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From The Editor

This issue begins on the sad note of the loss of our President Emeritus, Geoffrey Powell. A copy of his amusing contribution to one of our past Christmas events is included as a tribute.

The nineteenth century story of the effect on Campden of the coming of the railway, begun in the last issue is continued. Looking back is it seen how the changes and upheavals that resulted from the railway laid the foundations for the coming of Ashbee and the Guild and twentieth century development. A couple of short items, held over for lack of space from past issues are now included.

This is the last issue of the fourth volume of *Notes & Queries*. It is now twelve years since the very first issue when our then President, Mrs Jacquetta Priestley welcomed this new venture with the words, "May the past be brought alive." This has been the guideline ever since. When this began we had a small editorial team but more recently it has fallen to me to deal with the finding of articles and the assembly of each edition. However, I think it is now time for me to hand over the editorship to another.

Editor: Jill Wilson; CADHAS Archive Room, The Old Police Station, Chipping Campden, Glos. GL556HB

Some years ago the CADHAS Christmas event took the form of a Campden Alphabet. Those who took part were allocated a letter and were expected to find something interesting, amusing and historical to say connected with Campden. Geoffrey Powell in his inimitable way managed to mystify the audience with his entirely logical, though circuitous, exposition. It is repeated here as a reminder of his skill with words and his delightful sense of humour.

Egypt

Geoffrey Powell

Hooked on history as we all are, our minds turn not to modern but to ancient Egypt with its amplitude of sacred animals, prominent among them the cat. And where would Campden be without its cats? A very sad place. Campden is cats. Cats everywhere, black or tabbie, white or blue, Persian or Thai, prizewinning cats and homely cats – quiet cats, noisy cats, large cats, small cats. How does it go, ‘Cats on the roof tops? Cats on the tiles, Cats with their ...’ Oh! dear the rest has gone...

But then, perhaps not cats after all! Is not Egypt actually in Campden? Can it not be found on one of our famous buildings? Grevel House – No; The Town Hall – No; The Silk Mill – No. What about the pubs? The Eight Bells, the Lygon – No. Well why not have a look at The Volunteer.

And there on The Volunteer’s magnificent inn-sign is ‘Egypt,’ proudly displayed on the badge of the Gloucestershire Regiment, what was until last year Campden’s local and much-loved own. Victim of the latest round of defence cuts, they are now after a life-span of 300 years, amalgamated with three other nearby county regiments.

In both 1914 and 1939 Campden Territorials of the Gloucesters left their homes, volunteers to fight for their country in two successive World Wars.

But why did our regiment carry Egypt on its badge? It was like this. In 1798 Napoleon had seized Egypt. Two years later a British force landed at Aboukir Bay, near Alexandria. Present at the subsequent French defeat were the Gloucesters. And thereafter the regiment wore as its badge the Sphinx, resting on the word Egypt. So superbly had they distinguished themselves, fighting back to back against the French cavalry, that the ‘Glorious Gloucesters,’ as they were known throughout the Army, were also accorded the distinction of wearing two cap badges, one in front and one behind. Go and look at them. It’s a lovely sign.

Select List of the writings of Geoffrey Powell relating to Campden & District

The Book of Campden, Barracuda Books Ltd. (1982).

Why History? CADHAS Tenth Anniversary Lecture, CADHAS (1994).

CADHAS Notes & Queries

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In Memoriam

Colonel Geoffrey Stewart Powell MC, BA, FRHistS

President Emeritus CADHAS

The National Press has already told much of the life of our Founder Chairman, late President and, since last year's AGM our President Emeritus. His achievements and eminence in many fields including war and the writing of military history do not need further recounting here. For CADHAS the loss is far closer to home. The story of the first twenty years of this Society, summarised in the last two issues of this journal, the full account by Carol Jackson being held in the Archive Room, shows how closely his life during that period was woven into the foundation and development of this Society.

As Chairman he set the standard of scholarship and historical precision in publications allied with the friendly atmosphere at meetings and outings which we trust will continue to be a feature of the Society. As our second President he continued to lead by example and wise guidance. When he considered it time to lay down that mantle he consented to accept the honorary title of President Emeritus, which we had all hoped he would have continued to bear for some further considerable time.

Every ensuing Chairman of CADHAS has found him a mine of information and a source of wise counsel. He has taken a detailed interest in the future of the Society and all the plans for its development. His concern was to ensure the continuation of the value of the work done whilst preventing too speedy a growth in too many directions that would place an insupportable burden on both committee and other active members. In the Spring of 2004 he took part in a planning meeting intended to set the direction of future activities.

His advice and actions, often behind the scenes, has helped in the development of the historical archives now held by the Society. Their location, as the volume of material grew, has had to be moved from place to place. We owe him a great deal in this area, as in so many others.

His memorial will be the New History of Campden. His dream was for a team of members to research Campden's history from the mass of new material that has become available in the last few decades. He foresaw that this would throw new light on previous knowledge, enabling better and often different interpretations of local history. It was his insight and energy that set things moving and for the first years of the project he chaired the meetings of the team he had selected.

He took part in a number of the visits to Record Offices and other depositories in which an astonishing amount of additional information came to light. A number of the chapters of the New History are by his hand and he had indicated that he did not wish this to be widely known. In this, and perhaps only in this wish, he was opposed by the other members of the team. In the final editing of the various parts of the work, which is still continuing, his advice and assistance was invaluable.

Over the next decades of the Society he will be very much missed and the final words of his Tenth Anniversary Lecture will never be forgotten: 'Despite the efforts of certain of its practitioners, history is fun.'

JW

Was the Parish Church damaged during the Civil War?

Jill Wilson

No historian* mentions any significant vandalism or other damage to the church during the Civil Wars. The reappearance of the church treasures, including the chalices, in the inventories after the wars and indeed the presence today of the altar hangings and cope, makes it seem likely that there was no serious sacking at least. Whoever was hiding them was successful. However the *Churchwardens' Accounts* suggest that there could have been some damage above the normal wear and tear to the windows and the roof.

Windows & Glazing: The standard annual payment to William Lane each year from 1639 to 1642 was £1 'for one whole yeare's wages for glazeing and mending the Church windowes.' No accounts were presented then until 1645, after the burning of Old Campden House, and these contain neither apparent reference to glazing nor any payment to William Lane. They covered three years of war so might be expected to include at least running repairs to damage. They were however produced at a time when money for anything was short and everything was topsy-turvy. One does wonder if certain bills had to be held over for lack of funds. The next accounts, in 1648, include a payment of £8.11. 4d. to William Lane for 'repaying the Church windows' and since this is 6 years since the previous payment could perhaps just be the accumulated bills with a little extra for some additional damage. Five years later, in 1653, Richard Lane is paid £1. 12. 6d 'for mendinge the Church windows and for lath and lime.' William Lane receives the next payment in 1657, after another gap in the accounts of 4 years; 15s. 'for Glazeing the Windows' with 8s. for unspecified work and 1s. for 'Lime for the Church Windows' a total of £1. 4. 0d. In 1658 the only sum paid is 1s. to 'the glasier for mending the windows' but the next year William Lane is paid £1. 1. 8d 'for worke and glasse used about the Church.' None of these amounts suggest that there had been significant damage to the old mediæval glass during the various skirmishes and events of the preceding years. Indeed the eighteenth century antiquary, Ballard, records that, at least in the north aisle, a considerable amount remained of the 'Fathers of the Church' – down to the knees. Having seen too many Westerns perhaps, I once asked Colonel Powell if the lower glass might have been knocked out so defenders could fire on attackers coming from Cidermill Lane or along the Station Road direction. He thought it highly unlikely; in his experience the only way to fire through a glazed window was first to sweep away all the glass to prevent return fire from smashing the remaining glass and dropping in sharp slivers on you!

In 1662, the next accounts show a very substantial amount of repair and restoration to the Church generally, but nothing exceptional relating to the windows. '8 strike of lime for masons and Glasier – 5s. 4d.; 'Glasier for mendinge the windowes – 9s. 2d.; 'Lane for Glasinge the windowes – 16s. 6d.; 'Mr Wells for crosse barrs for the west windows - 6s. 2d.; Lane for glasinge the windows - £1. 3s. 0d. A total of £3. 0s. 4d. is not a great deal for a period of three years in peacetime.

Roof work and Lead: The repairs to the roof before the Civil Wars do not turn up so regularly in the accounts, just a few shillings in some years and nothing in others. The amounts in 1639, 1640 and 1641 were 8s. 4d., 2s. 4d. and 9d. respectively. There was

* Ballard, Rudder, Bigland, Rushen, Whitfield.

no recorded expenditure in 1642 and 1645. In 1648 William Mayo was paid a sum for a variety of miscellaneous jobs including ‘clensing the Ledds.’ An astonishing £57. 9s. 10d. was paid in 1653 to Richard Wells and William Lane in respect of ‘bills for leade, souder and worke-manshippe and other materials.’ However in the same account the Sexton, Holtam, is paid 9s. ‘for worke donne about the Church, and poudre, shott and beesomes and for wages.’ Thus the lead may also have been used for ‘shott’ – unless it was needed to replace roofing lead that had already been converted into shot! (It must be quite unusual to find a sexton needing to put powder and shot as well as brooms on his shopping list.) It would be an interesting topic of research to find out more about this item. Could there have been a feeling that there was the possibility of a recurrence of fighting? In 1652 the first Anglo-Dutch War broke out and Van Tromp and his fleet defeated Admiral Blake, thus national security was threatened. In 1653 Cromwell dissolved Parliament – ‘take away that bauble’ – and was appointed Lord Protector, thus an internal dispute might have been thought possible.

Lead for the roof or any purpose is absent from the 1657 accounts but in 1658 Richard Wells is paid £4. 18s. 11d. ‘for mending the leads and for fire and to the labourers that helpt him.’ In addition 8d was ‘spent on them in beare when they were at worke.’ Further ‘worke about the leads’ took Thomas Howlton 6½ days for which he received 4s. 4d. In this same year the ‘slatter’ ... was paid 7s. 2d. though it is uncertain which part of the Church was covered in ‘slates.’ No payments appear to be related to the roof in 1659.

The restoration and repairs of 1662 included the purchase of 50 cwt. 3 qu. 22 lb. of lead destined for the reroofing of the ‘middle Ile.’ ‘Mr Wells and his sonne’ were paid £6. 9s. 10d. for supplying, ‘castinge and layinge’ the lead on boards supplied by Mr Briscoe for 5s. 10d. Work to the ‘South Ile’ by Richard Wells included ‘souldringe’ and mending the lead’ – 2s. 2d.; a ‘labourer for making his fire and heating his irons’ – 8d; and for 6½ pounds of ‘sowder and for his work to mend the south leads and one to help him’ – 7s. 6d.

Why was there no serious damage to the Church? Not every place taken and skirmished through was vandalised – luck and the discipline of the soldiers had something to do with it. There was no siege so the Roundheads who seized the town had no particular venom to work off – and, notwithstanding Colonel Bard’s reputation, this would have been the Cavaliers’ parish church. (Also you don’t foul your own nest!) In addition much probably depended on the Vicar, William Bartholomew, and Lady Juliana’s steward, William Harrison to try and placate any potentially marauding troops.

This is just a quick note based on the *Churchwardens’ Accounts* and the fact that, although I’ve looked I’ve not seen anything that looked like the Civil War damage I’ve seen elsewhere. If there had been any vandalism, I’m sure Sir Baptist and Lady Hicks’s effigies would have been the first to suffer!

The Navvies Moved On; the Trains Awakened Campden

Denis Granger

When the navvies moved on, the town's lodging house-keepers, publicans and tradesmen suffered a significant loss of income. The benefits might not have been apparent to everyone.¹

The through train service opened on 4th June, 1853,² with three passenger trains daily between Dudley and Oxford and two every Sunday. There were also three goods trains but only one of these carried freight to Oxford for London. The other two supplied coal, lime and similar basic commodities at costs affordable as never before to intermediate villages. New markets were opened for their return loads; perishable crops could be moved quickly to the cities, livestock could be carried without loss of weight and value sustained on the old drovers' roads.

Almost immediately stage coaches and the heavy carts went out of business; they were slow, uncomfortable and expensive. The "Wonder to Many" coach which ran from Campden to Evesham (on Mondays) and to Stratford (on Fridays) ceased. Charles Hawkins, a long distance haulier, who in 1844 left Campden for Birmingham on Tuesdays and for Cirencester and Bristol on Fridays, no longer advertised. The last coach service from Banbury to Chipping Campden as well as haulage services from Banbury to Shipston and Evesham were withdrawn. Banbury, once a regional hub for coaching, redeveloped into agricultural engineering and other industries.

The purely local carrier prospered. The railways increased the volume and choices of trade and he was required to carry orders from a range of customers, make their purchases and remember the deliveries and prices on his return. Some saw new opportunities. Before the railway, in 1844, Joseph Penson was one of three local carriers in Campden who served Blockley (Wednesday and Saturday), Evesham (Monday and Friday) and Stratford (Tuesday and Thursday). In 1851 Joseph was living with his wife and family in Campden but by 1881 the family had moved on. Richard Penson, born in Campden, now 61 was a coal merchant in Kidderminster, together with a son John, aged 22, born in Worcester. Of the other two Campden carriers: in 1870 Edward Ellis was still providing a local service (taken over from Thomas Ellis) with Alfred Tracey. A horse-bus service, by arrangement, was operating between The Noel Arms and Campden station.

The contractors moved on but left behind a railway with a permanent need for station and track maintenance workers. In 1861, a Superintendent of Railway works was assisted by one clerk and one porter and a team of 2 platelayers and 9 railway labourers. These new employees were few but they showed opportunities for a career with better rates of pay and regular employment. A railway porter could receive 15 shillings per week compared with an agricultural labourers rate of 9 shillings. A clerk could be salaried on £50 or £60 per year depending on the station.

There were also prospects for the diligent and ambitious. The railway clerk at Campden in 1861, Edward Appleton, then 34, who came with the railway, had by 1881 become the stationmaster at Wribbleshall, near Kidderminster. James Penson, born in Campden and son of a carrier (see above), had become a stationmaster in Worcester by age 37 with a son aged 13 in employment as a solicitor's clerk.

Campden people took the opportunities. Many of the nine railway labourers had been up-graded to platelayers by 1871. John Bacon of Campden was a station porter and in 1881 still claimed to be a porter, albeit unemployed, at the age of 68. In 1871,

Frederick Bacon, at age 18, was a points man at Campden and in 1881, John Bacon, aged 28, was an engine wheel turner at the main works of the O.W.W.R. in Worcester.

The infrastructure of the town was quickened by the railway. From 1854, the Town Hall clock which had hitherto been set by 'Mr Wyatt's Sundial' was set by 'railway time' until 1886 when it was set by 'Greenwich time telegraphed to the Post Office each morning at 10 o'clock.'³ The postal services which had been operated by the new 'penny post' since 1840 by a stage coach drop at Moreton for delivery by a letter carrier who walked to Campden and returned with the outgoing post were now centred on a Campden post office served through the railway system. The young adapted advantageously to the changes: in 1891 the Campden telegraphist was Miss Rebecca Keyte, aged 17, and her brother William, aged 16, was the postal messenger.

A coal merchant's business was established by a siding at the station and Campden's small and very local livestock market received a boost so that, by the end of the century, 138 trucks of livestock were handled in 1900. H. T. Osborn writes that he and other small boys could earn a useful few pence for driving sheep to the station after the weekly sale.⁴

The Chipping Campden Gas & Coke Company was formed in 1869 by the subscriptions of a number of Chipping Campden farmers and tradespeople expressly for the public good. At Candlemas 1870 the commencement of its operations was celebrated with a public banquet reflecting the emerging civic pride of Campden. Gasworks were operating in Moreton in 1848 and at Shipston in 1852 with coal supplied by the Stratford and Moreton Tramway, so Campden was not a pioneer, but by waiting gained the benefit of coal delivered at lower cost and the gasworks could be sited directly by the railway below the town.⁵

Nevertheless, unfortunately for the new venture, small rural gas systems were not efficient. The gas burned with a very strong smell; there was one spectacular explosion in 1890 and the 1881 Census recorded that William Keyte, age 28, was already a salesman of petroleum oil, which had seen rapid development as a clean fuel for oil lamps. Campden gas never attracted people to buy gas cookers. Fred Coldicott records that it was only used for lighting but added that coke bought at the factory gate for one shilling per bag was in regular use as domestic fuel.

Golden Years for Farmers to 1875 but then Depression

The prosperity of Campden continued to depend on its agriculture and the years from 1852 to 1874 were exceptionally benign compared with the rotting harvests of the forties. Good harvests outnumbered the bad and the railways moved the crops to the cities where England's rising population, from 18 million in 1851 to 23 million in 1871, could readily absorb the home production as well as the increasing cargoes from overseas.

1874 was the last of the really good years for farming and was followed by persistent rains and sunless summers. A Royal Commission reported in 1882 that all the farming community was involved in a general calamity. The general experience of the decade of the 1880s was disappointing summers, harsh winters and falling prices. After 1894 all the remaining seasons of that decade were dominated by drought.

In an earlier era, poor harvests brought scarcity and consequently higher prices for the farmer while the Corn Laws kept out competition from cheap imports but by the seventies the American farmers were given free plots of fertile virgin land as the

railways drove westwards, and low freight rates to the ports. Imports of wheat and flour increased from 2 million tons in 1875 to 5.5 million tons in 1900. 1877 was the last year in which the price of English grown wheat exceeded the Corn Laws benchmark. Apart from two years shortly after their repeal, rising population kept prices above 50 shillings per quarter, despite growing imports. After 1877 corn prices fell and reached a low point of 27 shillings in 1900. The average weekly wage of the agricultural labourer did rise but by only 10.6% in the twenty years to 1890. Men were leaving the land in increasing numbers and labour became scarce. In the 1870s farm hands became costly and in short supply and horses were dear.

Steam power had been used since early in the century for threshing machines but ploughing by steam engine was deemed to be unsatisfactory until, when the wet seasons of the 1870s made horse tillage unmanageable, the steam plough provided a remedy. In 1865 the Fowler two-engine steam plough was introduced. It enabled cultivation to start immediately after the harvest and lightened the work in the following spring. Steam ploughs could work 20 acres per day compared with 3 acres by a team of horses.⁶

Campden through the Depression

The effects of the depression on Campden were a complex mixture of unemployment and social distress but also of new ideas and action for adjusting to the change, not least of which was an exodus of many people which was beginning by 1871.

1878/1879 was the worst year of the deepening crisis with persistent rain and heavy snow at Christmas. Episodes of temporary unemployment were a condition of normal life for many but the Evesham Journal was moved to report that “Many labourers are without work and standing about the streets.”⁷ In 1878 the crop failure was so desperate that the principal local landlords, at their annual rent audits, remitted 10% of rents on arable land.

Over the last decade of the century, the farmers began to adjust to the continuing depression in their major markets. Between 1875 and 1895, in England and Wales, the acreage of wheat cultivation was reduced by 46%, of barley by 21%. Fortunately the acreage of oats was still required for the mainstay of local transport. The cities required increasing quantities of milk, beer, vegetables and meat which was still imported only on a small scale. The railway milk churn proved to be an invention of fundamental importance and, in Campden, Mr Henry Ellis prospered making baskets for produce and specialist hampers for the passengers.

In 1889, Ulric Stanley urged his colleagues to adapt to the reality of permanent change and took a leading role in forming the North Cotswold Farmers’ Association. Just two months after its foundation the Association arranged demonstrations for its members of butter-making, the management of milk, cream and butter production and dairying in general.⁸ But Stanley complained that for all these improvements labour had “gone back in quality” during the last quarter-century and he blamed the introduction of universal elementary education. “The process of education finds out all the intelligent lads and they are at once destined for something better than a labourer – employment in an office, in a railway – anything better than work on a farm.” “Education that should be for our benefit has become the means of drafting the cream of our rural population, both male and female, into the towns.”

He advocated that education should focus on practical farmwork but missed the point that mechanisation meant less work. Education needed to help more people find different work. Parents looked beyond elementary schooling and farmwork for their

children. The more enterprising of the labourers and their children continued to leave the land and the railway helped them to look beyond Campden (with further help from the Act carried by Gladstone in 1844 that required the railways to run at least one daily train carrying passengers in enclosed vehicles with seats at a fare not exceeding 1d per mile including 56lb of luggage).

Agriculture no longer offered even a poor livelihood to many who had hitherto relied upon it and those most able left for more promising opportunities. The census returns after 1871 show a steady decline in the number of residents in Campden, from 2013 to 1542 in 1901. The fall was considerable among the farmworkers and especially the younger farmworkers.

The Britannia Benefit Society went into a steady decline. The bad harvests of 1875 and 1878/9 were followed by increased claims for sickness benefit. Membership declined from 216 in 1879 to 181 in 1883.⁹ As those under 50 were leaving, their seniors were not only staying behind, but thanks to improvements in public health and longevity rates, were increasing in numbers. The main claimants on the benefit funds were increasing but their contributors were leaving.

In 1873, the Britannia Benefit Society dinner, hitherto an orderly gathering with toasts to the patrons whose generosity enabled the benefits to be funded, had been noisily interrupted by protests against labourers' low wages. The 1883 meeting reflected the rise in public importance of trade and local tradesmen.¹⁰ Herbert Wixey, grocer, baker and bank manager, responding to the newly introduced toast of "The town and trade of Campden" urged his hearers to support the tradesmen of Campden where work could be done cheaper than in the large towns. In 1885, Mr Wixey repeated his advice to "buy Campden" and attacked the Civil Service Stores which had greatly damaged tradesmen in Campden (and perhaps with the aid of a catalogue and the railway parcels service had greatly improved the choice open to their customers). The rhetoric barely disguised the pain of the depression which local tradesmen suffered from shrinking Campden.

Where did the Labourers go to?

It is difficult to account for everyone who leaves over a span of thirty years and not only labourers were involved but the census returns give a few indications.

Some labourers were able to leave the land but stay in Campden as the examples of those who joined the railway have already shown. Others left to join more distant railways. By 1881 William Wilkes was a groom at Rugby, his son a carriage cleaner. George Birks was a railway coach-maker at Derby. The opening of the coal merchants business and the gasworks took local men from the land to become stokers, plumbers and fitters.

In the 1851 census there were few farmworkers who were not classified as the ubiquitous 'Ag Lab.' The term concealed a multitude of skills and men whose abilities became apparent in new occupations. In later census returns the differences emerged in descriptions such as carter, shepherd and master drainer. The enclosures and the railway created a demand for fences and gates which continues today; sawyers and farm carpenters appeared and a nailer moved in from Birmingham. In 1871, there appeared for the first time a dairyman who had moved from Essex; his wife, born in Campden, was working as a dairywoman. The 1891 census showed that Thomas Bennett, age 49, and Charles Brotheridge, age 57, were labourers of a long Campden descent who had become a threshing machine driver and a traction engine driver respectively.

Ulric Stanley's theories of educating labourers to fit their place were flawed from the outset. Already, in 1871, one 'Ag Lab' had begun to apprentice his sons away from the land, one had become a chemist's assistant, a younger son was apprenticed to a shopkeeper.

There were more who had left Campden for better-paid work either for their old skills or for new skills. Thomas Griffin was a colliery labourer at Talke Pits, Staffs., John Roberts a general labourer in Birmingham. Tradesmen found new opportunities elsewhere: William Withers and Richard Stanley, butchers, and William Weston, carpenter, settled in Birmingham. John Merriman, shoemaker, moved to Worcester and Alfred S. Eden, Draper and Baptist minister, to Evesham. William Andrews was a wheelwright at Claverden.

Others found new occupations. John Haynes as a printer's overseer in Wolverhampton, Richard Goodson as engine driver in a sawmill at Rushall, Staffs. Frank J. Kinsett, fourth son of a farmer, was apprenticed to a chemist in Ludlow. Wyndham Cooke became a needle-filer at Crabbes Cross, a life-shortening choice for modestly higher pay. Edwin Beard, of another large 'ag lab' family was a certified teacher in Aston Trussell, Staffs., in 1881. George Arbison, a banker's clerk in Birmingham and William H. Hanley a clerk in holy orders in Chester.

Members of the brewing and innkeeping trade spread into other towns. Charles Wilkes was the innkeeper of the New Inn, Broadway. Mary Ann Page kept the Garrick Inn and Alfred Stanley the George Inn at Stratford. Samuel Dunn was a cooper employing three men at Worcester and John Smith a cooper at Kenilworth. Richard Jeffrey was a maltster's labourer at Stratford. Few ladies have been mentioned above because they have a habit of changing their names, but they too migrated into neighbouring counties and beyond.

The first fifty years of the railway opened up Campden for trade and new ideas and for many to leave in search of new opportunities. By the end of the old century, Campden may have been suffering from too many empty houses and too few people, but its memorable name on a railway station was attracting tourists and Charles Ashbee's Guildsmen as the new century opened.

¹ See also the preceding article on the topic of Campden and the Railway by Denis Granger, 'The 1851 Census and the Railwaymen,' *CADHAS Notes & Queries*, Vol IV. 5, Autumn 2004.

² Jenkins S. C. and Qualye, H. I., *The O.W.W.R.* (1977).

³ Whitfield, Christopher, *A History of Chipping Campden*, Shakespeare Head Press, (1958), p.229.

⁴ Osborn, H. T., *A Child in Arcadia*, ed. Craig Fees, *CADHAS* 2nd ed. (1997), p. (?).

⁵ Jackson, Andrew S., *The Gasworks at Moreton*, Moreton-in Marsh & District Historical Society.

⁶ Data from *Encyclopaedia Britannica*, 11th Edition, Vol. I.

⁷ Whitfield, *op. cit.*, p. 64; and Craig Fees.

⁸ Warmington, Allan, and Craig Fees.

⁹ Craig Fees, unpublished thesis.

¹⁰ *Ibid.*

A Puzzle in the High Street; where did John Jenkes Live ?

Jill Wilson

The history of a building site over the centuries takes a great deal of unravelling. Equally complex is the attribution of an event to a specific location. However sometimes particular moments or incidents stand out and illuminate both the background to an event in the history of the town, the people involved and the type of building in which it took place. It is then sometimes possible tentatively to suggest where this might have been.

John Jenkes was one of the more important citizens of Chipping Campden in the early part of the seventeenth century. He held a house in the High Street for which he paid 9½ d a year as ground rent to the lord of the manor. He may have been “baylie” to Sir Baptist Hicks in 1612, but this is uncertain since the first name of the bailiff is not given. There was an Anthony Jenkes in the town in 1635/6 and a clergyman named Ambrose Jenkes in 1632.

In 1624 an important legal case in Chancery involving Sir Baptist Hicks was reaching a climax and it was necessary to obtain testimony from burgesses and others. Accordingly on 31st March 1624 Nicholas Marshall, John Izod, Thomas Butcher, alias Bason and Thomas Danyell met at John Jenkes’ house to make formal statements. Another reference to John Jenkes (but was it the same man?) on 24th September 1627, describes him as ‘the young innholder.’ He supplied the church with wine at a price of £1 3s.4d. as shown in the *Churchwardens’ Accounts* for 1629.

In the *Churchwardens’ Accounts* for 1634/5 a fee of 6s. 8d is recorded in respect of the burial of John Jenkes within the church, showing that he was a man of some wealth.

At this point conjecture enters because the link with a specific location relies on a lease dated 13th June 1632 relating to a house and garden formerly occupied by the widow Elinor Jenkes. An Ambrose Jenkes, clergyman, was also involved. This lease has been identified by Gloucestershire Record Office as the earliest they possess relating to one of the pair of properties now forming the Old Police Station site. As yet it is uncertain if Elinor was the relict of John Jenkes. The dates do not appear to match but if John died before 13th June 1632 it could be that the fee for the work for his burial and tombstone within the church was not settled until 1634, thus falling into the 1634/5 accounts. The identification of this site as the location of one of the significant scenes in the period of Sir Baptist Hicks’s holding of the manor thus rests on the possible dilatory nature of the parish accounting system. This puzzle provides an opportunity for further investigation – is anyone prepared to have a go?

Queries

The numbering of the three most recent queries has been found to have in error duplicated the numbering of the three previous queries. The latter three are repeated here giving the corrected numbering. Replies are still awaited – either number will be accepted!

If you can contribute an answer please reply (preferably in writing) to the editor.

Kempson family. In 1769 William Kempson then of Broadway married Elizabeth Davis, also of Broadway. He was a stonemason and, as the marriage bond was for £1000, he seems to have been in a fair way of business. William may well have come from elsewhere as no information about his parents or possible siblings has been found. Other Kempsons are known from Mickleton, Moreton-in-Marsh and Bourton-on-the-Hill and another William Kempson from Moreton married Mary Francis Cotterell of Broadway in 1698. Does anyone have any information on this family? [052]

Lawrence Bankes. His name may be spelt in a variety of ways; he was rector of Stanton from 1591 to his death in 1623, and his will gave a number of charitable bequests including to the poor in the parishes of St Laurence and All Saints in Evesham. Mr Richard Cann, 31 Loftus Hill, Sedburgh, Cumbria, LA10 5 RX, is writing an article about him and another charity he founded, and would be grateful for any further information about his life. Mr Cann is already in possession of photocopies of the relevant pages from E. A. B. Barnard's Stanton & Snowhill. [053]

Tenant of Montrose: Arthur Weigall. In the will of Thomas Haines who died at Charlecote House on 8th October, 1892, the tenant of the house now known as 'Montrose,' is given as Arthur Weigall. Information on him would be appreciated since it is thought possible that he was Major A. A. D. Weigall, father of Arthur E. P. B. Weigall, the Egyptologist and author (1880-1934), who went to Hillside School, Malvern. [054]

Archive Room Queries

Members are reminded that there are many queries listed in the pages of *Notes & Queries*, some from each volume, which have not yet received a full answer. Please look back over previous issues and see if you are now able to reply or add to an earlier reply. The type of questions received by *N & Q* over the years has mainly needed personal knowledge or reminiscence. There is no fee for this service.

Many new queries are now sent direct to the Archive Room. The arrangements for handling these are different. A team of researchers endeavours to find answers within the CADHAS records. Although no formal fee is set enquirers are encouraged to give a small donation to cover the cost.

Family history enquiries can also be handled through the Archive Room by joint members of the Campden Family History Group (affiliated to the Gloucestershire Family History Society).

The Archive Room can be used by any member who wishes to conduct their own research. It is open on five half days each week and is manned by volunteers who can assist in finding information or documents. If you have a complex or lengthy query it is advisable to consult the Librarian/Archivist before embarking on your research.