good fortune of contacting Cheltenham Sorting Office "to see if anyone knew of the existence of Ham House, Charlton Kings". The manager was most helpful and told me to speak to Sandra who delivers post to that area. I did this and she said that I should speak to Robert Robinson of Ham Lea who lived in Ham House before it was demolished.

To my surprise Robert informed me that when he was a small boy about 1910 he still remembers his grandfather telling him that he bought the old school, Ham House, from the Rev John Tucker. (1) So in one short conversation I had reached back five generations in memory to my Great Great Great Grandfather - a strange feeling indeed!



Rev John Tucker moved to Ham House and started his school in 1819. His children, John Kinsman and William Guise, then aged 9 and 7, would have been taught there until their admittance to Peterhouse College, Cambridge on 29th November 1829.

John Kinsman Tucker became rector of a small Suffolk village named Pettaugh and was incumbent there for 53 years until his death in 1896. He was much loved by his parishioners and it was a privilege to stay two nights while on holiday in 1996 in his old home, The Rectory, knowing that he and his wife and children had lived there all that time ago. The painting is a self-portrait with his church in the background.



His son, Savile Arundel, became a solicitor in London but in 1883 absconded with his company's funds never to be traced again! We are still making investigations however. Who knows, we may have an extended family further than we thought.

The really interesting line that we have researched is, however, from the Rev William Guise Tucker R.N. This gentleman graduated in 1834, was curate at St Mary's church, Charlton Kings in 1835, also mathematics tutor at Ham House; curate at Springfield 1836 and joined the Royal Navy in June 1836 where he was chaplain on board HMS Revenge, Albion and Ceylon and other ships in the Mediterranean for eight years. In 1844-49 he was chaplain to the Royal Naval Hospital, Valletta, Malta and also at the Dockyard Chapel both of which are still standing after the immense World War 2 bombing of Valletta Harbour.

He returned to England with his wife and two children and in 1850 was employed as a missionary with the S.P.C.K. in Canada near Toronto. Their outward journey by sailing ship, which took six weeks to reach Toronto via New York and the Hudson River, nearly ended in disaster when the ship ran aground on rocks off Newfoundland. The wind miraculously turned when the passengers and crew came on the deck and prayed to be saved.

He was responsible for a parish which covered 200 square miles and in two years had built up a huge congregation who constructed their own church whilst he was there. All travelling was by horse-back.

In 1853, after returning from Canada, the Rev William became chaplain to the Royal Naval Hospital at Haslar, Gosport for 12 years during which time the hospital was packed with wounded sailors returning from the Crimean War.

The pinnacle of his career came in 1865 when the Admiralty appointed him as Chaplain of the Fleet (180 fighting ships then!) and to the Greenwich Hospital now the Royal Naval College. The burial register shows that William's last burial service in 1871 when in this position was for a 94 year old man who had fought on board H.M.S. Victory at the Battle of Trafalgar in 1805.

William's retirement job in 1872-1883 was to be Vicar of Ramsey near Harwich during which time he visited, as Chaplain, Milan and Capri 1878-1880.

After a two year illness, he died in 1885 at Torquay, but was brought back to Greenwich to be buried with his brother officers and men at the Royal Hospital Cemetery (now called the Pleasance) near Charlton Railway Station, London. His epitaph includes the words:- "He ceased not to teach and to preach Jesus Christ".

The photograph shows the headstone to William Guise and his wife Sarah Ellen née Humphris. (b 1822, d 16.12.1899) They were married 1.2.1845 in Cheltenham.



Major-General William Guise Tucker C.B., son of Rev William Guise Tucker, R.N., was born at Cheltenham, probably at Ham House, on 29th January 1850, just before the family was posted to Toronto. He was commissioned Lieutenant in the Royal Marines Artillery in 1868, then Captain in 1879. In 1882 the British forces were involved in the Egyptian Campaign and Captain Tucker found himself under the command of General Sir Garnett Wolseley at the battle of Kassassin on 28th August. The British were hopelessly outnumbered and his citation reads:-

"Succeeded in mounting a previously captured Krupp eight centimetre calibre gun upon a railway truck and by alternately advancing and retiring upon the railway this gun escaped injury from the concentrated fire of the enemy's artillery and for more than an hour was the only British gun remaining in action. Commanded this gun and detachment during the rest of the campaign."



He was promoted to the rank of Major in recognition of his meritorious service at the engagement of El-Teb 29th February 1884 and the Battle of Tamai, 13th March 1884, Eastern Sudan where once again he turned the enemy's guns upon them. In May 1886 he assisted in the blockade of the Gulf of Corinth. In May 1892 he was made a C.B. and was appointed to command the Royal Marines forces at the Coronation of King Edward VII in 1902, for which he received the Coronation medal. He was given the rank of Hon. Major General on his retirement on 28th September 1902.

It was not until we received the obituary notice of 8th December 1906 from the Hampshire Telegraph that we knew how Major-General Tucker's death occurred. It was a tragic death recorded as "suicide during temporary insanity" ending his life under a train at Cosham, Hants. His funeral was attended by a large number of dignitaries as well as his own family at Wymering, Hants.

One wonders how his experience of his captured Krupp gun in 1882 on a railway line and the effect of its use in battle may have played on his mind many years later at a moment of illness. We will never know.

His son, another William Guise Tucker, was born at Southsea in 1875 and had a twin brother George Hughes Tudor Tucker, who became a mining engineer in France and West Africa. William joined the Royal Engineers Militia and was first commissioned in November 1901 and trained in Submarine Mining at Gosport. As war approached he was posted to the Royal Engineers at Chatham, Kent becoming Adjutant Depot Battalion, Royal Engineers and in May 1916 took troops to France becoming Officer Commanding the Royal Engineers 200th Field Company. He was mentioned in despatches New Year 1917 and awarded the Military Cross for distinguished service in France and Flanders, June 1918 and promoted to the rank of Major. After the war his post was as Staff Officer to the Chief Engineer Rhine Army and he relinquished his commission on 3rd March, 1926.

On a recent visit to the Royal Engineers Museum and Library, Chatham I have seen this caricature of him, holding a sword upright and behind him his only child, William Guise Tucker, also holding a sword upright with the caption from his son saying "Daddy". So let me tell you a little about him, quoting in full from the obituary notice published in the "Wire Journal" of the Royal Corps of Signals:-

Tucker - Brigadier William Guise Tucker, C.B.E. was born in 1906 and commissioned into the Corps from the H.M.A. Woolwich in 1927. "Guy" as he was known throughout the Army, held many varied appointments both in Field Units and on the staff. In the latter he held more than the average number of posts, a total of six,



in the War Office, finally finishing his career on the active list in 1959 as Deputy Signal Officer-in-Chief.

During his career he saw service in Ireland twice, in Egypt on three occasions, in France, North West Europe and Malaya. He was an instructor at the R.M.A. Woolwich when war broke out and during the war commanded 45 Divisional Signals, 11 Armoured Division Signals and Guards Armoured Divisional Signals when he was appointed O.B.E. After the war he held appointments DD (Tels), CSO Malaya when he was mentioned in despatches and sponsored the formation of Gurkha Divisional signals. He later became Colonel of Gurkha Signals, CSO 1(BR) Corps and CSO2 (BR) Corps during the Suez Operations in 1956 when he was promoted CBE and mentioned in despatches.

After he retired he joined the BBC as Engineer Liaison Officer and was appointed Colonel Commandant in 1962. Through his life Guy had a great affection for the Corps and devoted a great deal of his time and energy after he retired to our activities. He was Chairman of the Royal Signals Association from 1967-1972 and a Trustee from 1964-1975 when he joined the roster of Chairmen for the weekly Welfare Committee meetings.

Guy was full of enthusiasm and drive in everything he did and always gave the impression that whatever he was doing he thoroughly enjoyed it. He was an above average all round sportsman and gained corps Colours for rugby, hockey, boxing, athletics, cricket and tennis. In his home town of Farnham he threw himself energetically into the life of the local community and always kept "open house" for any visitors. In this he was ably supported by his wife, Joan. His sudden death on July 19th came as a shock to all who knew him. The Corps has lost a true and valued friend."

Guy and Joan had two sons, one of whom, William Guise, lives in Shutesbury, Massachusetts, U.S.A. He has several children but none have the same Christian names as their father and forefathers. Bill, as he is known, is a sculptor of some renown especially in North America to which he moved in 1976. His work, earlier completely abstract and geometric, is now modelled in plaster in forms suggestive of the human body. His sculptures and drawings are in many public collections in Britain and the United States including the Tate Gallery and the British Museum in London, the Museum of Modern Art, the Metropolitan and Guggenheim Museums in New York. He is currently working on a monumental bronze sculpture commissioned by the city of Bilbao, Spain. Bill is also known as a writer on art: his book, *The Language of Sculpture* published in 1974, is widely used as a college textbook on both sides of the Atlantic.

Having spent several months tracing this family line down to the present day you can imagine my excitement when on 14th February 1998 I received a letter postmarked "U.S.A." and on opening it saw that it was from "Bill" Tucker. I am looking forward to the final part of this story when I will meet Bill - Mr William Guise Tucker - Great Great Grandson of the Rev. John Tucker, Headmaster of Ham House, Charlton Kings, Rector of Hawling and Perpetual Curate of Charlton Abbots.

LIONEL BRUCE TUCKER



Notes: (1) This statement was not entirely accurate according to the Rate Books:-

1858 - Ham House - owner Elizabeth Smith, occupier Rev. John Tucker, Rateable value £42, pasture (4a.3r.35p) £15.12.0, garden 1r £2.4.11. [Elizabeth Smith was daughter of Conway Whithorn Lovesy and the property was left to her in his will]

1882 (DA 3 510/1) - Ham House - owner Elizabeth Smith, occupier Frederick Neville, Rateable value £78.4.0.

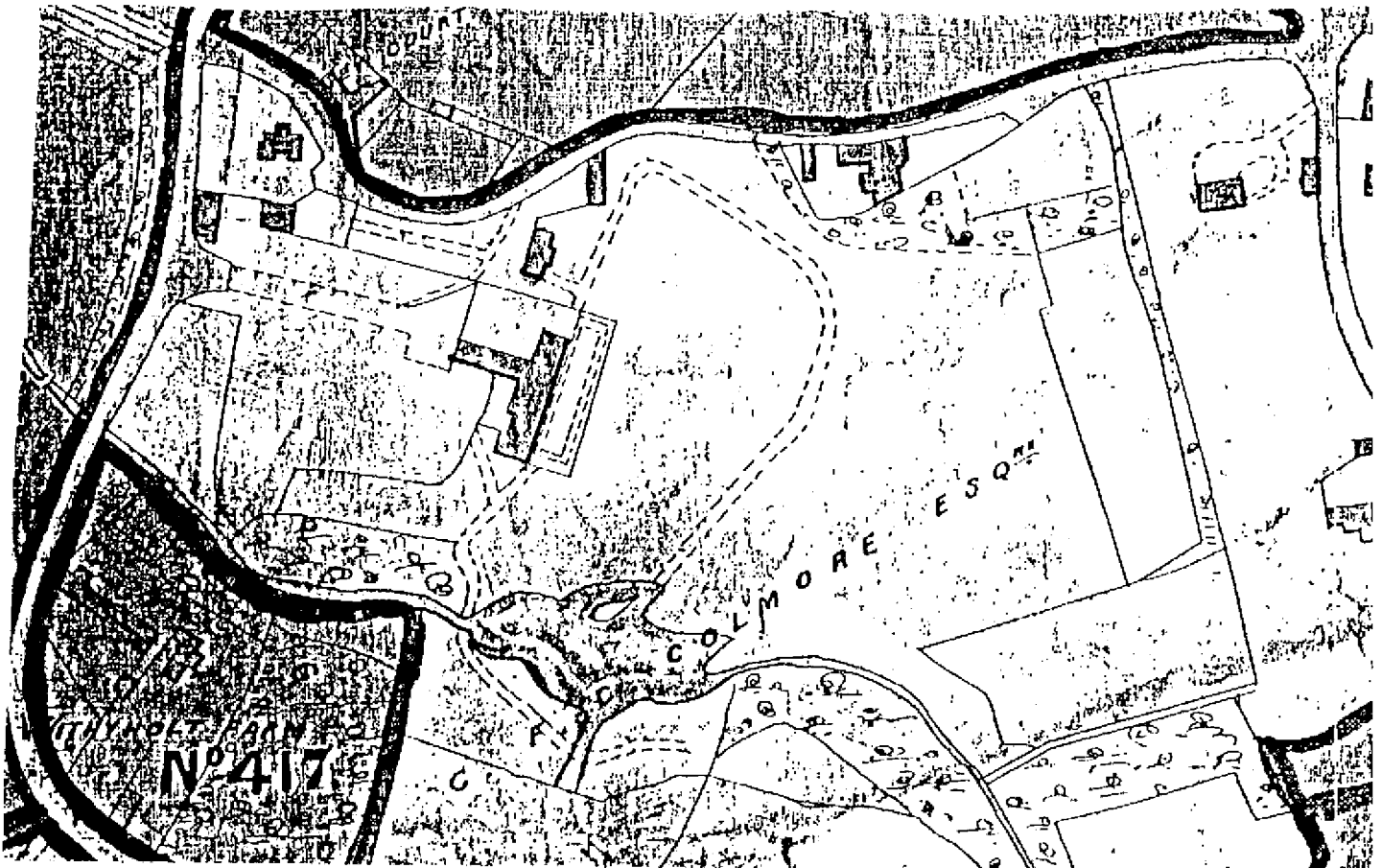
1914 (DA 3 510/6) - Ham House - owner and occupier William Henry Lance. Rateable value £14.5.0

M. PAGET

### 8. THE MOOREND HOUSE MYSTERY

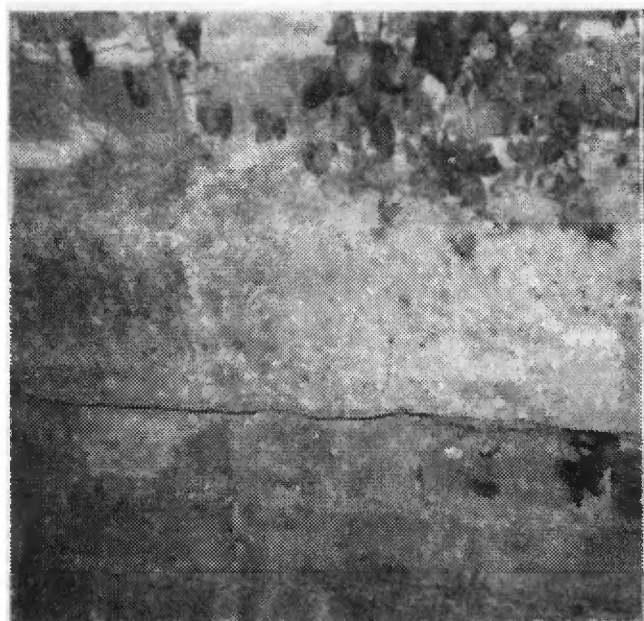
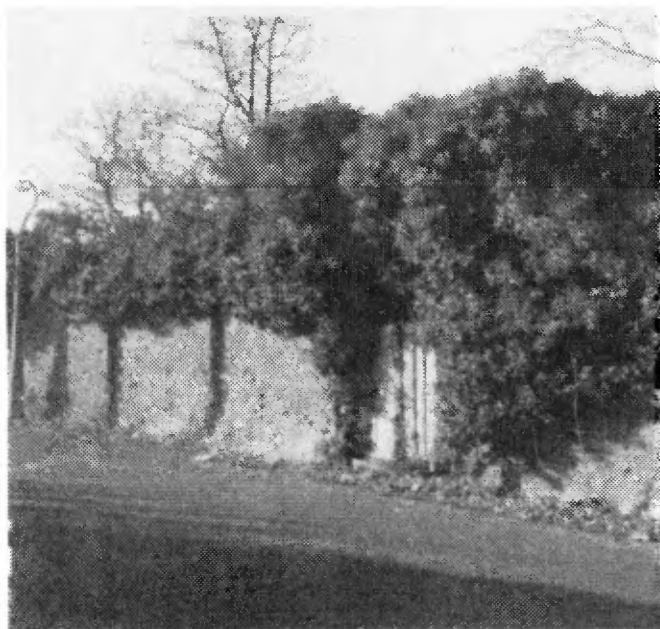
This house formerly stood in Newcourt Road on the site of some of the houses in Pinetrees, opposite New Court/Court House. The high brick wall round the whole area demonstrates the extent of its grounds in 1865, on the east side. Until recently the gateway was still there.

Moorend House and Moorend Park c 1870 (D 7661 - enlarged)



Into this brick wall is built a stone, perhaps once the lintel of a door, with names scratched on it.

The wall and entrance in 1979 and the inscribed stone



In 1979 I read these as:

[?WILLIAM  
---HORN  
1720

SAMUEL  
WHITHORN  
1728

[SAMJUELL WHITHOR--  
Ap 2 ---

but I was very uncertain of the first name. The names are not carved properly, as a mason would do it, but simply scratched as boys might do.

The local tradition is that this stone originally marked a grave. Here is the story as given to me by Mr R.T.Wilkinson of 35 Beaufort Road, who formerly lived in Garden Cottage. He said that the name on the left hand side as you face the stone is Eleanor or Elianor Whithorn. The date under Samuel 1728. He understood that they were buried in a bit of a mound straight in front of the stone, with two yew trees one at the head and one at the foot. These yew trees have been grubbed up by the developers. He was told this by Mr Goodall who worked there as gardener for a long time and he had been told so by Mrs Iddiens.

About Garden Cottage, he said it had been an Asylum and there were still bars on the windows upstairs and downstairs. The bricks of the cottage were very old, different from and he thought older than the bricks of the wall. He thought the stables might have belonged to and been part of the Asylum [this was not in fact the case]. He himself built an extension to the cottage and that made him think it very old. An old brick culvert runs down Moorend Road. In the summer house at Moorend there used to be a ship's bell from *George V* sunk in the First War, but when he looked for it, it had gone.

The only reason for burial in a private garden (pre 1880) was Dissent and a desire to be buried without rites. There are instances of the practice in Shropshire. I thought it possible that the 18th century Whithornes were Baptists as we had some in Charlton Kings (though in that case they could have been buried in Cheltenham at Bethel) or Quakers. The Friends Meeting House built 1701-2 in Manchester Walk had no burying ground. It is a fact that no Whithorne accepted the office of Churchwarden after 1714 though previously they had always done so in turn. It is noticeable, too, that Whithorne wills never start "In the Name of God Amen" and contain no commendation of the soul to mercy or pieties.

However, two Charlton Samuels were buried at St Mary's on 23rd December 1739 and 21 June 1756, and Bigland says a flat stone in the South aisle recorded "Samuell Whithorne gent of this parish obiit 23 Dec. 1739 aged 61." The simplicity of this flat stone (not a monument) may be significant.

It is quite possible that the Whithornes of Moorend House were Dissenters who did not take their Dissent so far as to refuse burial in church but had relations who did (this is a family with many ramifications). The stone may have come from the house or from the "grave" in 1865 when the building became a private asylum needing a secure wall.

Of course, the "mound" may just have been a rubbish heap or a burying ground for pets.

The history of the house is obscure too.

There was a medieval house on this site which was acquired by the Whithornes c 1590 and may have been updated by William Whithorne in 1630, when he was accused in court of digging clay for "morter" in Grindleford Lane nearby - he would have needed clay and straw for his wattle and daub filling.

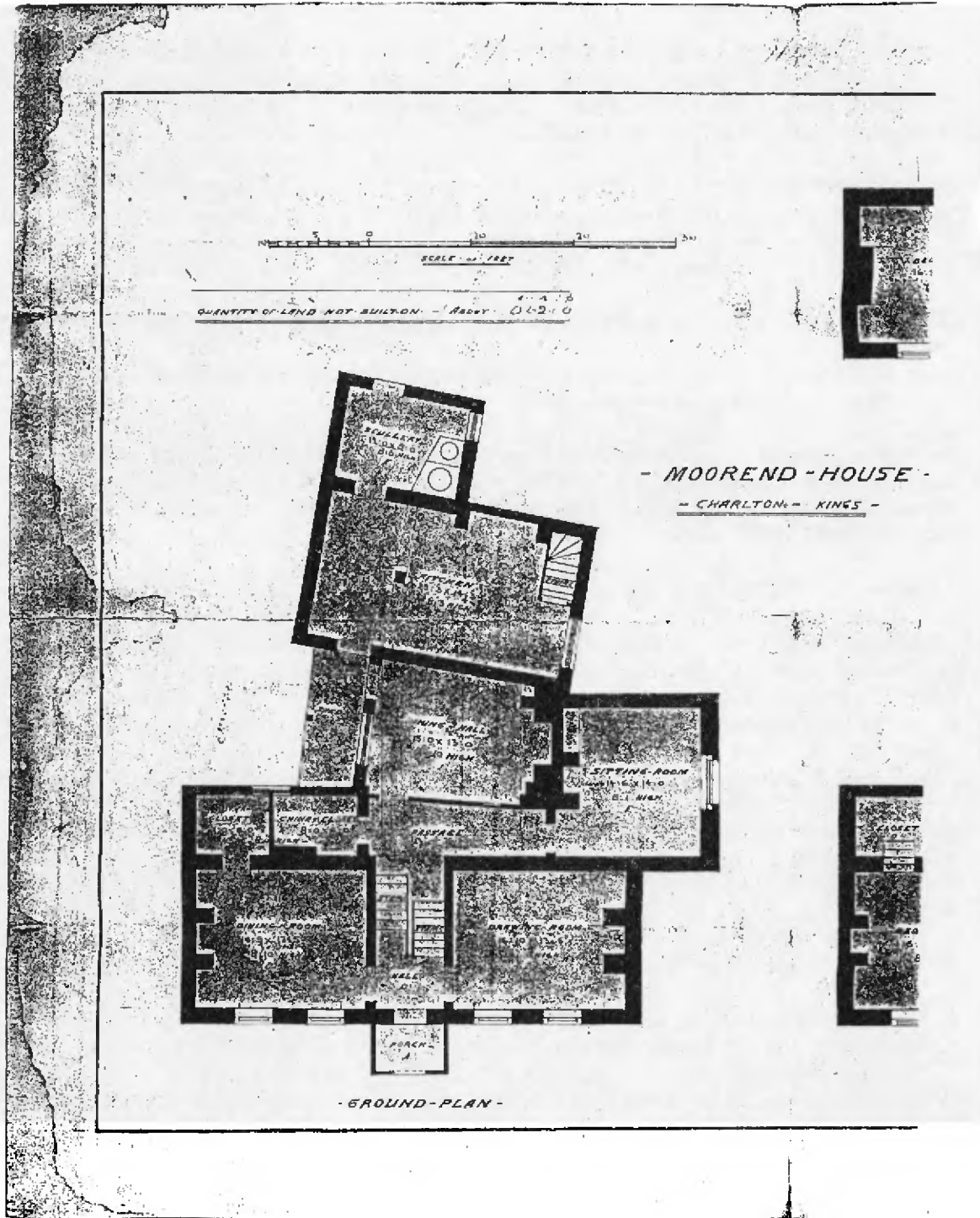
At some time in the 18th century an oblong two-storey block replaced the original front part of the house - Mitchell's 1806 map indicates it with the oblong block facing Dodington Hunt's new Moorend Road; but this is an instance where Mitchell's positioning is not quite accurate. The 1884 25" OS shows the house with the main part facing New Court Road, just where the bend comes near New Court, and the gateway in the wall corroborates this.

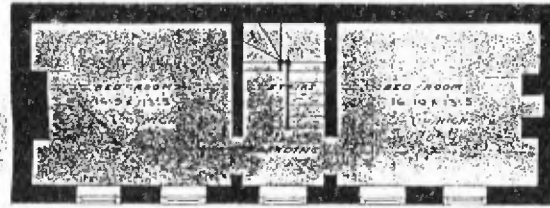
When John Whithorne built himself a new house at Whithorne on the London road, he seems to have intended the two family houses, Moorend and The Knapp, for his grown-up sons, but in 1796 the elder son Conway died without issue; so John, in his will dated 6 July 1796, left Moorend (the house where she lived) to his sister Sarah Shurmer. She died in April 1801 and the house returned to the family. The next John Whithorne also died without heirs and was succeeded by his sister Elizabeth Lovesy and then her son Conway Whithorne Lovesy in 1835. Moorend House was occupied by a tenant, Francis Ford, who claimed a vote for it in 1832-3.

There are three possibilities. The new front block at Moorend House was built by (1) Samuel Whithorne, in which case the date 1728 could be a pointer; (2) by his son John (1713 - 1797) after he inherited in 1739, perhaps for his marriage in 1731; (3) by John Whithorne (1746 - 1815) when he intended the house for a son, though this seems less likely. So far there is no real evidence.

Behind the new block, part of the old house was left as kitchen and scullery - this is at angle to the rest, and has its own staircase. The new part was three storeys with a frontage of 45 feet, and two windows on either side of the porch.

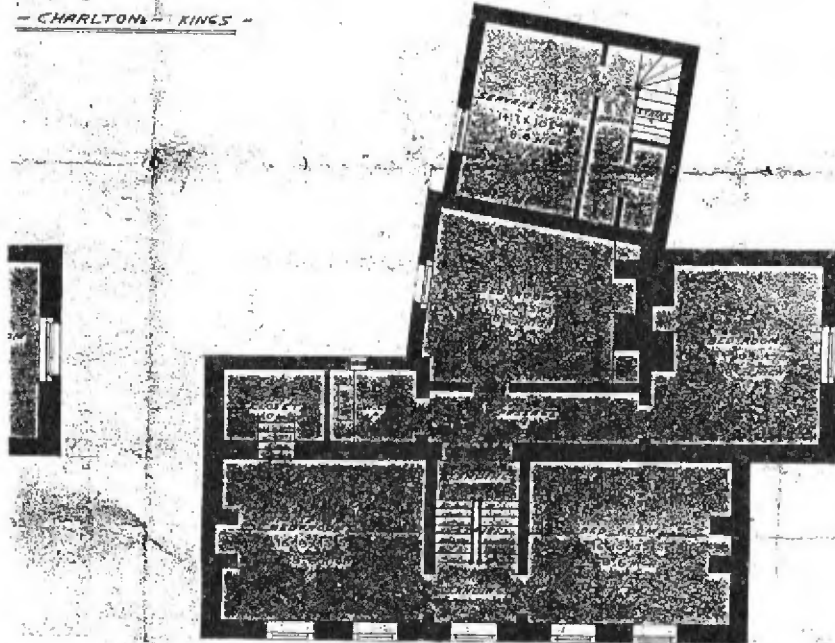
Plan of Moorend House 1865 (Q/AL 38/2)





- SECOND-FLOOR-PLAN -

MOOREND-HOUSE -  
- CHARLTON-KINGS -



- FIRST-FLOOR-PLAN -

Conway Whithorn Lovesy in his will divided his property among his children. Moorend House was left to his daughter, Elizabeth, baptised 5 May 1816; she and her husband Alexander Smith were living here in 1858. The Rate Book gives the rateable value as only £38, so the house was felt to be in need of modernisation.

In June 1865 Quarter Sessions was asked to approve the house as suitable "to be Licenced for the reception of six Female Lunatics" (Q/AL 38/2). It served in this capacity for about ten years. In 1876-7 Moorend House was occupied by the new Vicar, the Revd Charles Leslie Dundas, because the first Vicarage in Brookway Lane was being sold. Then he bought a house for himself, Hearne Villa in Church Street, another Lovesy property.

By 1882, the Rate Book shows that the old part at the back was let separately as a cottage, occupied by Thomas Martin, rateable value £7.4.0. The main house was vacant. Its rateable value was reduced to £32.10.0. Both house and cottage were still owned by Elizabeth Smith. However, the Smiths and Lovesy's trustees had mortgaged the property for £1200 on 26 November 1853, and now in 1883 a purchaser offered to

buy it though at less than the amount due. William Barwick Cregoe Colmore of Moor End only paid £1100 for "all that messuage called Moor End House with the cottage yard garden stable and premises adjoining". The cottage was occupied by Thomas Martin, the rest unoccupied. (D855 acc 2198 M 45 pp 232-4) Colmore left the cottage but had pulled down the main house by 1895. (Register of Electors) He built the big stable block against Moorend Road almost entirely on land which belonged to Moorend House. The 1870 map shows a very small building, presumably a lodge, on the end of the site by Colmore's drive, and the rest garden. The lodge and dummy lodge, which some of us remember, must have been built before 1870. The cottage, Mr Wilkinson's former home Garden Cottage, was demolished with Moorend Park in 1979.

It seems odd that such a substantial house has left no visual record of itself at any stage. If anyone knows of a photograph which shows even a corner of it, I should be glad to see it.

MARY PAGET

## 9. OBITUARIES

In the last six months we have lost two good friends of the Local History Society, Mrs Eva Davis aged 99 and Ron Coates of the Cambrian Nurseries. Both have been deeply interested in the past of Charlton Kings and have given us the benefit of their local knowledge. Mrs Davis's grandson helped us with material about General Norman's military career.

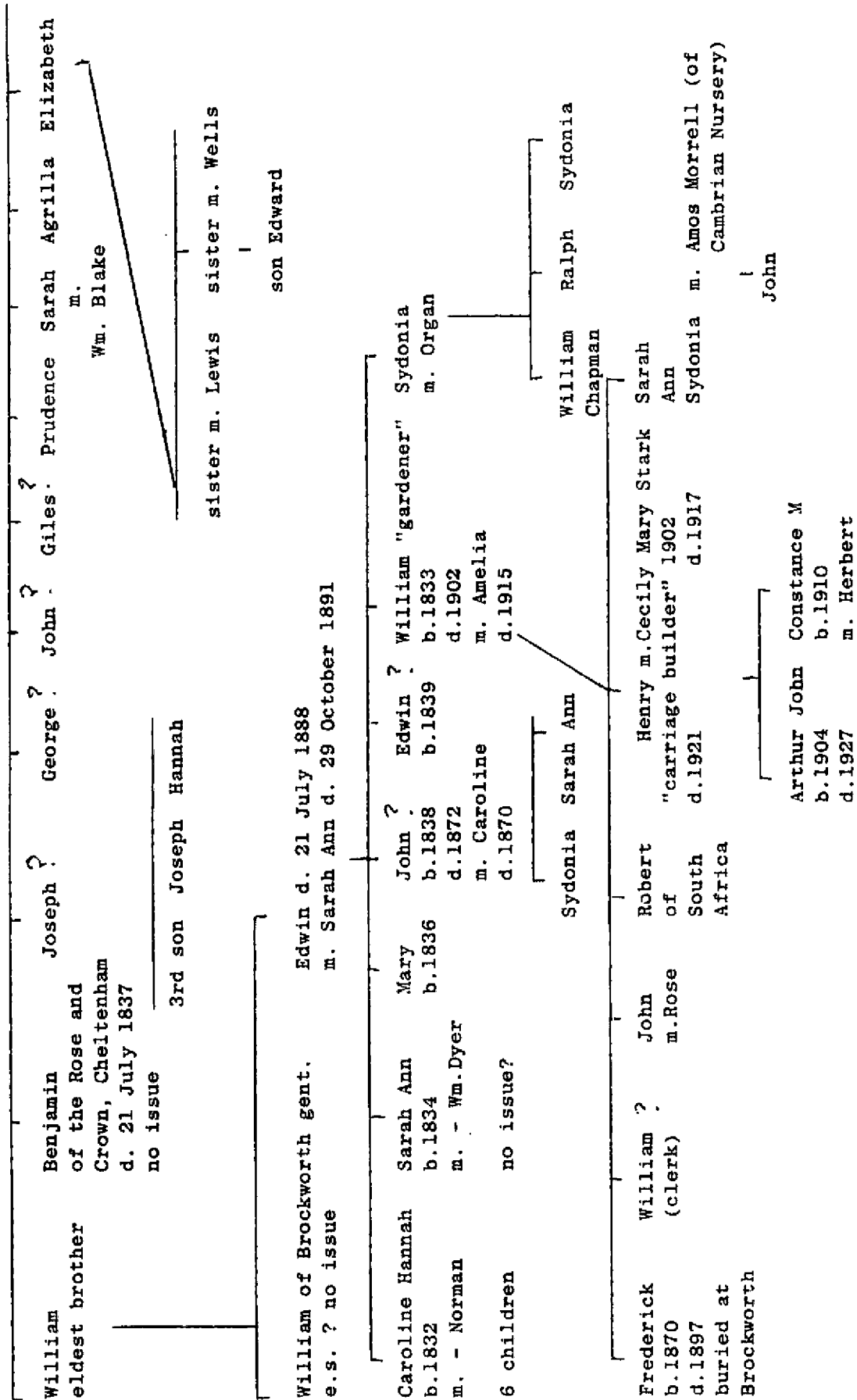
Members may have read a warm tribute to Ron Coates and his work in Lineover Wood which was published in *The Countryman* about three years ago. The present state of that wood is a memorial to his deep concern for ancient woodland, its flora and entomology, which his labours there helped to preserve.

## 10. THE CHAPMAN FAMILY IN SOUTH AFRICA

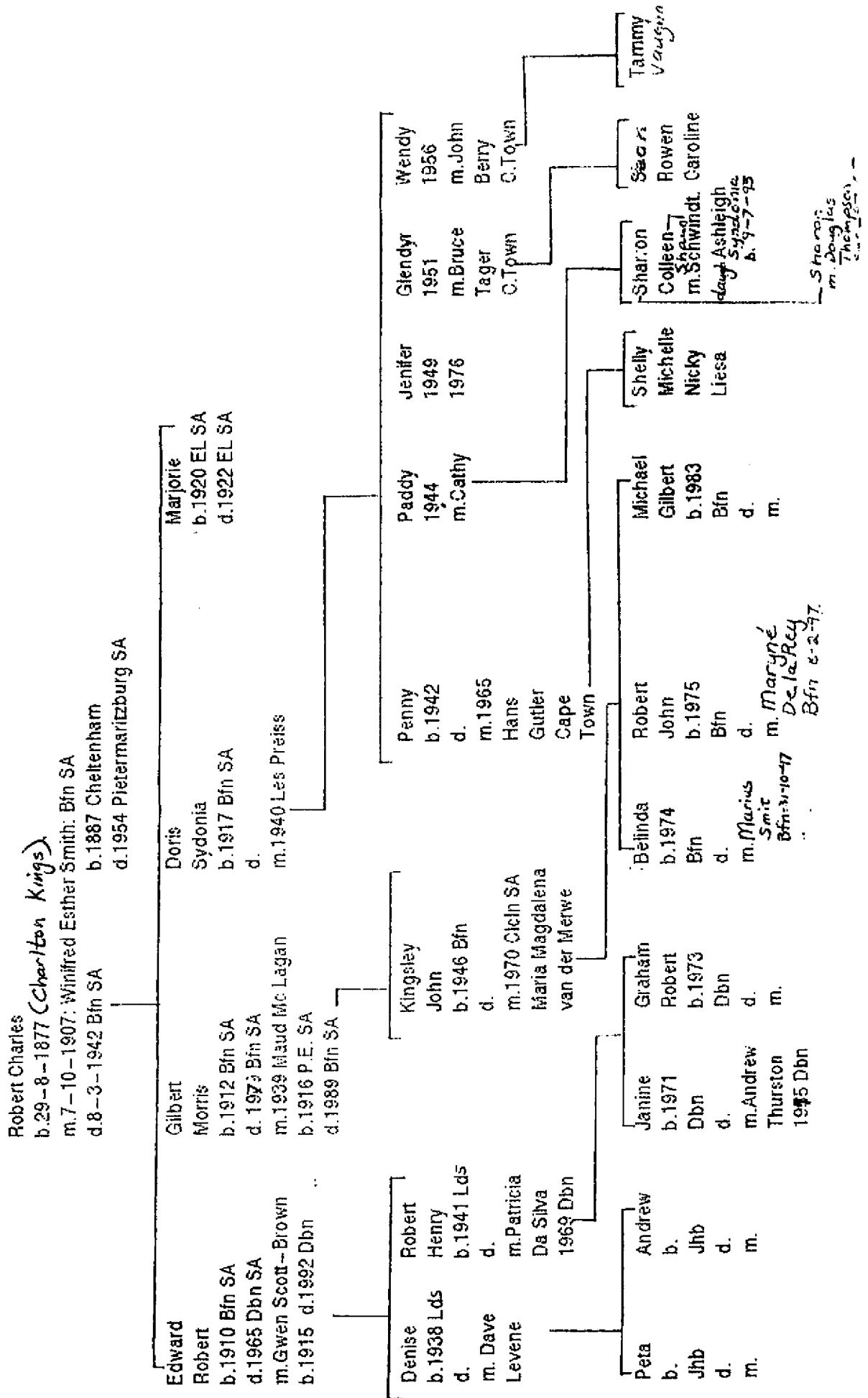
This is a follow-up to Connie Herbert's paper in *Bulletin* 6, in which she wrote about her memories of Longleat and Home Farm and members of the Chapman family associated with these houses. Reproduced overleaf is the Chapman family tree which was included with her article, together with one sent to me by Kingsley Chapman, a grandson of the Robert Chapman who emigrated to South Africa. I have been able to supply Kingsley with some information about his forebears from Charlton Kings, and the Society's Churchyard Memorial Index has also provided him with some invaluable help; but he would very much welcome any further assistance from any reader who has knowledge of this family. The names with question marks beside them are all of interest to him, but his special interest is the Rev. William Chapman (b1867) and shown in the Memorial Index to have been late of Jarrow in County Durham and also of Histon, Cambridgeshire.

[Note: Crockford Clerical Directories reveal that William was at St Boniface College, Warminster from 1890 to 1892, then at Queen's College, Birmingham until 1894. He was ordained deacon in 1894, and priest in 1895 while serving as curate of Ashted in Warwickshire. In 1899 he moved to All Souls, Coventry, before becoming vicar of Histon, Cambridgeshire in 1900. The Directory for 1921 lists his address as Holmside Vicarage, Burnhope in co.Durham.]

CHAPMAN FAMILY



CHAPMAN DECENDENTS: ROBERT CHARLES CHAPMAN OF SOUTH AFRICA

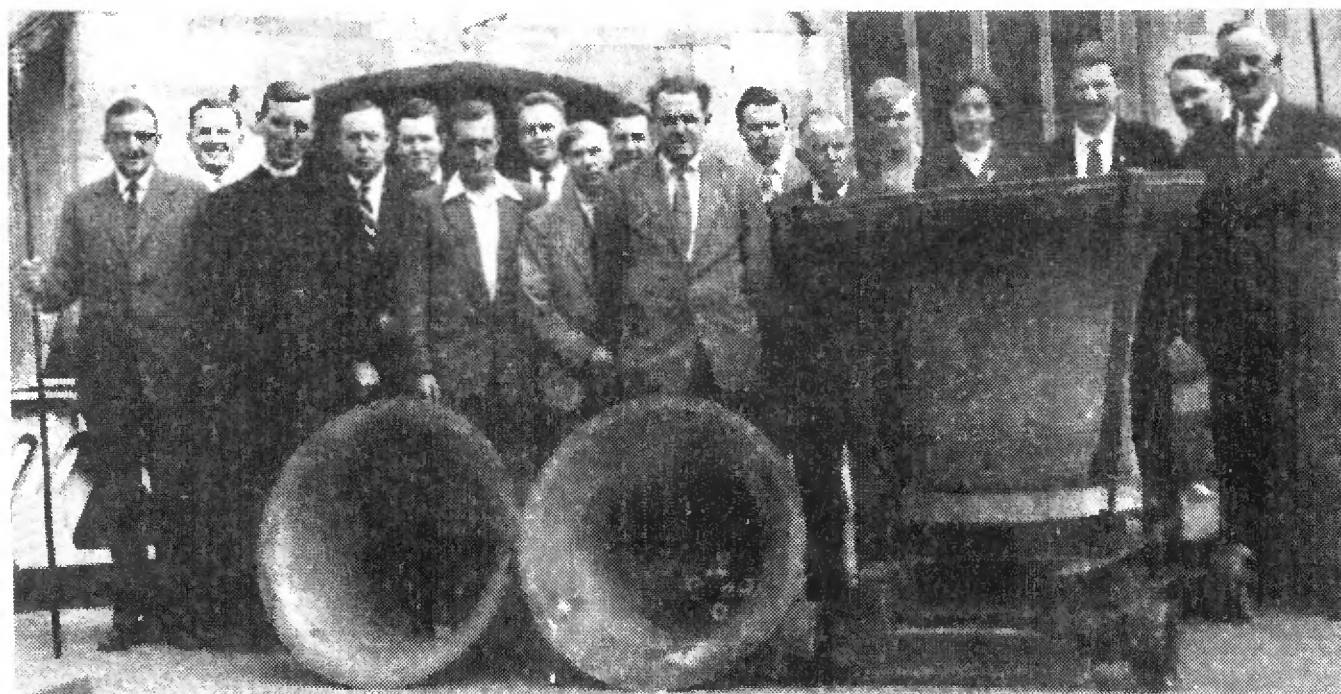




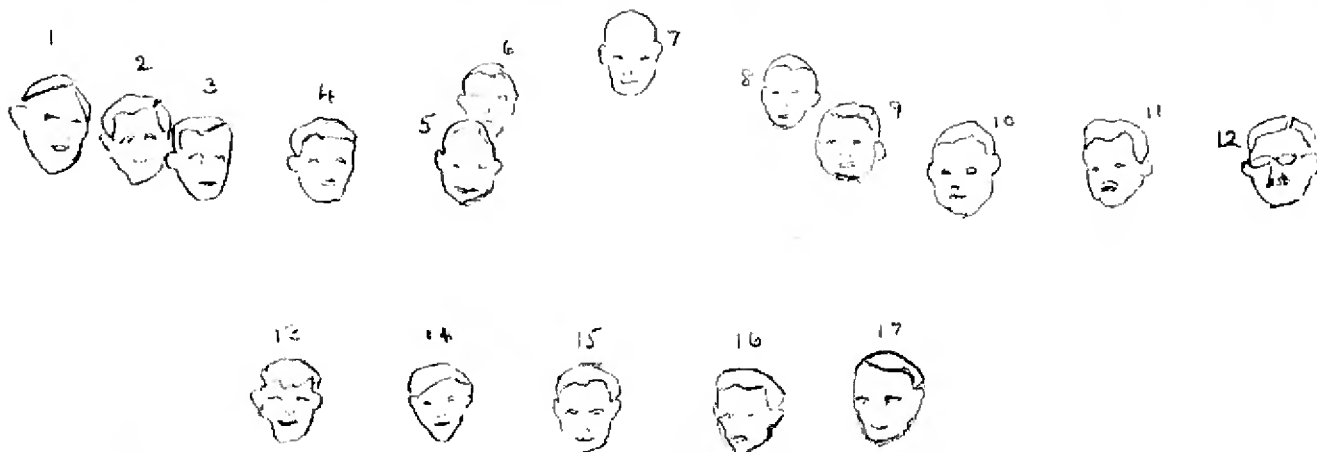
### 11. ST. MARY'S BELLRINGERS - 1958

Mrs Vera Lawrence has very kindly lent two photographs of St Mary's Bellringers, taken in 1958, when the bells were taken down, repaired and retuned. The one including the Bishop of Gloucester was taken on 4th October 1958, the occasion of the rededication of the bells by the bishop. The following year the Parish Magazine reported as follows: "On Saturday May 16th, commencing at 5.30 p.m., an attempt will be made to ring a peal of 5040 changes in Grandsire Triples, the first peal to be attempted on the bells since their re-hanging. The peal will be rung by a composite team of St Mary's ringers and the Bellhangers who did the re-hanging, and is in thanksgiving and commemoration of the completion of the work."

I am grateful to Sylvia Arkell and Frank Stephens for helping to identify those in the photos.



1. Walter Jessop - churchwarden.
2. Frank Stephens.
3. Rev. Deakin - vicar.
4. Wm Ballinger - headmaster of Junior School.
5. Dave Whitcombe.
6. Arthur Peacey.
7. Colin Kington.
8. Visitor from bell foundry.
9. Jack ?.
10. George Simmonds.
11. Derek Cooper.
12. Fred Simmons.
13. Peter Jones.
14. Sylvia Arkell née Lewis.
15. Jack Protheroe.
16. Visitor from bell foundry.
17. Mr Bond - churchwarden.



1. Mr Bond - churchwarden. 2. D. Whitcombe. 3. A. Peacey. 4. G. Simmonds.  
5. Visitor from bell foundry. 6. Robert Deakin - vicar. 7. Bishop Asquith.  
8. V. Stanton - UDC Chairman. 9. F. Stephens. 10. W. Ballinger. 11. D. Cooper.  
12. W. Jessop - churchwarden. 13. P. Jones. 14. Visitor from bell foundry.  
15. J. Tyler. 16. J. Protheroe. 17. Visitor from bell foundry.

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