

## GRAYS AND TILBURY GAZETTE 1900 to 1904

**1 6 January 1900**

**YOUNG WOMAN LEFT TO DIE BY THE ROADSIDE AT SOUTHEND**

**NOT THE NATURE OF ENGLISHMEN – CENSURE BY CORONER** On Thursday night a young woman named Jane Gillman, aged about 25 years, who had been living at home with her parents at Hadleigh, left the house between eight and nine o'clock after strange conduct, during which she is said to have put an apple into the teapot before pouring out tea, stating she was going to visit her sister, who lived nearby. Just about midnight, a groom employed at the Half Way House, Southchurch, named Gooderham, was walking along Southchurch Beach Road when he kicked against something, which turned out to be Jane Gillman. He found she was not dead, and when he spoke to her she muttered that her home was at Hadleigh, and added that she had been in the water. Gooderham did not think she had been in the tide, but her clothes were wet and there were puddles of rain in the road, that night being wet and windy. He found that she was unable to stand, but he did not think she had been drinking. His evidence to the Coroner's inquiry was that a lamplighter named Henry Harrison then came up and they took the woman a little way. Gooderham added that he afterwards left the woman in Harrison's charge, who was going to see her towards Southend as he put the lights out on the way. Harrison says no one was with the woman when he found her lying in the road, and almost immediately somebody came up – he could not say who it was, as it was dark – got hold of her arm, helped her along a few yards with his assistance, and then left her with him (Harrison). He tried to get her along towards Southend, but afterwards, giving as the excuse that he was behind in putting out his lamps and that he did not think the woman was in a serious condition, left her lying by the side of some iron railings in Southchurch Beach Road. A bargeman named **Perry** next came across her about five hours afterwards. He lifted her head from the ground ; she groaned, but was unable to speak. He immediately called up a Mr Clark living nearby, and they removed her. Some port wine was procured instantly for the poor woman, who was then dying, but “her jaws was fixed” and they could not get the stimulant into her mouth. Dr Deeping found no marks of violence upon the body which, he said, was well nourished but very poorly clad, and he attributed death to exposure to the cold during a series of hours. The jury expressed themselves strongly concerning the action of Gooderham and Harrison, and they were the subjects of severe censure by the Coroner.

**THE INQUEST** was held at the Court House, Southend, on Monday, before the Coroner (Mr C E Lewis) and a jury, over whom Mr J Keith Sykes was foreman.

Joseph Gillman of Hadleigh, labourer, said deceased was his daughter and 26 years of age next May. She was a single woman. Witness last saw her alive on Thursday night at his home in Hadleigh. She lived at home with witness, and left the house between eight and nine o'clock, saying she was going to her sister's – about five minutes' walk from his house. She did not return, and witness saw no more of her.

The Coroner : Was she in the habit of leaving your house and staying out? - Yes, she was ; she would sometimes stay away a week at a time.

Can you give me any more information?

Witness said on the same night he went out and fetched a pound of apples, which were all eaten except one. Deceased put it in some tea and then poured out the tea, which they thought was a very strange thing for her to do. He turned round and saw her tapping her hair about, and he thought it was a “rum state of things”. She afterwards got her hat and went off out.

The Coroner : Then did you think she seemed somewhat strange? - Yes ; she did seem strange in her mind.

The Foreman : When she absented herself on these occasions, when she returned did she not give any reason? - No.

Did you ask her? - Yes, but she would give me no reason.

About how long had she been in the habit of absenting herself in that way? - I should think it is about a year and a half.

Do you know of any trouble that would cause her to get into the state you suggest? - She used to lie abed until the middle of the day.

Why? Because she was ill? - No ; because she would not get up. She was in bed all Christmas Day.

Did she give any reason then? - She would not give any reasons. If she came down it was to get her victuals and would then bolt upstairs again.

Did it not strike you as an extraordinary thing for her to remain in bed and not give any reason for it? - She often did it. I have a wife nearly dead and a child seventeen years ill.

Is her mother alive? - Yes ; but only just alive.

You say you have not the remotest idea what caused her to go away? - No.

Had she any acquaintances as you know of? - No.

Do you know of any acquaintances in Southend? - My daughter lives there.

I suppose you always supplied her with necessaries in the way of food? - There was plenty to eat and drink.

The Coroner : Was she in service? - She would not go to service.

Did you support her? - I used to keep her and I gave her 1s a week, and when my son opened her purse he found 13s in her pocket, but when she came back she had sevenpence.

A Juryman : Do you know whether she cohabited with any man at all? - No ; we saw her once with a married man.

Do you fancy she came to Southend to see a young man? - No ; she was such a girl that if anyone spoke to her in the street she would not stop.

Do you think her mind was queer? - She seemed strange a little while ago.

George Gooderham, groom at the Half Way House, Southchurch Beach, said he was willing to give evidence, and said he was returning from Southend on Thursday night at about 12 o'clock, and in walking in the middle of Southchurch Beach Road kicked against something, which he afterwards found to be deceased. She was not dead, and he spoke to her and asked her where she came from, and she answered, "Hadleigh". She added that she had been in the water, but witness did not think she had, except that in the road. He lifted her up and she was unable to stand ; he could not say she was drunk. A lamplighter came along, and he and witness led deceased to a light in front of the Half Way House.

The Coroner : What did you do when you got to the light? - Tried to get more answers from her, but could not, and the gas man said he would bring her back up the road towards Southend.

Then you left them? - Yes, sir.

Then what did you do ; did you go and get anyone to assist? - No.

The Foreman : Was this young woman known to you? - I had never seen her before.

Had you ever seen her in the Half Way House at any time? - I had never seen her before.

You say the lamplighter took her up the road. Did you know where he was going to take her? - He said he was going to take her towards Southend.

A Juryman : Did you see the lamplighter take her away? - I went in as he took her away.

The Coroner : Did you see whether her clothes were wet? - Her clothes were wet.

Henry Harrison, lamplighter in the employ of Southend Gas Company, living at 5 Richmond Avenue, said on Thursday night, at about 12 o'clock, he was going along Southchurch Beach Road putting his lamps out, when he saw something in the middle of the road. He was going to turn a lamp out just there, but first looked to see who it was, and could not. He then found it was a woman. As soon as he pulled her up, a man came up, but he could not see who it was. The man got hold of her arm and helped her along a few yards, and then left her with him. He then tried to get her as far as possible towards Southend. When they had gone a little way he left her, because he was behind in turning out his lamps, and they had to be all out by a certain time. He took her to the side of the road and laid her on the ground close against the railing, thinking that if she stood up, she would fall down. As he continued his way to put the lights out, he looked to find a policeman whom he might tell.

The Coroner : Are you a married man? - No, single.

Did you know who she was? - She was a perfect stranger to me ; I had never seen her before.

Did she have any conversation with you? - No ; only mumbled something about Hadleigh. That was all I could get out of her.

You did not make it a point to find a constable to tell him about her? - I looked on my way round, but I did not think she was so bad as she must have been.

What kind of night was it? - It had been raining during the evening.

The Foreman : You saw no one there when you came up (.....)? - I did not notice anybody.

If there had been anyone to help her up besides you, you would have seen him? - Yes.

A Juryman : Did it not strike you – there were three houses quite near – not to turn that lamp out for a minute or two, but to get assistance? - I have to get the lamps out by a certain time.

But surely a woman dying was of much more importance? - I did not think she was so bad.

The Foreman : You were in court, I think, and heard last witness say that he lifted her up, and yet you say you found her lying in the road by herself? - Yes.

Then what he said is untrue? - There was no one there.

You heard what he said? - Yes.

Then it is not true? - No.

**John Perry**, bargeman of 2 Campbell Road, Southend, said on Friday morning at about half past five, he was walking towards Shoebury, and when about one hundred yards on the Southend side of the Half Way House, he saw a woman lying in the road with her hat half off, but otherwise fully dressed. She was lying on her back. He raised her head, and she groaned. Witness, seeing she was dying, ran to Mr Clark's house near the Half Way House and told him that a woman was dying in the road. Mr Clark came out at once, and they carried deceased to a shed in his yard. He then ran and knocked Mr Haggar up, and then got some port wine for deceased, but she was too far gone, and expired. Seeing the other men were attending her, he left and went on to Shoebury.

A Juryman : Did you notice whether she had been pulled about at all? - I did not think she had.

The Foreman : Did she say anything? - No ; only groaned.

John Clark said witness Perry called him at 5.30 am, and when deceased was put into the shed, he got some port wine for her, but her “jaws were fixed”, and he could only get the wine into her lips. He did not know who deceased was.

Harrison was recalled, and the Coroner asked : Do you know where this witness lives? - Yes.

Is that near where you left deceased? - Yes.

Dr Deeping said he made a *post mortem* examination of the body, and he found a small scratch over the right forehead about an inch long. There were no other marks of violence. The body was well nourished and well developed. There was no odour of alcohol, and in his opinion the cause of death was exposure to cold during a series of hours. The night was wet and very windy.

A Juryman : Do you think there was time for a young woman to die of exposure, she having left home the previous evening? - Yes ; she was thinly clad.

Sergeant Brooks removed the body to the mortuary. It was very wet.

The Coroner : I suppose there is no evidence to show where she had been earlier in the evening? - No ; I have enquired all over the town, but can't hear of her whereabouts.

A Juryman (Mr North) asked for two letters found on her to be inspected. It seemed strange that this young lady went away from her home on such a night and did not return. It seemed to him there must be some cause for it.

The Coroner (after perusing the letters) said there was nothing in them as far as he could see. She appeared to have been in low spirits. He continued that was all the evidence available, and the doctor had clearly stated the cause of death. It was evidently a very sad case, and he could not help thinking of the extraordinary conduct of the two young men, Harrison and Gooderham, who passed along the road at twelve o'clock at night and found a woman lying in the middle of the road. Although she was not dead, to his mind they must have seen her serious condition, and any ordinary individual would have obtained assistance for her. If they had had a little more sense, the woman might have been saved ; but they took her a little way, and the lamplighter eventually left her to put out his lamps. He did not recognise that this woman's life was of more importance than the gas

lights. If he had looked after the woman, he (the Coroner) was sure his employers (the Gas Company) would not have thought any the less of him, but all the more. He thought their conduct was most extraordinary.

The Foreman said the jury desired to retire, and take the letters with them to look into. Some strong language was mentioned in one of them.

The Coroner : Yes, but no name.

Upon the jury's return, the Foreman said their verdict was that deceased came by her death through exposure to the cold, and they considered that the two witnesses, Harrison and Gooderham, should be severely censured for not having taken better means to get assistance for the woman, by which they might have saved her life. He also pointed out discrepancies in their evidence.

The Coroner : I quite agree with you. Gooderham and Harrison were called forward, and the Coroner said they had heard what the jury had said. As to the apparent discrepancy in the evidence, he did not think that was of so much importance as the other. They had heard the Jury thought they should both be severely censured for their conduct in not endeavouring to obtain assistance for this poor woman. He (the Coroner) could not for the life of him think what they were doing, and then to leave her by the roadside. It surely would not have mattered if Harrison had left the gas lights and attended to the poor woman. His employers, to his mind, would have thought more of him, and perhaps he would have been better off then. He (the Coroner) could not find words to describe their conduct, and it was certainly not the nature of Englishmen to leave a woman in the road all night. Perhaps they would not forget it, and he would disallow their expenses for attending at the enquiry.

## **2 13 January 1900**

### **GRAYS MAN FOUND IN A RAILWAY CULVERT**

**POLICEMAN'S NARROW ESCAPE** The body of **George Unwin**, a dock labourer of Bond Street, Grays, was found in a culvert on Monday morning last, after it had been missing for over a fortnight. On the day before Christmas, the man left his home for the purpose of going to work on the *SS Media* at Tilbury Docks. The ship had been expected to arrive in dock that day, but did not do so, and at 6 pm on Christmas Eve, Unwin went into the Station Canteen with several others, and left there at 6.40 pm, stating he intended walking home. On the 2<sup>nd</sup> inst, he was reported missing from home ; and upon inquiries being made by the police, it was found that a hat, which was identified as Unwin's, had been picked up close to a culvert which runs under the London, Tilbury and Southend Railway, close to a signal box. This led to the belief that deceased had fallen into the culvert, and next day it was dragged by PS Edwards and PCs Davey, Thorogood, Putman and Dann, with no result. On the following days the quest was continued, and the police endeavoured to drain off the water from the culvert, which, however, they were unable to do, the culvert being blocked. On Monday last it was bailed out sufficiently to allow the sluiceman to enter, and after a long and tiring search, the body was found about 20 feet along the culvert, the bottom of which had sunk considerably and allowed the body to remain in the depression out of reach of the drags. During the bailing out process, PC Dann had a narrow escape. He had been on the down side bailing the water out, and having finished his task there, was about to cross the line to the other workers, when an empty train passed on the down side. This passed, and he had put his foot on the up metals in the act of crossing, when the whistle of a train sounded very close to him. At once he bounded across the up metals in front of the train, which was so close that as his feet retouched the ground the engine was by him. Had he paused to look for the whistle, he must have been cut in pieces and, indeed as it was, he had a sufficiently startling adventure.

**THE INQUEST** was held at the Railway Hotel, Grays, on Tuesday, by the Coroner and a jury, of which Mr A W Boatman was foreman.

Margaret Shuter of 47 Bond Street, Grays, a widow, said she lived with deceased for six years. She last saw him alive on Sunday December 24<sup>th</sup> at 1.40 pm, when he said he was going to Tilbury to work on the *SS Media*. He was a labourer ; in good health, and quite sober at that time. Witness identified the hat produced as belonging to deceased ; he was wearing it at the time he left home.

George Porter of 9 West Cottages, Little Thurrock, said on December 24<sup>th</sup> he saw deceased at about

6.45 pm at the Station Restaurant, Tilbury Docks. He was then in the second class bar. He told witness he was going to walk home. He was to have gone to work on the SS *Media*, but she had not arrived. Witness considered he was in a fit condition to walk home ; he appeared to be in good spirits when he left. It was dark and foggy at that time. He had gone into the restaurant when it opened at six o'clock. He and witness had been together all the afternoon on a barge with seven other men. They had a bottle of whisky between the nine of them. He had a pot of beer at the Station Restaurant.

Charles Spooner of Railway Cottages, Little Thurrock, a signalman on the London, Tilbury and Southend Railway at the Tilbury North End Junction, said he found the hat produced on Christmas Day in the ditch near the signal box. It was at the mouth of a culvert ; witness hooked it out. The signal box was closed on the previous evening.

William Wood, a sluice man of 14 Montreal Road, Tilbury, said he found deceased in the culvert. He did this from what Spooner had told him and in the presence of the police. The culvert was about four feet from the bottom of the ground and they had to let the water off before witness went in, the culvert being full. Deceased lay with his head pointing to the south, in the same direction as the water ran. He was fully dressed with the exception of his cap. The distance from the path on the railway line to the culvert was about six or eight feet. There was an obstruction in the culvert, so that deceased could not have been washed ashore.

PS Edwards said he received information of the deceased being missing, and from what Spooner said, witness and other members of the police force on Thursday, Friday and Saturday tried to find the body by dragging. On Monday, the water was baled out of the culvert, and the body was recovered and conveyed to the mortuary. In the trousers pockets, witness found 4s 9 1/2d ; 4 1/2d in the jacket pocket, and a pipe. There were no marks of violence on the body, except a slight scratch on the right temple. It would be easy for a person to mistake the opening over the culvert for the opening up to the Manor Way, especially if the night was dark and foggy.

The jury returned a verdict of "Accidental death" ; and the foreman said he considered credit was due to the police for persevering until they recovered the body, especially after finding it could not be recovered by the drags.

### 3 27 January 1900

#### TILBURY

**THEFT OF SHEEP KIDNEYS** **Frederick Taylor**, dock labourer of Gravesend, was charged with stealing 21 sheep kidneys, of the value of 3s 6d, the property of Scrutton's Limited, at the Docks on January 26<sup>th</sup>. PC Shipman of the Dock Police said about 7.15 on Friday morning, he saw defendant going towards the Manor Way Gate. As he approached, witness saw his pockets were full and searched him, finding the kidneys produced in two pockets. He asked defendant how he accounted for having them in his possession, and he said he had been working in the Dock when they fell out of a box he was sliding down the shoot into a barge. Witness took him to the office where he was charged ; he made no reply, but started crying. Defendant said he was guilty and he was extremely sorry. It was the first time he had done such a thing in his life, and it would be the last. The Chairman : As this is your first offence, we will be lenient and fine you instead of a term of imprisonment. Fined 6s and 14s costs, or fourteen days. Defendant paid 17s and was allowed six days in which to pay the remainder.

### 4 10 February 1900

**THE CHARGE OF MANSLAUGHTER AGAINST A PILOT** At the Essex Assizes on Saturday, before Justice (????), in the case of **John Robert Lilley**, a pilot, charged with the manslaughter of **Robert Ernest Boyton (Boylin?)**, Mr C Jones, for the prosecution, said the prisoner acted as pilot on a steamship which collided with a barge. The Coroner's Jury took the view that the pilot in charge of the steamboat possibly did not keep a proper look out, and so did not see the light on the stern of the barge, with the result that he ran into the vessel. It appeared, however, from the evidence that the prisoner did all he could. It was very much open to doubt whether the stern light

of the barge was in such a position as to be visible to any vessel approaching from in front. The Grays Justices came to the conclusion that there was no case at all against the prisoner and dismissed it. The Treasury, too, had refused to take up the prosecution for manslaughter. Under all the circumstances, he did not propose to offer any evidence.

Mr Hughes, for the defence, said the prisoner was too unwell to be present. The illness he was suffering from now was caused by the worry of this case.

The Judge : In my opinion there is no case against him. We cannot get a formal verdict of not guilty today, as he is not present to plead. If he had been well enough to appear, he would have been acquitted at this Assize, but as it is, he will have to wait for the next Assize. That we cannot help. The recognisances of the witnesses must be enlarged but they should be given notice that they need not attend the next Assize.

In reply to prisoner's counsel, the Judge said : He has no cause to be anxious about anything.

## **5 17 February 1900**

### LIGHT COMEDY AT THE WHITE HART

LADY'S DARING PERFORMANCE LEADS TO A SECOND CONVICTION At Grays Petty Session on Friday, William Isaac Frost, landlord of the White Hart Inn, Grays, was charged with assaulting **Emily Page** at Grays on February 12<sup>th</sup>. Mrs Page was also charged with being disorderly and refusing to quit the premises on the same date.

Mr Clinch represented Mr Frost.

Mrs Page said she was the wife of a barge captain living in College Road. On Monday evening she went into the White Hart with two young friends. One of the young men was a complete stranger (Laughter). Mr Frost served them with three drinks, and witness started laughing. Mr Frost told her to drink it up and to go out, and she said she would when she was ready. With that, he opened the door and pushed her into the road, where she fell on her back.

Mr Clinch : Had you been in the house on the previous Thursday? - I suppose I was.

Did you commence to dance in the bar and pull your dress above your knees? - No.

Who was it you went in with on Monday? - With a young man who has gone away to sea.

Did you stand behind the door when the drinks were ordered? - No.

Did you commence to dance again, and throw your legs up in the air? - No.

Had you had enough to drink? - No. (Laughter) I had only had one port wine and a drop of whiskey.

Did you push your way into the house again and say, "Now put me out again"? - I did not go to the house again.

You saw the police afterwards? - Yes.

And do you still say you were sober? - I might have had two or three drinks but I was not drunk.

Witness admitted having visited Mr Frost on the previous day and asked him to withdraw the case.

Mr Clinch said the case was simple. The woman was drunk on Thursday, whereupon she began to dance and sing and (????) pull her clothes up. Mr Frost told her he would not serve her, and on the Monday she got served by hiding behind the door while the drinks were called for.

William Isaac Frost said defendant was accompanied by two young fellows, and she hid so that witness did not know she was there until the drinks were served. Witness heard a disturbance and found the singer and dancer to be the defendant. Witness told her she must drink up and go, and that he would not serve her in there. Witness asked her half a dozen times and he had to put her out, She rushed back in, so he had to put her out again. She tried to get back and called to one of the young fellows who had been with her.

Inspector Gardner said on Monday evening defendant came to the police station to make a complaint. She was then drunk.

The assault case was dismissed, and Mrs Page, who had been convicted in 189(?) for assault, was fined 6s 6d and the costs of the two cases, 13s 6d.

## 6 24 February 1900

**BODY FOUND AT EAST TILBURY** An inquest was held by the Coroner (Mr C E Lewis) and a jury at the Ship Inn, East Tilbury on Tuesday, concerning the death of **Albert Edward Lumley**, whose body was found lying on the mud on Saturday last.

**William John Lumley**, 115 Charles Street, Stone, Greenhithe, waterman, said deceased was his brother, 22 years of age, also a waterman, and was employed on the barge *Glover* as mate, belonging to John Baseby White and Company of Swanscombe.

William Mott of East Tilbury, farmer, said on Saturday morning at about five am, he was down on the river wall when he saw the body of the deceased lying on the mud. It had apparently been left by the tide. He gave information to the police.

Police-constable Alliston said he found the body of deceased lying as described, and had it removed. He searched the body, and found upon it the knife (produced).

Dr E W Mason, assistant to Dr Basden, Stanford-le-Hope, said he had made a superficial examination of the body, and found a number of bruises and marks upon it, probably received after death.

The inquest was adjourned for further evidence.

## 7 3 March 1900

### GREAT WAKERING

**PREPARING FOR BATTLE** George Goodwin, labourer of Little Wakering and **Silas Watts**, bargeman of Shoeburyness, were charged with being drunk and disorderly on February 3<sup>rd</sup>. Goodwin pleaded guilty. PS Joyce said while in the High Street he heard holloaing and obscene language. He saw both defendants, who were very drunk and had their coats off. They were about to fight, and were "holloaing" to each other to "come on". They had previously been warned about their conduct. Watts : I don't think you see me that night. PC Phillibrown said on the arrival of the police Watts went away immediately with his friends. Watts : You did not see me that night. You might have heard my name mentioned. Fined 10s and 8s costs. Each asked for time, which was refused, and they thereupon paid.

## 8 10 March 1900

### BARGE'S MATE DROWNED OFF TILBURY FORT

**THE JURY ADD A RIDER** An adjourned inquest was held at the Ship Inn, East Tilbury, on Tuesday by the Coroner (Mr C E Lewis) and a jury on the body of **Albert Edward Lunney (Lumley?)**, which was found on the sea wall on February 17<sup>th</sup> by Mr William Mott.

Mr Batten appeared on behalf of the General Steam Navigation Company, the owners of the steamship *Falcon*.

**Richard Clements** of Pine Cottage, Rotherhithe, captain of the barge *Glover*; said on December 22<sup>nd</sup> last at about (??) pm, he was on the barge on the starboard deck going down the river. Deceased was mate on board, and they were heading for the north shore in the direction of Tilbury Fort. The tide was running down at the time, and they were going broadside on. It was dark, and they were carrying their regular lights starboard, port and stern. Witness saw the steamer approaching up the river. He did not hail them, and he heard no whistle blown. The steamer struck the barge about 30 feet from the head, the result being that his

**MATE WAS KNOCKED OVERBOARD.** How that was done, witness could not say, as he did not see him. The barge was not sunk, but damaged. After the steamer struck the barge, she shoved her along ahead of her. Witness heard someone call out on the steamer, "Man overboard". He afterwards discovered that the steamer was the *Falcon*, belonging to the General Steam Navigation Company. He (witness) did not see any small boats.

Cross-examined by Mr Batten : I know a boat came from the steamer some time afterwards. The engines of the steamer were going ahead at the time of the collision. There was but little breeze, my barge is a topsail one. She was driving along with the tide. I starboarded my helm, when the steamer showed his green light, as I thought to give him more room. Deceased was standing on the

forehold when I last saw him.

Henry Paterson, 64 Ansdale Road, Peckham, mate of the steamship *Falcon*, said at the time of the collision he was on the bridge of the steamer. He first saw the barge *Glover* crossing him from the north to the south, with the shore on her port tack. He stopped the engines and let the barge get over, and she then crossed his bow, about a point or a point and a half on the port bows. She then went about again and gave the steamer her green light. He immediately starboarded his helm and was apparently going clear, when suddenly the barge gave him her red light again. He immediately put his helm hard aport, the engines full speed astern, and shouted to the barge to put her helm hard aport. A collision was then almost inevitable and at the (??) moment the barge helm starboarded again with the result that she came right across his (bows?). Witness was waiting for the pilot, had his signal in the rigging for him, and would be going against the tide about two miles an hour. Witness did not know there was a mate on board until he heard someone shout, "Man overboard", and then a boat was launched in the hope of saving whoever it might be. When the barge was across his stern, (.....) again slowly with the object of pushing the barge ashore, not knowing what damage she had sustained, when someone called out to him to back out and he did so. Witness's opinion was that if the barge had kept the course she was pursuing when he saw the green light, the collision would have been avoided.

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A verdict of "Accidental death" was returned.

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## **9 31 March 1900**

### GRAYS PETTY SESSIONS

CONSERVANCY CASE **W J Wilkins** was summoned for navigating the SS *Batavia III* without special care and caution, and at such a speed and in such a manner to endanger the safety of the barge *Victoria* on the Thames off Purfleet on February 24<sup>th</sup>. Mr Bunting, on behalf of the Thames Conservancy applied for an adjournment. Granted.

## **10 7 April 1900**

ALLEGED PIRATES ON THE THAMES At Grays Police Court on Saturday morning before A Sturgeon Esq.

Walter Howard was charged with stealing the yacht *Foam* in the River Thames off Grays on October 18<sup>th</sup> 1899.

**Daniel Austin** of Seabrooke's Wharf, Grays, a master mariner, said he had charge of the yacht. One night some months ago, a communication was made to him by men named Olley, Andrews, Fairholm and Carter, and he and two others rowed in a boat up to a dinghy belonging to another yacht. He saw the prisoner in it, and towed the boat and prisoner ashore, where he was handed over to the police. When witness went to the dinghy, he noticed that the yacht *Foam* had been moored two or three hundred yards further up the river.

Inspector Gardiner said on October 19<sup>th</sup>, prisoner was in custody at Grays police station under remand, on a charge of stealing the yacht, but escaped from the exercise yard. On Friday the 30<sup>th</sup> March, he received prisoner from the Metropolitan Police at Blackheath Road station, where he was in custody, and conveyed him to Grays. Witness had no doubt about his being the same man who was charged with stealing the yacht, and escaped.

At the Petty Session on Friday, Sylvester was again charged, this time as follows : Stealing a yacht, value £25, the property of J P Cross at Grays on October 16<sup>th</sup> ; with stealing a dinghy, a bottle and a book, value £2 15s, the property of J W Boothroyde, on the same date ; with stealing one map of the Thames Estuary, value 2s, the property of John Austin of Grays, on the same date ; with stealing one rowing boat, value £4, the property of Smeed, Dean and Company, at East Greenwich on October 15<sup>th</sup> ; he being found in possession of the property at Grays on October 16<sup>th</sup> ; stealing a foresail, value £1, the property of William Shaw, at East Greenwich on October 15<sup>th</sup> ; and stealing one mainsail, one gaff, one boom, one anchor and chain and a board, value £2, the property of

James Spooner, at East Greenwich, on or about October 15<sup>th</sup>. Mr J Cowper Scord (Greenwich) defended.

Lionel Andrews of Bedford Road, Grays, repeated the evidence given last October. He saw prisoner coming down the river in a dinghy. He visited one or two yachts and then went aboard the *Sea Foam*. Witness told others, who went after prisoner in another boat, and caught him after a good deal of resistance.

Walter Fairholm of 3 Hampden Road, Grays, a fitter, said he was in the company of Andrews, Bert, Carter and Edgar Olley. Witness's attention was called to prisoner, who was rowing down the river in a small dinghy. He went from one yacht to the other and finally boarded the *Foam*, which he cast adrift and let the moorings go. Witness and the others rowed to the spot and asked him who was on board. Prisoner shewed himself and said he had had charge of the yacht three weeks. Prisoner then jumped into the dinghy, which was alongside, and sculled down the river. The tide was then running up, and he turned back and tried to get into Seabrooke's creek. Austin and Olley came out from the creek in another boat, caught hold of his boat, and towed him into the creek. Witness came away for a constable and prisoner was given in charge. Cross-examined : The night was moonlight. I am quite sure the yacht had not drifted.

Police-constable Mann deposed to taking prisoner in charge on October 16<sup>th</sup>. On this evidence, prisoner was committed for trial.

The dinghy, book and bottle were identified by **John Austin**, waterman, as belonging to the yacht *Seabird*, and the property of Mr Boothroyde. He also identified the map and chart (produced) as his own property and taken from the yacht *Clio*. Daniel Austin said when he boarded the barge after prisoner in the river, he found the articles mentioned in the charges except the dinghy and rowing boat.

After a lengthy hearing, prisoner was committed for trial on all the charges.

## **11 21 April 1900**

### **PETTY SESSION – PURFLEET**

**ALLEGED CARELESS NAVIGATION J E Biggs** was summoned for navigating the SS *Batavia III* in the River Thames in such a manner as to cause danger to the barges *Hetty* and *Victoria* on February 24<sup>th</sup>. Mr Bunting prosecuted for the Conservancy, and Mr C R Gibson defended. **Edward J Jones**, master of the tug *Regalia* said he was outside the American Oil Company's jetty at Purfleet. Barges were moored outside the steamship *Tuscarora*, head up the river. The steamship *Batavia III* was making a very high wash. There were no other steamers passing at the time. The wash caused the barges to range so much that the *Hetty* came under the head of the *Victoria* ; the head of which caught on her stern post, knocking the head of the *Victoria* up. The damage was to such an extent that the barge's bow would have to be replaced. He thought the barges had been moored between four and five feet apart, and the mooring ropes were good and taut. Cross-examined : I believe the steamer was going more than ten knots, and the wash was such that the danger could not have been avoided if the barges had been moored closer together or if there had been half a score of fenders. Mr Gibson : Can you swear no other steamers were passing at the time? - I can swear twice that. **Henry James Graham**, a lighterman of Dartford in the employ of Cory and Company, said he was on board the barge *Hetty* at the time, and he could corroborate the evidence of the previous witness. A fine of £2 and 21s 6d costs was imposed.

## **12 2 June 1900**

### **CARCASES ON FOULNESS ISLAND**

**PROSECUTIONS** Arising out of the nuisance caused by the strewing of carcasses and offal on Foulness Island, **Alfred Heigho**, Rochester, **James Hutson**, Wouldham, **George Simms**, Grays, **Ernest Saunders**, Rochester and **E Dean**, Sittingbourne, barge masters, were summoned before the Rochford Magistrates on Thursday, with depositing solid substances into the sea, detrimental to fish and sea fisheries.

The prosecution was ordered by the Kent and Essex Sea Fisheries Committee, who were

represented by Mr H S Gibson.

Defendants were also represented and pleaded guilty. In extenuation of the offence, it was argued that the men were ignorant of the existence of the bye laws under which action was taken, and each was fined 40s and £1 12s 6d costs.

### **13 23 June 1900**

#### **CHARGE WITHDRAWN AGAINST LILLEY, THE PILOT**

**THE JUDGE'S OPINION** At Essex Assize on Tuesday, **John Robert Lilley** junr, a pilot, was indicted for the manslaughter of **Robert Ernest Bayliss (Boylin?)** at Chadwell St Mary.

Mr C E Jones, who appeared for the prosecution, stated that at the last Assize he applied for permission to withdraw the prosecution, but, owing to the defendant's absence through illness, the case had to stand over until the present court. He now repeated his application for permission to withdraw the prosecution. The prisoner was a man of most exemplary character, and on the night in question he was in charge of a steamer going up the Thames. He was on the bridge, the captain was by his side, and a proper look-out was kept, but, unfortunately, the steamer ran down a sailing barge on which the deceased and other persons were. There was some doubt whether the stern light of the barge was in such a position that it could be seen by a person in charge of a vessel coming up from behind. At the inquest, the prisoner and other witnesses stated that they did not see the light until the steamer was quite close to the barge, and that although the prisoner tried his best to stop the steamer, he failed. The Coroner's jury thought fit to find a verdict of manslaughter, but when the case went before the magistrates, they came to the conclusion that there was no case upon which he ought to take his trial, and the Treasury did not now wish to prosecute.

Mr J P Hughes, for the defence, stated that if the case had been tried, evidence would have been given to show that the prisoner was in no way to blame.

The Judge, to the Jury : I cannot help thinking that it is a misfortune that this man should ever have been charged at all, because if we can believe the statements made, this man is no more to blame than you or I. It is your duty to return a verdict of not guilty.

The Jury at once found the prisoner not guilty, and he was discharged.

### **14 23 June 1900**

#### **HOW THE *SHAFTESBURY* MASTER AT ARMS NOBLY DIED**

**A FINE EXAMPLE TO THE BOYS** The inquest on the body of **Mr Alfred King**, the late master at arms on board the Training Ship *Shaftesbury*, who died so nobly in the attempt to save a drowning ship's boy on the 10<sup>th</sup> inst, under circumstances reported last week, was held by the Coroner at the Basin Canteen, Tilbury Docks on Monday morning.

The foreman of the jury was Mr W F Perry.

Herbert Kellow, chief seaman instructor on board the Training Ship *Shaftesbury*, said :- The deceased, Alfred King, was master at arms on board. He was about 61 years of age.

The Coroner : Can you tell us what occurred with regard to the deceased jumping overboard? I was walking with the deceased at the time the cry came of "A boy overboard". The boy who cried out rushed to the after gangway and I went after him. When I got there, I found the second gig, which should have been lying alongside, was not there. Of she had been there, of course I could have shoved off in her and picked the pair of 'em up in no time.

The Coroner : She had been cast adrift by the boy when the cry came, I believe? Yes, because the boy fell overboard out of this boat.

Was there anybody in the boat at the time?

In the second gig, sir, there were three or four boys.

And that was why she was cast adrift? - Yes.

They had already gone to the assistance of the deceased boy? - Yes. The deceased went off towards the foremast gangway where the dinghy was lying, and she was manned and was the first boat to go towards them.

I assume he went there thinking there would be a boat there? - Yes, the dinghy was got out very

smartly, but she fouled the second pinnace and lost a second or two, otherwise the dinghy would have been there in plenty of time.

Did you see the deceased jump in? - He jumped in during the time I had doubled away (....).

Did you see him in the water? - Oh, yes ; I saw him in the water.

Were others with him when he went in? - Oh yes, there were several of the officers. Two of them are present here who saw him go in.

He went to pick the boy up? - Yes ; to pick the boy up.

Did he live on board? - He lived on board if he (.....). He went ashore as a rule every other night. He lived up at Canning Town.

(section unreadable)

Samuel Potter, one of the ship's boys, was (???) said he did not want (????) about the death of the boy. His only concern was as to the death of Mr King.

Potter said on Sunday the 10<sup>th</sup>, a boy named Arthur Patrick had fallen overboard (???) gig.

The Coroner : And you were in that gig? - Yes.

And did you see the deceased, Mr King? Where did he jump from? - The fore gangway, sir.

Did he get to him, do you know? - Yes ; Patrick had his arms round his neck.

Did any of the boats go to his assistance? - The dinghy went out, sir, but both of 'em sunk before we could get there.

Do you happen to know what time elapsed between the time deceased went into the water and the time he went under?

Mr Kellow : About four minutes.

A Juryman : When he jumped overboard, was that any boat there that he might have hit and got stunned? Was there anything on his (?road) at all? - No.

The Coroner : Do you think it was owing to the boy putting his arms around his neck that he went under? - Yes.

The Coroner : I believe that is the general opinion.

George Best, carpenter living at 21 Albany Road, Grays, deposed to recovering the body of deceased, which he found on the upside of the up pier of the Dock Company on Friday at about half past ten in the morning. Deceased was fully dressed with the exception of his cap and jacket.

Mr Kellow said deceased pulled off his jacket and cap and handed them to a boy at the gangway before he jumped to the boy's rescue.

Police-sergeant Say said he took the body, which was lying on the "hard", to the mortuary. On it was a watch which had stopped at eleven minutes to four o'clock. He shewed the swivel of the chain which was attached to the watch, but said the chain itself was missing.

A Juryman : The boy might have snatched at the watch chain and broken it.

The Coroner asked the jury if they were satisfied that the deceased came by his death while attempting to save the lad who had accidentally fallen into the water. He thought great tribute was due to the memory of the deceased officer. For a man of that age to jump into the water was extremely brave. (Hear, hear).

The Foreman : The jury all desire me to express their feeling of sympathy with the widow.

A verdict of "Accidental death" was returned.

The Coroner : Had he been successful, he no doubt would have been rewarded as a great many others have been.

A Juryman : A fine example to the boys.

The Coroner : Yes ; it is a good example to the boys.

INQUEST ON THE BOY This was held at the Town Hall, Gravesend, on Saturday evening, before the Borough Coroner (Mr W G Penman) and a jury.

Isabella Patrick, wife of Arthur Patrick, commercial clerk, of 30 Crawford Street, Bryanston Square, identified the body as that of her son, Arthur Brooks Patrick, aged 11 years. He was on board the *Shaftesbury* Training Ship.

Samuel Potter, fourteen years of age, a *Shaftesbury* boy, said that about 3.30 on the previous Sunday afternoon, he and the deceased were on the gangway of the training ship. The second gig was made

fast to the ship. Witness got into it to bail it out, and deceased also got in and went into the stern sheets in the coxwain's box. He pulled the starboard line, and seemed to pull it too hard, as he lost his balance and fell into the water. Witness ran to the bow and cast the boat off, and a boy named Cooper told two other boys to get into the gig. Mr King then jumped from the fore gangway, and witness saw deceased cling to Mr King in the water. They both went down, and witness saw no more of them. A lifebuoy was thrown over from the ship.

William Tummer, another boy from the TS *Shaftesbury*, said he was on the ship on Sunday afternoon and heard a cry of, "Man overboard". He went to the gangway whence the cry had come, and saw four boys go off in a boat. Mr King, who swam very well, also jumped off into the water. There was a rule that boys were not allowed on the gangway unless a boat was going away.

William Scriven, Captain Superintendent of the *Shaftesbury*, said he heard the cry of, "Man overboard" on Sunday afternoon. There was a strong ebb tide at the time. The boys were taught swimming in the ship, but deceased, who had received careful training, had been unable to learn. The officers of the ship had been very smart in trying to save deceased's life.

**John Hollingum**, waterman of 52 Milton Road, Gravesend, testified to picking up the body off the Custom House, Gravesend, on Friday evening. He handed it over to the police.

A verdict of "Accidentally drowned" was returned.

THE FUNERAL of the two victims took place on Monday afternoon, to the accompaniment of general protestations of sorrow. The body of the boy had been conveyed from Gravesend during the morning, and deposited in its polished elm coffin in All Saints' Church, while Mr King's body was placed on a gun carriage upon its arrival at Grays. The sad procession arranged to start from the West Field, where a large number of sympathising spectators had assembled. About 60 boys of the ship walked ahead with rifles reversed, followed by the *Shaftesbury* Band playing the saddest of sad music under Mr J King, the bandmaster. Next came the body upon the gun carriage, covered with a white ensign surmounted by his cap, and the whole drawn by 27 boys in step with the slow music of the band. About 50 *Exmouth* boys and officers succeeded, and the rest of the *Shaftesbury's* company officers and boys preceded the carriages containing the relatives and friends of both the deceased. Along New Road the procession passed, then by way of Bridge Road to William Street and All Saints' Church, where the first part of the Service for the Dead was gone through. The Rev S Haslock met the party at the gate and preceded it into the sacred edifice, which was filled. The coffin was placed in front of that of the boy, and the short service included "Prayers for the Dead" and the singing by the choir of the hymns "Brief life is here our portion" and "On the Resurrection Morning", Mr Lodge, an old colleague of deceased, and one of the ship's senior officers presiding at the organ.

Then the procession was reformed, and at a slow pace the two coffins were conveyed to the Cemetery where Mr Haslock again officiated, in mercy to the bereaved ones confining himself to an adherence to the remainder of the service as printed with no expression of the sorrow which at the close filled nearly every eye, or admiration for the bravery and gratitude for the example of the dead man who had achieved the highest privilege of humanity – that of having cheerfully given his life for another. The "present arms" was mutely given by the firing party, and though the return was accomplished to livelier music, the latter was but a feeble cloak for the sadness which touched every countenance at the realisation of the general loss.

## **15      23 June 1900**

SHIP'S MATE'S BODY RECOVERED AT GRAYS An inquest was opened at the Railway Hotel, Grays, on Friday, by the Coroner (Mr C E Lewis) and a jury, of whom Mr A J Baldock was foreman, concerning the death of James Richards, mate of the schooner *Isabella*, whose dead body was recovered off Grays. Deceased had been drowned off Northfleet on June 14<sup>th</sup>. **Frederick Hawks**, 107 Orsett Road, Grays, said on Wednesday he was in command of the barge *Tanzenhuin*, and about 3.45 pm, he was in Northfleet Hope, opposite Grays, when he saw the body of the deceased floating in the water. He secured it and delivered it into the custody of the police. The body was not fully dressed, the coat and hat being off. PC Lennon said he searched the body, and in

the trousers pocket found the piece of paper produced, bearing the name James Richards, Charleston, Cornwall, and the name of some society. The deceased's head bore cuts, but there were no other marks of violence on the body. The Coroner said there was no doubt about the man's name. The ship had gone, and it was right and proper the inquiry should be adjourned. It appeared from the report that deceased had accidentally fallen overboard. He would adjourn for a month for the police to have an opportunity to communicate with the ship's brokers. The ship appeared to be bound for Ardrossan. Superintendent Jordan said he had telegraphed for the widow, but that she was not able to be present that day.

## **16 21 July 1900**

### SITUATIONS VACANT

WANTED a lighterman. Apply G Love, Globe Works, Grays.

## **17 4 August 1900**

### GRAYS

CATCHING A BLACKGUARD THROUGH A TELESCOPE **George Gye** was charged with indecently assaulting Rose Downes, 10 years old, on July 23<sup>rd</sup>. Mr Walter Stewart, on behalf of the NSPCC, prosecuted. The child is the daughter of the gymnastic instructor on board the T S *Shaftesbury*, and on the day in question took her father's dinner on to the ship's causeway to a man in a boat. She returned along the sea wall and saw the prisoner, who spoke to her, and when she turned across the marsh to "dodge him", he followed her and committed the assault. Mrs Downes spoke as to the condition of the girl when she returned home. Alfred Young, steward at the Thames Estuary Cruising Club house, said he saw prisoner sitting on one of the seats on the river wall. A little girl came along and prisoner followed her down the steps across a field and kissed her. Witness went inside and got his telescope, and witnessed prisoner's further conduct through it, which he described. Prisoner said he had nothing to say against the charge, but on his behalf Samuel Day said the man had committed such freaks and silly tricks for the last month that he did not think he could be properly right in his mind. Witness would like to see him examined by a doctor. He had never been the same man since he received news from Canada of the death of his sister, nine months before he heard of it. Prisoner was committed for trial at the Quarter Sessions, bail being allowed.

## **18 11 August 1900**

### TWO MEN DROWNED OFF CANVEY ISLAND

BARGE CAPSIZES During the great gale of Friday night, the barge *Three Friends* owned by Mr Alfred Moss of Vange, laden with breeze, from London and anchored off Canvey Island, capsized and sank in deep water, the captain and mate being drowned. The Coastguards, hearing cries of distress, put out to the rescue, but before they could render assistance, the vessel went down.

The captain of the barge was **William John Brown**, aged 25, who lived with his father, Samuel Brown, at Barling.

Nothing was known about the mate, except that his name was **H J Burns**, and he was about 45 years of age.

THE INQUEST was held at the Red Cow, Canvey Island, before Mr Coroner Lewis and a jury, of whom the Rev H Hayes was foreman.

**Alfred John Moss** of Vange Hall, Pitsea, said he was the owner of the sailing barge *Three Friends*, of which William John Brown was captain and H J Burns the mate. The barge was laden with breeze and was coming down the river to Vange wharf, having loaded at Blackfriars, leaving there presumably on Thursday night.

William Crawford, a Coastguard boatman stationed at Canvey Island, said on Friday night about a quarter to nine, he was on the wall near his hut when he heard cries from the barge *Three Friends*. Witness immediately acquainted the officer, and within five minutes the Coastguard crew was out on the wall, and the boat was launched within ten minutes. The barge was about 150 yards out. At

the time it was blowing a gale, with a strong ebb tide. They got their boat within twenty yards of the barge, when she turned over. They went close up, but nothing could be seen then of deceased men or the vessel itself. At 10.30 on Saturday night, witness found the body of the mate.

The Coroner : Did you see the sea washing over her? - Not at six o'clock, but I did before I heard cries for help.

The Foreman : I should like to ask you whether any time was lost between the cries of distress and the attempt at rescue? - No.

**Alfred Hubbard**, captain of the barge *Mary Agnes* of Rochester, said he found the body of the deceased captain Brown about mid day Sunday on the sands at Thames Haven.

Police-constable Drury gave evidence as to receiving the bodies.

The jury without hesitation returned a verdict to the effect that both men lost their lives through the accidental capsizing of the barge in a severe gale.

Chief Officer Venson of the Coastguards, said their boat was thrown back on the wall twice before they could get out to the rescue. He only had three men besides himself, and if it had not been for a barge captain, they would not have been able to get out.

## **19 18 August 1900**

**COLLISION WITH THE TS EXMOUTH** The barge *City of London* was lying off Grays on Sunday morning when, owing to a strong ebb tide, she dragged her anchor and ran foul of the Training Ship *Exmouth*. Its topsail was smashed to atoms, and one of the training ship's nets was carried away.

## **20 8 September 1900**

**GRAYS LIGHTERMAN'S FATAL FIT IN GAOL**

**STAGGERED, FELL, AND DIED IN THE EXERCISE YARD** It will be remembered that a man named **George Gye**, a lighterman living at 30 Argent Street, Grays, was committed for trial at the Quarter Sessions on a charge of indecently assaulting a little girl on the sea wall at Grays. This was the case in which prisoner was detected interfering with the child by the steward of the Yacht Club on the wall, with the aid of a powerful telescope. At the time of his committal to Springfield Prison, he appeared to be in a weak mental state, and such was the opinion of Dr Partridge, who had been attending him. He was also stated to be subject to fits. On Friday morning week, he was seized with a fit while being exercised in the gaol yard, and died while being removed to his cell.

The Coroner (Mr C E Lewis) held an inquest concerning the circumstances of the death at the Prison on Monday.

Capt H L Conor, governor of the Gaol, stated that the deceased was admitted there, charged with an indecent offence, and was committed for trial at the next Quarter Session. His state of health on admission was good, but he was placed under "mental observation". As he was a prisoner awaiting trial, he had no work set him during his detention in the gaol. He had a wife living at Grays, and she had been communicated with.

Assistant Warder J H Ponsford said that deceased was taking exercise on Friday morning, when he staggered while walking, and fell to the ground. He was at once removed to his cell.

Warder Sampson stated that the deceased died just after he was brought into the cell.

Mr H W Newton, surgeon, deposed that death was due to a fit, probably of an epileptic character. On his admission to the gaol, deceased was in an unsatisfactory mental state, and suffered from delusions.

**Mary Ann Gye**, wife of the deceased, 30 Argent Street, Grays, said her husband had enjoyed fairly good health until just before his committal, when he seemed strange in his manner. He had not been to work for six weeks previous to this, as his friends thought he was not in a fit state of health.

A verdict in accordance with the medical evidence was returned.

## 21 8 September 1900

### GRAYS PETTY SESSION – TILBURY

NAVIGATING THE RIVER WITHOUT LIGHTS **William Truman**, Maroon Street, Limehouse, master of the tug *Victor*, was charged with navigating the vessel in the river on the night of the 18<sup>th</sup> July without lights. **George Eales**, in the employ of Cory and Company, a watchman, said about 11 o'clock on the night of the 18<sup>th</sup> July, he was on duty in a boat watching the Company's craft between Greenhithe and Swanscombe. He saw a vessel coming up the river keeping no lights. She went to the barge *Taurus*, which was laden with coal. Witness and a companion went near to it, whereupon the tug left the barge and went down the river. They lay alongside a small yacht, whereupon the tug came back. They heard coals being shifted, but the tug went away again as they rowed towards it. They again rowed alongside a barge, and the tug came back again. He identified the tug as she had a peculiar stern, and no other tug on the river had a similar one. Witness called out, "We have got you this time". Defendant replied with an invitation to come and have a drink. Witness said, "No ; if you want me, you come here". When the tug went away for the last time up the river, defendant exhibited a stern light. Defendant said he was not on the river at all that night. **Herbert Westbrook**, a waterman, said there was no other boat on the river like the defendant's tug, and he was positive as to its identity. When she went away up the river, the tug put up no lights, so far as they could see from the boat. Defendant : It is quite false. I was not there at the time. From the 17<sup>th</sup>, we were fog bound in Barking Reach. Defendant gave evidence that at the time of the summons he was lying fog bound in Barking Reach alongside a brigantine until nine o'clock on the morning of the next day. The Bench retired, and decided to fine defendant £5 and costs £1 15s 6d. A warrant was asked for on a charge of stealing coal from the barge in question, the property of Messrs Cory and Son, on the same night as that of the previous charge. A summons was granted.

## 22 15 September 1900

### RIVER THIEVES AT WORK

IMPORTANT CAPTURE At Grays Petty Session on Friday. Mr A Sturgeon in the chair.

**William Truman**, captain of the tug *Victor*, was charged with stealing 1 1/2 tons of coal from a barge, the property of Cory and Son, on July 9<sup>th</sup>. Mr Nield prosecuted and Mr J P Grain defended.

In opening, it was stated that these pilferings of coal from Messrs Cory's barges in the river had been systematic for years, and to such an extent that it had become a matter of the gravest importance to Messrs Cory.

**George Eales**, a master lighterman of Greenhithe, said he was in a boat watching the barge *Taurus*, which was being laden with coal, with other barges, off Greenhithe. He was under the shadow of a yacht, which prevented them from being observed. He saw a tug come in, which he identified as the *Victor*. She was without lights, and went to the barge and commenced taking coal aboard from the barge. She was without lights, but witness identified her from the peculiar shape of her stern. Witness went out and hailed her, and said, "I've caught you this time".

**Herbert Westbrook**, Park Terrace, Greenhithe, said after they had been watching the tug some time, the previous witness called, "All right, Georgie ; don't run away ; we've got you this time". The tug which had been taking the coal from the barge at once went up the river, only to go back to the barge a third time when the boat had moved away.

**Thomas William Lukes** of Greenhithe, a Thames Conservancy waterman, said that evening and that previous to the alleged bribery, he had seen the tug *Victor* go down the river.

Mr Grain, for the defence, said the case had the extraordinary element that there was absolutely no identification of the man at all, and he would not waste the time of the Court if it was considered a *bona fide* case was made out for a jury, but reserve his defence of alibi, on the ground that on the night named the ship was in Bow Creek. Prisoner was committed for trial at the Quarter Sessions, bail being allowed.

## 23 6 October 1900

ELECTION THOUGHTS I turn to home. We cannot for ever live on a South African diet. Bread

and butter are wanted in our own houses. How are we to get them? If a workman falls off a building less than thirty feet high, and hurts himself so that he cannot follow his employment, there is no bread and butter for him to be found in the present Government's largely sham Compensation Act ; if he is on a barge, or is doing useful work for an employer in countless other ways and gets injured, in many instances he will find there are neither food, clothing nor lodging contained within the pages of that Act ; and even if he be of a trade that is scheduled among the compensatable list, working in a factory, and in such a way that somebody can be made liable, there is nothing at all for him for the first fortnight, though landlords will want rent during that period and butcher, baker and grocer may expect to be paid. This Act abounds in countless pitfalls ; all these anomalies, injustices and grievances should be brushed away, and a reasonable Compensation Act brought into existence.

## **24 27 October 1900**

### **SOUTHEND JURY DISAGREES WITH A DEAD MAN**

**PATHETIC LAST LETTERS "TO ALL BUT FATHER"** An inquest was held on Monday by the Coroner (Mr C E Lewis) and a jury, of whom Mr Richardson was foreman, concerning the death of William James Frederick Faulkner, a young clerk living at Mayville Road, Leytonstone.

**William Childs**, waterman, said on Saturday morning he was told there was something near the sea wall and beyond the Minima Club that looked like a man. He went up and saw the body. It had apparently been in the water a few hours, and to witness it seemed as if deceased had not been washed up, but had walked into the water from the sea wall to where the body was found.

Frederick Faulkner identified the body as that of his son, aged 24 years and lately a clerk. Witness had not seen him since February.

The Coroner then read the following letter :-

My dear mother – I am writing to you for the last time, for by the time you receive this I shall be dead. Kiss all for me, and don't worry about me, as I am not worth it. It is all father's fault. If he had not turned me out of home, this would not have happened. Still, he never did care for me, and I hope he will not follow me to the grave, if I have one. But look after my young lady, as she has been my best friend. What I should have done without her, I don't know. I have written to her and have told her, so now I must say goodbye, dear mother, to all of you except father. If they bring it in that I am insane, it will be absolutely untrue, as I know what I am doing. - Your broken hearted Son.

He (the Coroner) continued : The envelope does not appear to be stamped. Is there any truth in the allegation?

Witness : None whatever, except that two years ago when he lived at home, he underwent two operations in the London Hospital. He has previously threatened to do this if he could not get money. Since he was in the hospital, he has been very strange, and has gone so far as to tie a handkerchief round his neck when he wanted his mother to give him money.

The Coroner : Is it true that he was turned out of doors?

Witness : He was not turned out. Two years ago, I told him I could not afford to keep him any longer, for when he gave his mother 5s, he wanted double for it, and I told him he had better take all he earned and spend it on himself in lodgings. That was the only turning out I did.

A young woman, who had been deceased's sweetheart, said he seemed in good spirits on Thursday last. He had told her he was turned out from home. She had lent him money, and understood that he had got employment at Woolwich. She had spoken to him about his betting, and he told her that someone had gone up and got him out of his situation.

The jury also read a letter which deceased had written to witness in which the phrase occurred :- It is my father's fault. If they say I am insane it will be an untruth, as I know exactly what I am doing. The Coroner said, in summing up, that it always seemed to him, when a person took his own life, there must be some temporary derangement of his mind. He did not think that a person perfectly sane would deliberately take his own life.

The jury returned a verdict of "Suicide whilst temporarily insane", adding that in their opinion no blame was attachable to the father for turning the deceased away from home.

**25 10 November 1900**

GRAYS URBAN COUNCIL  
THE EPIDEMIC

STRONG MEASURES CONSIDERED – A SCARE HOPED FOR The Medical Officer of Health reported 27 births during the month and 16 deaths, giving respective rates of 22 and 13 per 1,000 per annum. There had been 56 notifications, 27 of scarlet fever, 26 of diphtheria, 1 of puerperal fever, 1 of erysipelas. Thirty patients had been removed to the hospital, but six cases of diphtheria had been fatal.

The Chairman : Is that not rather a serious proportion?

Dr Ward said as it was nearly 25 per cent, it was.

Mr Borradaile : Though the death rate is generally satisfactory. He continued that that day he had taken upon himself a responsibility for which he trusted the Council would absolve him. As an individual ratepayer, he ascertained the exact state of things at Grays that morning and, with 56 cases in the hospital and 17 cases of scarlet fever and 7 of diphtheria waiting to get in, it seemed to him that the epidemic was not being coped with and had arrived at that stage when it was proper that other advice should be obtained. With that view, he went to Orsett District Council to propose to them that, as a joint district, they should, without an hour's delay, apply to the Local Government Board to send down an Inspector to ascertain, as far as possible, the cause of the outbreak and to prove or disprove the course of action hitherto taken, in the latter event to instruct and advise them. He was kindly received at Orsett, and they unanimously fell in with his suggestion, which was with the view that if expenditure was considered necessary, it should be repaid over a series of years. He therefore moved that an Inspector be asked to immediately hold an enquiry into the causes and preventable measures possible for dealing with the epidemic.

The Chairman said the Council must confine their consideration to Grays alone, and leave the District Council to move for themselves.

Mr Farrow hoped this was not going to be any reflection upon the Medical Officer and Sanitary Inspector, who had done their very utmost.

Mr Wall said these officers knew more about the matter in Grays than a Local Government Board Inspector, and it would be better to ask their Inspector, say, to find out what kind of places the patients came from and the state they were in when he went. If the Council could appoint a lady inspector to go inside the homes and see what they were like, that, in his mind, would be the shortest way of stamping out the disease.

Mr Weston said they did not want to create a scare by the advent of a Local Government Board Inspector, and Mr Wall was giving the Council a tall order when he talked of a lady inspector. He did not know how the people of Grays would view such an appointment, especially the very ladies Mr Wall himself wanted to get at. The Health Committee found that the lower parts and east end of the town were the worst parts – (no, no) – and there was improvement in Elm Road upon the clearing away of nuisances.

Mr Dorman differed as to the east end of the town being responsible for the breaking out of the epidemic. He believed the first cases came from the barge off Argent Street.

Mr Sutherden urged the supply of circulars advising people to sleep with their windows open and not to drink cold water – (laughter) – until it had been boiled.

Dr Ward did not think the Local Government Board Inspector would say that it was due to insanitation. Nearly every case was due to direct infection from a former case but, as the infected clothing was a focus for the disease, he again recommended a steam disinfecter.

Mr Farrow did not think the Medical Officer and Sanitary Inspector had enough assistance. He thought a man should be appointed to inspect every property in the town. Let them try and see that the disused rain water tanks were done away with, and the ventilator pipe should be carried four feet higher to clear the adjoining washhouse.

Dr Ward said scarlet fever and diphtheria were not water borne diseases. Typhoid was, but the town had been wonderfully free from that. He believed that as Grays had not had an epidemic for nine years, there were a larger number of people susceptible to scarlet fever – there must be thousands in

the town.

The Chairman agreed with Mr Weston that no scare should be created, and there was the further danger that, supposing they invited a Local Government Board Inspector down, they would be committed to his suggestions, which might involve an extravagant expenditure.

Mr Sutherden : I guarantee if he comes down, he will tell you that impure water is at the bottom of it.

The Chairman thought first they should approach the County Medical Officer for advice with a statement of the position of affairs.

Mr Borradaile said he thought that, as Dr Thresh had been mixed up with the matter for the water inquiries, it would be inadvisable for them to call him in as an expert in this case. Let them go to the highest possible independent opinion and, as to the scare, it was quite time there was one, for until it was caused they would have ignorant people taking none of the precautions they should do to prevent the spread of infection.

Dr Ward spoke of Dr Thresh as one of the highest authorities and said, as a matter of fact, that gentleman had been down to see him and discuss the matter, and had also arranged to see him again the next Monday. It was decided to approach Dr Thresh on the matter.

SHOULD THE LIBRARY BE CLOSED? Mr Lawrence said the Free Library Committee were willing to follow the example of the Co-operative Society, who had closed the library to prevent the spread of infection through the books, if the doctor thought it was advisable. Dr Ward said there was a possibility of infection through books. Mr Marshall had that matter in mind and all books belonging to the public library found in infected houses, he had taken to his office. Mr Borradaile said some remark had been made about a wholesale scare, and the surest way to do that was to do such a mad thing as this. Mr Dorman : Hear, hear ; I agree with you. Dr Ward said the Inspector would be careful to prevent books going to infected houses. Mr Weston did not think the Council should lightly close a public library upon some lady's fancy. Before that, they ought to close the schools. (Hear, hear.) Dr Ward, further pressed for his advice, said he did not like to be bound down to "yes" or "no". The Chairman : We should be straining at a gnat and swallowing a camel. Is that it? Dr Ward : I have heard that coinage is very likely to carry this disease. (Laughter). Mr Lawrence and Mr Sutherden proposed formally the closing of the library, but the resolution was lost. The Chairman : You have discharged your consciences, and the library is still unclosed. (Laughter).

## 26 10 November 1900

STANFORD-LE-HOPE Mr Walter Kittle has been appointed a boatman in H M Customs.

## 27 24 November 1900

### GRAYS POLICE COURT

INTERFERING WITH A LIGHTER **John Simpson**, 1 Crooked Lane, Gravesend, a dock labourer, was charged with casting away a lighter, the property of the Union Lighterage Company, at Tilbury Docks on the 19<sup>th</sup> inst. **William Ward**, watchman in charge of Tilbury Docks for the Union Lighterage Company, and living at 45 Leys Road, Custom House, Victoria Docks, said at 1.50 pm on November 19<sup>th</sup> he was walking along the east side of the central dock, when he saw prisoner come from the cabin of a barge called *Leo*, belonging to the Union Lighterage Company. The barge was partly laden with compressed mutton. After he came out of the cabin, he walked along the barge forward and let go the barge's "headfast". She was moored to the quay by a rope and chain. In addition to that, the barge was secured by an inch rope, and witness saw that drop at the time. Witness went down the cabin of the barge, called after prisoner, jumped ashore and ran after prisoner, who had jumped ashore after letting go the barge's moorings. He lost sight of him, however, gave a description of him to the police, and then went down to the Canteen, where he saw prisoner sitting down with two other men. He telephoned to the Company for instructions, and afterwards went with Police-constable Sweeting to the Canteen and gave prisoner into custody. While in the police office at Tilbury Docks, prisoner said, "It will come to my turn if you put me

away". At Grays Police Station he also said, "I will have my turn some day". On Saturday the 17<sup>th</sup> November, witness had made the barge fast to the quay by two half hitches to a ring, and made fast to the bit heads of the barge. He saw the barge was securely moored at ten am on November 19<sup>th</sup>, and it was then as he had moored it on Saturday. Cross-examined : I never had a chance to apprehend you, as you ran away. You were sitting in the Canteen at about 2.20 pm. You gave me a sly look, put your head down, and put your legs on the form when I entered the Canteen. Police-constable Sweeting said he went with Ward to the Canteen, and prisoner was pointed out to him in the third class bar, sitting down in the corner. Witness questioned prisoner as to where he had been that afternoon, and he said, "I have been no further than the Canteen". When told he would be charged and must go to the police office, he said, "All right, I'll come". Inspector Walter Hill said at the police office when told he would be charged with casting the barge adrift, he said, "I have been in the Canteen all afternoon, and I was served there by a young woman with three ha'porth of tea". Witness then sent for a lad named Peterson from the Canteen, who said he had served prisoner with tea. He believed the time to be after one o'clock. He did not see what became of prisoner afterwards. Prisoner was remanded until Friday.

At the Petty Session, Mr G Clinch prosecuted. Ward produced a mug from the cabin of the barge *Leo*, which the prisoner had taken from the Basin Canteen, and which had contained tea. Mr Clinch said that it appeared the charge arose out of the recent lightermen's strike. The charge was reduced to one of wilful damage, and a fine of 1s damages and costs 16s was imposed.

## **28 24 November 1900**

### PETTY SESSION – TILBURY

DEPTHS OF DEPRAVITY Martha Franey was the subject of an application by her husband, John Franey, for the discharge of a maintenance order, on the ground of her adultery. The parties were in the Court a short time ago, when a shocking state of immorality was made apparent. Henrietta Childs of 4 Church Road, Tilbury said her husband lived at East Ham, living apart from her. (Defendant : She lives with my husband.) Witness and Mrs Franey on November 12<sup>th</sup> went in the Ship Inn, Tilbury Docks, where they had two drinks together. They sailed from there to the Canteen, and two young men asked them to have a drink. Witness had some, and the next thing they both went on board a barge in the Docks. She and Mrs Franey kept together on the barge for some time, until about 12.30 pm. Then they parted off, two and two – (Laughter) – she went off with a young man. Mrs Franey and the young man with her went into the cabin – (Laughter) – and the other two went into the forecabin. She did not mention who that was. Mrs Franey came off the barge the next morning at 7 o'clock with witness. The Clerk : Where were you then? - I was in the forecabin. The Clerk : Alone? - No, in the same circumstances as she was herself. Defendant : Didn't I tell you I did not go aboard for any bad purpose. Witness : Well, when you sleep all night with a man, there ain't any good in it. (Laughter). Defendant : I am Mrs Franey. Witness : And I am Mrs Childs. Defendant : My husband's woman. I'll own I came off the barge. Mr Franey : There you are. Defendant said there was only one young man, and she went on board to get some tea, as she had had nothing to eat and had had no shelter for three nights. They were two mere boys and she was old enough to be their mother. Her husband had threatened to knock her eyes out. Franey said he had other evidence. He himself was in Dover at the time. Mrs Franey said her husband had not paid her anything under the order. He had been a soldier at the front. Mrs Childs, recalled, admitted she had lived with the man Franey for two years and seven months before he went to the war. Mrs Franey said she did not "commit" herself, though she was on the barge all night. It was a planned job between the two of them. The order was discharged. Mrs Franey called Mrs Childs an artful little hussy, and a royal row was engaged in for the whole length of High Street as far as the railway station, where the parties engaged in a free fight, necessitating the further interference of the police.

## **29 29 December 1900**

At an inquest in Doncaster on the bodies of **Annie** and **Thomas Risby**, who were drowned on

Wednesday night, it was shown that the girl fell from her father's barge into the water at Sandal, near Doncaster, and that her brother plunged in after her. The bodies were found close together, and the jury assumed that the brother fell a victim to his sister's struggles.

### **30 19 January 1901**

#### **THE MORALS OF TILBURY**

#### **SOMETHING OUR CIVILISATION HAS NOT ACCOMPLISHED**

At Grays Petty Session on Friday.

Leonard Blackman, labourer of Quebec Road, was charged with assaulting **Emily Page** on January 12<sup>th</sup>. Emily appeared in court with two black eyes, and smiled derisively when defendant said he "did no such thing". She said she was the wife of a bargeman, and between 5.30 and 5.45 on Saturday evening, she went to "this person's house" to see her mother upstairs. When she came downstairs, defendant stood in the passage and dared her, with a chopper, to go through. She ran through the passage, and he dropped it at the foot of the stairs and ran after her, caught her outside the door, and hit her between the eyes. He knocked her on the ground and thrashed her with his fist. He called on his son, who also came and hit her, and the "women the men lives with, they both done the same". Defendant laughed at this very satirically. Prosecutrix said she had some witnesses, "but they have been drinking with these people for the last few days". These people stripped her naked, as the Court could see by her clothes. Leonard Blackman knocked her down, pulled her petticoat and things off, and left her naked, and she did not know what she was up to for a minute. Two young women took her home. The reason was that her mother and defendant had been having words and he threatened witness he would chop her down if she went in, "which he did do".

Defendant : When I goes home on the Friday, there's a man coming downstairs. It's all false ; I never had a chopper in my hand. She's a disgrace to all creation. Alice Barrett said she heard a disturbance and saw Mrs Page "stand up" to Mr Blackman, and the latter knocked her down. A Mrs Atkins went at once for the sergeant. Defendant : And she knocked me over the fence. Did you see me strip her stark naked? Witness : No. Did you see her pull her clothes up and expose herself to everybody? - No. Defendant : That was the last part of the act. Neverina "Hatkinson, not Hatkins, which they've given me a false name, gentlemen", said she heard a disturbance and went to her door. She found Mrs Page lying in the passage. She didn't represent to be hurt then, because she fought up to somebody. Witness added : I could not see, as it is "werry dark in our beautiful avenoo". Mrs Page was bouncin' about threatening Mrs Mitchell, whom she struck. She pulled the woman's clothes up, and tried to bite a piece out of her thigh. His son-in-law came up and interfered, and got his fingers bitten. She hit witness when he came up, and then went up the street, pulled off her frock, and came back and threw them into Mrs Atkinson's place. Emma James, who said, "that's my name bought and paid for", but was living with another man, not her husband, said Page struck me - "and I struck her back" - well, it would be no use striking her back, I struck her face. (Laughter). She pulled my clothes up and tried to bite a piece out of my thigh. She pulled her clothes all off, and walked up the street and back again. Page (contemptuously) : I wouldn't ask her questions. She lives with the man and his son. Witness : Me and her fought in the street, and he (defendant) had nothing to do with it. Leonard Blackman said Mrs Page knocked down his intended mother-in-law and pulled up her clothes, exposing her to the street, and tried to bite her thigh. He separated them, but Mrs Page bit his finger. (Mrs Page : Yes, I did, when your father was paying me.) She knocked witness's father over the fence as he was pulling witness away. Then his father stopped another blow from her, struck at her, and fell "atop of her". Mrs Page again interrupted, and was told by witness to "speak when you're asked". Mrs Page (with an expressive action) : Look at my clothes to prove how he tore 'em off me. A great hubbub of disapproval of that statement arose at the back of the Court, and the police had difficulty in inducing quiet, during which the Chairman said the case would be dismissed ; each party to pay their own costs. He added that a more disgraceful exhibition they had never had in that Court. Defendant : You're right, sir – on both sides.

### 31 19 January 1901

#### EAST TILBURY

FROM PUBLICAN TO DOCK HAND **Frederick Horner** was summoned with respect to the maintenance of his wife, an inmate of the County Asylum. Mr R L Williams prosecuted and Mr Clinch, defending, said he had already made an offer to Mr Williams on behalf of Mr Horner. The facts were admitted, and Eliza Rouse, 12 London Road, mother of the lunatic, said she had been married nine years to defendant, who was formerly at the Ship Inn, East Tilbury. For some time this year, witness's daughter stayed with her. Mr Clinch : Is it not a fact that your daughter, over a period of some years, was of weak intellect at intervals? - No. Do you know that it was due to circumstances over which she had no control? I won't put it any higher, as I don't want to pain you unnecessarily. - No. Witness said she did not know that defendant was now working as a dock hand on a dredger. Mr Williams gave evidence of amount of the woman's maintenance, Mr Clinch objecting on the grounds that Mr Williams, as a solicitor, should have been in a position to produce his evidence properly. Mr Williams replied that there had not been time to get other evidence. Mr Clinch said the matter was a painful and delicate one for defendant and the other relatives. The question was as to the man's means. One did not want to say a word against this unfortunate lunatic, but the derangement of her mind was aggravated by something which she could have avoided. This led to frequent disagreement and, finally, to the man having to get out of the public house of which he was landlord, and he was now working as a dock hand, living in lodgings and educating, keeping and clothing the one child of the marriage. He put Horner into the box, who said at present the dredger was in Dagenham Docks, and his weekly earnings were 25s. Order for payment of 6s a week and 10s 6d costs.

### 32 2 February 1901

WANTED a Sailmaker ; must be thoroughly experienced in barge work ; regular job ; 6s 6d a day. State age, qualification and experience to **V Blaker**, Barge Builder, Crayford.

### 33 16 February 1901

#### TILBURY DOCKS

CAUGHT IN GRAVESEND **Arthur James Luckford**, waterman of Gravesend, was charged with stealing china goods from the SS *Minneapolis* between the 16<sup>th</sup> and 21<sup>st</sup> January, at Tilbury Docks. Inspector Gardiner said on the previous day, in company with Sergeant Lipscombe, he saw prisoner at his father's house, 3 Prospect Place, Gravesend. Witness told him that goods had been stolen from the *Minneapolis*, and continued, "I am in possession of information that you came over the side of the ship with three cups in your possession, and I want to get back those goods". Prisoner replied, "The cup and saucer I had are now in West Street, and the two small cups I gave to a man named Taylor, a bargeman of Grays". Prisoner then accompanied witness to 4 Caroline Court, West Street, Gravesend. On being admitted to the house, prisoner asked for the cup and saucer he had left there. Lydia Ann Sparkes, single woman of that address, then handed witness the large cup and saucer (produced) in the presence of the prisoner, and stated that she received them from him on Wednesday last, the 6<sup>th</sup> inst. Witness took the cup and saucer, and went with prisoner to Gravesend Police Station, where he was charged with stealing them. Witness said to him, "I ought to explain that they were stolen from a cask between decks". Prisoner said, "They were stolen from some shavings near a cask between decks". That morning, witness received the two small cups produced from **Reeve Taylor** of 52 William Street, Grays, barge captain. Remanded.

At the Session, Mr G Clinch prosecuted and said recently at Tilbury Docks robbery on a wholesale scale had been going on ; and from the very ship from which these cups had been taken, they had altogether sustained a loss of over £100. Harry Wellington Wack, managing director for Messrs A J White and Co, stated that on January 4<sup>th</sup>, their New York house consigned 24 packages to their London establishment by the SS *Minneapolis*. When they received the cases in London, some of them were broken up and had been rifled. He estimated the three cups in the possession of the police to be worth 35s. Fifty seven years ago, the complete set of 180 pieces cost 2,500 francs, or

about £100. It was antique china and of French make. Prisoner said it was his first offence. He had given the things away and not sold them. Fined 40s and 14s costs. Paid.

### **34 23 February 1901**

**SMART CAPTURE BY A GRAYS POLICE OFFICER** On Wednesday night, a smart capture of a thief was made by Police-constable Lennon of Grays, which calls for special recognition. On Wednesday evening at 7.30 pm, a man named **John T Noble**, master of the sailing barge *TTH*, belonging to **Mr Ambrose Ellis** of Stanford-le-Hope, reported at Grays police office that, while off Grays at Lecquire's wharf, he was engaged in attending to the stern lights on the vessel when one of the hands, named **Edward Hargraves**, whom he had shipped in London about a week previously, went away with a boat and had taken with him a purse containing £23 or £24 in gold, the property of Mr Noble. Information was at once circulated, and Police-constable Lennon was sent to Gravesend in plain clothes. About 9.45 pm, he was on the up platform of the South Eastern Railway Station when a man came on to the platform, whom he accosted just as he was about to enter the train. The man admitted his name was Hargraves, and that he had come off the water. He was arrested, admitted the theft, and was brought to Grays, where the same night he was brought before Mr A Brooks and remanded to the Petty Session.

What made detection all the more difficult was the fact that, when arrested, prisoner was wearing entirely different, and new, clothes, purchased with some of the alleged stolen money.

At the Petty Session, prisoner pleaded guilty.

Police-constable Lennon said on Wednesday, in consequence of information received, he proceeded to Gravesend, and at 9.45 he was on the up platform of the South Eastern Station. Prisoner came on to the platform and was about to get on a train going to London. Witness stopped him and asked him where he had come from, and he admitted that he had come from a barge lying off Grays, and that his name was Edward Hargraves. Witness then charged him with stealing about £22 10s from the barge, and he said, "Yes ; I took it and rowed down the river in a boat, which I tied to the causeway of one of the training ships off Grays, and came across to Gravesend by the ferry boat". He also handed witness a purse containing £23 15s 4d, and some silver which he had loose in his pocket. He was also wearing some new clothes which, by his own statement, cost £1 5s 4d. He also said he gave a man 6s for showing him where he could get the new clothes, and he had paid 1s 10d for a ticket to London.

Prisoner said he had nothing to say. Two months' hard labour.

### **35 23 February 1901**

**THE DUKE AND DUCHESS OF CORNWALL AND YORK VISIT TILBURY DOCKS.**  
**INSPECTION OF THE *OPHIR***

(By our own Reporter)

It is some considerable time since Royalty visited Tilbury Docks, but on Thursday TRH the Duke and Duchess of Cornwall and York paid a visit to the SS *Ophir*, the vessel which is to convey them on "The Empire Tour".

The visit was of a private nature but, notwithstanding this, many of the vessels in Docks were elaborately decorated ; the Japanese merchantmen being especially gay with bunting.

The Dock officials took every precaution against any possible accident. For some considerable time before the arrival of the Duke and Duchess, all the workmen were cleared away from the ship – the decoration of which, by the way, is not yet completed – much to their evident disgust, for, said one, and he was voicing the sentiments of the multitude, "It aint every day as we get the chance of seeing a real live "dook"".

The vessel, resplendent in her fresh paint of white, gold and blue, and burnished brass fittings, lay to the east of "O" shed, to which it was connected by a sloping gangway.

There was no special preparation within the shed, a pathway having been cleared and roped off from the west side, at which the Royal train was to arrive, to the gangway, through the ship's stores,

which were scattered about in endless profusion.

A few minutes before the train was due, Mr Kenneth Anderson and Mr Frederick Green (Directors of the Orient Company, owners of the *Ophir*), Col Du Plat Taylor (a director of the Docks Company), Capt Pitt (Admiralty Superintendent), Capt Tuke (Orient Company's Marine Superintendent) and other officials arrived and took up their positions on the platform.

At twelve o'clock punctually to the minute, the train arrived, and their Royal Highnesses, who were accompanied by the Lady Katherine Coke in attendance on the Princess, and Lord Wenlock, Admiral Keppel and Sir John Cust in attendance upon HRH, quickly alighted and were received by Mr Green and Mr Anderson.

After standing chatting for a few moments, the Royal Party, conducted by Mr Kenneth Anderson, who escorted the Duchess, boarded the vessel and descended to the main saloon where, after a short while, a sumptuous luncheon was served. Afterwards, Prince George, accompanied by Mr Anderson, Sir John Cust and Admiral Keppel, made a minute inspection of the vessel, and subsequently HRH expressed his entire satisfaction with the arrangements that had been made.

Princess May visited her private apartments and the drawing room, and seemed delighted with the decorations. The Royal apartments, by the way, are panelled with satin wood and upholstered throughout in green silk, whilst the drawing room is also panelled with satin wood and upholstered in royal blue.

The saloon in which the luncheon was served has a magnificent glass dome reaching to the top deck, and at the end are the Royal Arms, faced at the other end by those of Federated Australia. It also contains some exceedingly handsome carvings in wood, and the other decorations are in gold and white, the upholstering being in morocco.

After a stay of about four hours, the Royal party returned to town ; the train leaving exactly at four o'clock amid the cheers of a goodly crowd of dockers who had assembled outside the ship.

The Heir to the Throne, who was looking anything but well, was wearing an astrakhan trimmed overcoat and ordinary felt hat. The Princess was also simply attired, both being in the deepest mourning.

There was no ostentatious display whatever ; everything being suitably informal, much to the disgust of some of the few onlookers, who were expecting to see a State display.

The weather was not good ; a heavy snowstorm commencing before TRH left, but the crowd heeded it not, and waited cheerfully on, notwithstanding the temperature was several degrees below freezing point.

The Royal train, which was supplied by the L T and S Railway, and was in charge of Mr S Bullock, assistant manager of the Company and Mr J Whitelegg, the locomotive superintendent, was composed of five carriages, consisting of a carriage brake, first class carriage, Royal Saloon (centre), first class carriage and carriage brake. The saloon, which is a recent acquisition of the Company – this, in fact, being the first occasion of its use – was handsomely fitted up, being upholstered in royal blue morocco leather.

The train left St Pancras at 11.5 am, and arrived at "O" shed at 12 o'clock ; leaving there on the return journey at 4 o'clock, and reaching St Pancras at 4.53. The L T and S Railway Company worked the train, but the Midland Company provided a pilot engineman and guard over their metals, and the Dock Company were responsible for it whilst it was on their property.

The line at level crossings was guarded by constables, and no train was allowed to travel for 15 minutes before the passing of the Royal Train.

The arrangements within the Docks were perfect, barriers having been erected to keep anyone, except the favoured few, approaching within measurable distance of the Royal train and platform, and no one but those who had business within the Docks were admitted at the gates.

Inspector Hill, to whom much credit is due for the manner in which the arrangements were carried out, had 21 men on special duty.

Probably few Royal Dukes before have had the somewhat peculiar experience of walking between stores, which would afterwards be prepared for his consumption. On Thursday, on one side there was case upon case of champagne, soda water and ginger beer, pickles, bread and barley, and on the

other hand, mustard, together with oil cotton wool, for medical use, and surgical instruments.

On Tuesday, the *Ophir* will be commissioned into HM Navy by the name of *HMS Ophir*, and will be taken to Portsmouth, where the finishing touches will be added. We understand that HRH has expressed a desire that a particular kind of paint shall be used for the vessel's bottom.

### **36 9 March 1901**

ORSETT RURAL DISTRICT COUNCIL

STANFORD-LE-HOPE (Two members) **Ellis, Ambrose**, Stanford, barge owner ; Tomkins E O, farmer.

### **37 16 March 1901**

TOPSAIL Barge *Carrie* of Rochester, with sails and cloths, for sale ; may be seen at the Halstow Brick Company's Wharf, Newington, Kent. Offers to be sent to George E Wragge, 47 Belvedere Road, Lambeth, SE, not later than the 27<sup>th</sup> March.

### **38 16 March 1901**

GRAYS URBAN COUNCIL

MORTALITY The Medical Officer of Health reported 24 births and 11 deaths, giving respective rates 18.6 and 11 per 1,000 respectively. Notifiable causes were : Scarlet fever, 6 ; diphtheria 7 ; enteric 1 ; erysipelas 1 ; puerperal fever 1. Three cases of diphtheria were removed to the Isolation Hospital and 11 cases of infected disease remained in the hospital.

MIGHT HAVE BEEN WORSE The doctor's annual report was ordered to be printed and circulated. The estimated population was put at 15,000, an increase of 250 upon last year. Estimating it comparatively upon the number of children attending the schools, he computed the number as 16,000, while upon the basis of the number of houses, the figure was only 14,000. He had, therefore, taken the mean of 15,000. The Chairman : Better toss up ; you are just as likely to get an accurate result. Dr Ward said the annual birth rate was 27.6, rather below that for England and Wales. (Mr Borradaile : Hear, hear, and laughter). The death rate was 14.1 ; the highest since 1892, but 4.2 less than that for the whole of the country. Mr E W Brooks : A very good percentage considering what we have passed through.

(?HEAT) OUT OF RAIN WATER

A WORK FOR TENANTS Dr Ward reported the result of examination by himself and the Inspector of the rain water wells in William Street and Bedford Road. Out of 78 wells in William Street, 38 were in satisfactory condition, 44 needed repair and 41 had not been made use of at all. In Bedford Road, out of 42 wells, 16 were in a satisfactory condition, 23 needed repair and 13 were never used. Dr Ward added that in almost every case there was leakage, in a good many owing to the tops being not cemented. Out of 55 wells, only 3 were used for washing purposes, which he thought a great pity as it afforded a supply for such purposes. The wells seemed chiefly to have been put in twelve years ago, at the time of the building of the Docks.

Mr Farrow complained that in many of them the stagnant water constituted a nuisance, and the rotten covers were dangerous for children. Some tenants kept them clean and used the rain water.

Mr Weston said 99 out of 100 of them had been put in simply for show. The majority of them did not hold water, and were nothing more than sludge heaps, and the tenants never attempted to use them. They were so horribly bad that they could fulfil no good purpose and were only traps, as it were, to create and disseminate disease. The owners ought to be made to put them into order or have them done away with altogether.

Mr Paulin laughed at Mr Weston. In his street he said he knew what were absolute necessities in the houses, so he did not know about Mr Weston's 99 out of 100.

The Chairman remarked that the doctor's figures showed 60 per cent out of repair.

Mr Weston : And that's about right.

Mr Paulin : You said 99.

Mr Farrow : Dr Thresh gave about the same percentage. Mr Paulin must not forget that these tanks

are in the East End, where the epidemic has been most prevalent, though I won't go so far as Mr Weston and say 99 per cent are bad. At my house the well has been full for four years ; ever since I went in. I have never troubled to clean it out, and I am not going to. I did look down it once, and that frightened me.

Mr Borradaile said the cases should be considered separately.

Mr Dorman : And make the ladies use the water more frequently. ("Ah-h-h").

Mr Golden suggested that the tenants could remove the difficulty by cleaning out their wells. Mr Farrow himself admitted having lived in a house four years, only "looked down" it once, and never taken the trouble to clean it out.

Mr Farrow : If you will come, I'll pay you to clean it out.

Mr Dorman : Ah! Now you've got some work in store for you.

The Chairman : Gentlemen, gentlemen, we must not get excited over a rainwater tank. (Laughter)

Mr Weston : Don't give a man a basin with a hole in it, and then grumble because he does not use it.

The Inspector was instructed to further report at the next meeting.

THE CISTERN TROUBLE Dr Ward also reported that he and the Inspector had visited a number of the house water systems, which in many cases were fixed so near the ceiling that it was impossible to clean them out. Mr Weston thought in such cases the Inspector had a right to infer that the cistern was a failure if he was not shown that it had been cleaned within a reasonable time. If they did not, they ran risks in allowing the people to be poisoned wholesale. The Chairman remarked that during the year 34 notices with regard to these cisterns had been served and complied with. The Council could only make the order ; it was left for magistrates to enforce it upon definite evidence. Mr Green : We usually trust to the owners' goodness. Mr Weston : And providing the landlord puts the cistern right up against the ceilings where no one can see them, they can stop us for ever. That won't do for me.

### 39 30 March 1901

SUDDEN DEATH OF TILBURY DOCKMASTER We regret to have to report the sudden death of **Captain Walter Christie**, chief dockmaster at Tilbury Docks, which took place at his residence, Tilbury Gardens, at about ten pm on Thursday evening. Captain Christie served at Tilbury Docks for many years as Assistant Dockmaster with Captain Ayles, and was some time ago called to take up the mastership of Royal Albert Docks. Little more than a month ago, he returned to Tilbury Docks as its chief Dockmaster, and it is matter for general regret throughout the Docks that after so short a period of service in that capacity, Captain Christie should have passed away. The cause of death is believed to be apoplexy. During Friday, the flags at the Docks were placed at half mast.

### 40 20 April 1901

GRAYS MAN DROWNED On Monday an inquest was held at Deptford by the Deputy Coroner, touching the death of **Jesse Bannister**, 41, of 14 William Street, mate of the sailing barge *Esther*, who was drowned in the Thames off London Bridge on March 20<sup>th</sup>. Evidence was given showing that the *Esther* was lying off London Bridge when a tug with some more barges in tow passed. One of the two barges swung round and caught the rudder of the *Esther*, which caused the tiller to hit deceased in the middle of the back, knocking him into the water. His body was not recovered until April 11<sup>th</sup> at Deptford. A verdict of "Accidental death" was returned.

### 41 11 May 1901

GRUESOME FIND AT RAINHAM An inquest was held at the Angel Inn, Rainham, on Thursday, by the coroner (Mr C E Lewis) and a jury, concerning the death of a man unknown, found in the river on Wednesday.

**George Saxby**, captain of a barge, living at Rainham, said at a few minutes to six o'clock in the morning he was sailing down the Thames, when he saw the body of a man floating in the water some little distance above Rainham Creek. He sailed into the Creek and subsequently secured the body and gave information to the police.

Police-sergeant Freeman said he went to Rainham Ferry, and with assistance brought the body to Rainham. It was in an advanced state of decomposition, fully dressed, and upon searching it he found a purse containing 11s 10d, but no paper or writing of any kind, and there was nothing to lead to identification. The age of the deceased was apparently from 45 to 50, and his height had been about six feet.

A verdict of "Found dead" was returned.

#### **42 1 June 1901**

CAPTAIN wanted to take charge of 80 ton sailing barge. Apply, with full particulars, to Bargeman, care of S Deacon and Company, 154 Leadenhall Street, London, EC.

#### **43 27 July 1901**

##### FATAL COLLISION ON THE RIVER

**ALLEGED RUNNING OVER OF A TUG** An inquest was held at the Lennard Arms, Aveley, on Thursday by the Coroner (Mr C E Lewis) and a jury, concerning the death of **Alfred Thomas Goodwell**, whose body was found in the river at Wennington on Wednesday. Mr Vellacott was foreman of the jury.

**Ann Norah Goodwell**, widow of deceased, said the latter was 29 years of age and a stoker on the tug *Esther*, where he had been employed about five months.

**John William McLean**, 5 Abbey Place, Abbey Road, Kent, captain and part owner of the tug *Esther* of London, said on Saturday July 20<sup>th</sup>, he was proceeding up the river with the tug about 12.30 pm, with three barges in tow. Two were empty, the other half laden; the two empty ones being broadside and the other following. The tide was running up, and they were going over the ground at about five knots an hour. It was fine and clear at the time, and when near the top of Erith Reach, witness happened to look round, when he saw a steamer, which he afterwards ascertained to be the *Ceres*, about a quarter of a mile behind and on the port side. He was then at the wheel, which was on a raised platform. The steamer had a large quantity of timber on her fore part, and appeared as if she was going to clear the tug on the port side. He took no particular notice until he saw that she had run on to their rearmost barge. There was somebody on the fore side of the timber stack on the deck, but they did not appear to take any notice of what had happened. Witness did not hulloa, but almost immediately the steamer came between the two other barges and struck the stern of the tug, with the result that she turned the tug completely over and three out of the four hands on the tug were precipitated into the water; deceased being one of the three. A rope was thrown witness from the steamer, and he was rescued. The barge had broken adrift. The steamer struck the tug on the starboard quarter and twisted her round broadside. In witness's opinion, if there had been a proper look out on board the steamer, they should have seen the tug.

**Walter Horace Smith**, 1 Denmark Villas, Isleworth, Middlesex, mate and part owner of the tug, said just about the time the steamer struck, he jumped into one of the barges just behind the tug.

**Thomas Harris or Davis**, 3 Port Cottages, Rainham, lighterman, said he was on a barge moored off Rainham Jetty and about 1,000 yards off at the time of the collision. The steamer appeared to witness to be uncontrollable, and he watched her proceed up the river to Dagenham Dock, about a mile and a quarter.

George Groves, 124 Wellington Street, Gravesend, Trinity House Pilot, said he boarded the *Ceres* on Saturday morning, the 27<sup>th</sup>. The steamer had one bridge only, and the deck load was about level with it on the forepart. The mate was on the look out on the forecastle head, and took up his position on the top of the stack at Erith Reach, but afterwards the captain called the mate to the bridge and himself went below. Witness was told of the barges on the port bow and told the man at the helm to port a little. After that the helm was again starboarded to get the course, when almost immediately the collision took place. When he noticed they were going through the barges, he gave orders for the engines to be stopped. She was under control at the time, and if witness had had any intimation, the collision might have been avoided. If there had been a man on the top of the timber, witness could have seen him.

Wilfred Nordin of Gefle, Sweden, captain of the *Ceres*, said the ship was laden with timber. It was the duty of the mate in Swedish ships to post the watch.  
The inquiry was adjourned, for further evidence, to Monday.

#### 44 27 July 1901

##### TILBURY

PLEADED GUILTY **Thomas Galton**, master of the barge *Onward*, was summoned for navigating the barge in the river on July 9<sup>th</sup> with the top of the deck less than three inches above the water's edge. He pleaded guilty, and was fined £2 and costs 8s.

**Harry Edmeads**, master of the barge *Queen*, pleaded guilty to a similar offence on July 12<sup>th</sup>, and a fine was inflicted of £2 and costs 9s.

#### 45 27 July 1901

CHILD DROWNED A lad named **Henry John White**, son of a barge captain living at Cross Street, Strood, was drowned off Tilbury Fort on the 19<sup>th</sup> inst. The child's father had left him for a short time alone on the deck of the barge *Northfleet*, which was lying at anchor near the Fort, and on his return the deceased was missing. The body was recovered at Higham on Wednesday, and an inquest was held at the Sun Inn on the same night, a verdict of "Accidental death" being returned.

#### 46 3 August 1901

GEORGE SAXBY DIES BY DROWNING IN RAINHAM CREEK We regret to record the sad death on Sunday night of **Mr George Saxby** by drowning in Rainham Creek. The circumstances were extraordinary and justified the Jury in returning a verdict of "Found drowned" in the absence of specific evidence as to the cause of his death. Mr Saxby was owner and master of a barge, but was generally better known in this and the adjoining Union of Romford as Parish Councillor, Guardian for the parish of Rainham and Councillor of Romford Rural District Council, and in Rainham especially, his death is deplored among all sections and parties as that of an honest man, but who had the courage of his opinions, but who was generally esteemed for his preference at all times for straightforwardness, and an abhorrence of humbug and self seeking, which were said by some – not enemies, for he had none – to amount to a positive mania. For many years his interest in the welfare of Rainham had led to his taking a leading part in one or another agitations for the improvement of local sanitary conditions. This was followed by his appointment to the Rural District Council, and perhaps his last public work was the setting in motion of steps for a sewerage scheme for Rainham. The circumstances of his death best appear in the evidence as given at THE INQUEST which was held at the Bell Inn, Rainham, on Thursday morning by the Coroner (Mr C E Lewis) and a jury, of whom Mr Maskell was foreman.

The body lay at the house, where it was viewed by the jury.

Thomas Hearn, living at Melville Road, Rainham, said : Deceased was my father-in-law, aged 58 years, and a barge owner and master. I last saw him alive at quarter past nine o'clock on Sunday evening when he stood at my gate. He then left me to go to supper, and saying after that he was going down to the creek to see about what height water there was, and if the tide had risen a bit high, he should be able to get through the lock at Barking, where his barge was. The water is about the same height as at Barking. I had been standing talking with him about two hours, and he appeared about as usual. He had had diarrhoea for about a fortnight, but not sufficient to keep him from his work.

The Coroner : Was he in good spirits on this evening?

Witness : Well, not quite so buoyant as he usually was, owing to the diarrhoea.

Police-constable Mann said about ten pm on Sunday night, the 28<sup>th</sup>, deceased passed witness at the Post Office coming towards the Wharf. Witness said, "Good night, Mr Saxby", and he replied, "Good night".

Thomas Swann, Wharf House, Rainham, foreman to Messrs Daldy and Company, said : On Monday morning last at 6.50 am, I walked from the office by the side of the creek, when I saw the

body of the deceased lying at the bottom. There was no mud where he was. There were about two feet of water there where he was lying. He was lying face downwards and with his feet up. I reported it to Police-sergeant Freeman and afterwards got the body out. On Sunday morning, he brought me some beans for my Sunday dinner. He had been visiting the Creek a great deal lately on account of the filth there. He frequently came down when he was at home. I walked to the Creek corner here about ten o'clock on Sunday evening, and saw the tide coming in. There were about two feet of water then. I neither saw nor heard anything of it then. He would have about eight feet to fall at the time he must have fallen in.

A Juryman : There was nothing to throw him down?

Witness : No, he was always so used to the place ; he has always stowed his firewood there.

Police-sergeant Freeman said he went to Daldy's Wharf and there saw the body, which, with the assistance of Mr Swann and some of the men, he took out of the creek and removed home. The dress was somewhat disarranged. He was fully dressed. There were no marks of violence.

The Coroner said it was just within the bounds of possibility that Mr Saxby went to the wharf for a purpose and slipped in backwards. There was no evidence to show that he did, but he thought the condition of the clothing might reasonably lead them to suppose that that might have been the way in which he came in there. If that was not the way, there was no evidence to show how he did come there. From the evidence placed before them, he could only leave the matter in the hands of the jury as to what their verdict would be.

A verdict of "Found drowned" was returned.

The Coroner : It is a sad end. I believe he had been in the employ of Messrs Daldy for 37 years.

The Foreman : The Jury wish to express their sympathy with Mrs Saxby and the family. It is a matter of great regret to us that one so well known to us and so useful a man in the place should have met with so sad an end.

The Coroner : Mr Hearn will convey to the widow and the other members of the family the expression of sympathy of the jury.

Mr Hearn : I will, sir.

THE FUNERAL took place at Rainham Church on Thursday afternoon, the arrangements being carried out by Mr Hearn. The coffin was of polished oak with brass fittings, and bore on the breast plate the inscription, "George Saxby, died July 28<sup>th</sup> 1901, aged 57 years". The service was conducted by Rev T W Ward, the Vicar, and was followed by a large crowd of sympathising tradesmen and villagers.

## 47 3 August 1901

### ALLEGED RUNNING DOWN IN THE RIVER

JURY'S STRONG VERDICT The adjourned inquest upon the body of **Alfred Thomas Goodwell**, whose body was found in the river at Wennington on July 23<sup>rd</sup>, was held on Monday at the Lennard Arms, Aveley, by the Coroner (Mr C E Lewis).

**George Groves**, the pilot on the steamship *Ceres*, which it is alleged ran over the tug *Esther*, and who gave evidence at the first hearing, was cross-examined. In his report to Trinity House, he said that a man and a boy were on the look out on the fore-castle head. The man did not wave, nor did he shout. Wherever the boy was, witness saw him wave his hand. Re-examined : The boy did not wave until we were right into them. He came from somewhere where I could not see him.

**K Gustaf Skjaldebrand**, mate on board the *SS Ceres*, said on the 20<sup>th</sup> inst he went on to the bridge. He went from aft and had not been on the look out at any time. When he was on the bridge with the pilot, he saw a man on the stack of timber on the port side. He waved his hand and called out, but witness could not hear what he said. He waved his hand to port. Witness was not alongside the pilot at the time. He was by the telegraph on the starboard side of the bridge. When Karl Ohman, the man on the stack, waved his hand, the pilot gave the order to starboard the helm, which was done. Witness did not see the tug or the lighters. He saw the sailing barges, and the collision took place about two or three minutes after the steamer had passed them. Witness considered the look out man, Ohman, ought to have reported the position of the tug a little before. Witness reported to

the pilot the position of the sailing barges. If the position of the tug had been reported earlier, he thought the collision might have been avoided.

Karl Ohman, ordinary seaman on board the *SS Ceres*, whose evidence was interpreted, said before the collision he was standing forward on the deck cargo. He had been there something like ten minutes when the collision occurred. The first report he made was when he was a cable length (200 yards) off the tug and lighters. He reported their position but the pilot did not answer. Just before the collision he reported again. The first time, he reported by waving his hand and the last time by waving and singing out. On the second, the pilot seemed to recognise his signal and gave an order for the helm to be starboarded. About two minutes elapsed between the two reports. As soon as witness took his position as look out, he saw the tug and lighters forward, but he made no report because he thought they could see them from the bridge.

John William Kennedy of Christiansund said he was on the forecastle head of his own accord when the anchor was hauled up, and saw the danger to the tug. He waved his hands from the forecastle head and called out to those on the bridge, as he could just see their heads. He was standing on the deck when the stay came down. Ohman was standing on the stack of timber on the port side on the look out.

John Byford of Cold Harbour Farm, Wennington, said on Tuesday the 23<sup>rd</sup> July, about 9 am, he found the body of deceased floating in the water at Cold Harbour Point, secured it, and gave information to the police.

PS Freeman deposed to removing the body to the Lennard Arms.

The jury returned the following verdict : "Death by drowning caused by the running down of the tug *Esther* by the *SS Ceres* on July 20th". They added a rider : "The jury are also of opinion that the collision occurred through the neglect of the look out to give a proper and timely signal".

#### **48 17 August 1901**

PETTY SESSION - TILBURY

NOT THE REGULATION HEIGHT **Thomas Ambrose**, master of the barge *Sirdar*, admitted navigating the barge, whose gunwhale was not the regulation distance above the water level. Mr Bunting, prosecuting for the Thames Conservancy, said the gunwhale was three inches below the water. The owner of the barge, Mr Goldsmith, had been to him since, expressed regret and said he would take care it did not occur again. Fined £1 and costs 7s.

**James Harris** was similarly summoned, and in this case the water was said by Mr Bunting to be level with the gunwhale. There was nothing against defendant previously, but there were many convictions against his firm. Fined £5 and 7s costs.

#### **49 17 August 1901**

DETERMINED ATTEMPTS AT SUICIDE AT LEIGH On Monday a man named George Nicholas walked down to the Bell Wharf at Leigh, crossed the barge *William Sankey*, which was lying there, threw his stick on the deck, and jumped into the water, which was about 8 ft deep. The captain of the barge and his mate put a boathook into his hands when he rose, but he refused to take hold, so **Captain Humphreys** stuck the boat hook into his coat and hauled him out by main force. When brought on deck, he screamed out, "Let me die ; I must die today". He was taken to his father's house, the Lillies, Hadleigh Road, and put to bed, and a man was engaged to sit with him. About six o'clock on Tuesday morning, the attendant dropped off to sleep and Nicholas, seeing his opportunity, rose stealthily, secured his razor, and severely cut his throat. Dr Hynes attended him, and put several stitches in the throat.

During Monday, arrangements had been made to have him removed to the Rochford Union Infirmary, and the order arriving on Tuesday, he was removed there in the evening.

Nicholas had been in the European Telegraph Company's Service, and had spent a lot of his time abroad. It is believed that he has suffered twice from sunstroke, which has affected his reason. He had come to Leigh for the benefit of his health and seemed to be going on nicely until this outbreak occurred.

**50 31 August 1901**

*LA MARGUERITE* COLLISION

GRAYS MAN A VICTIM

**BODIES RECOVERED** On Monday morning, the bodies of the unfortunate men who were drowned off the barge *Ida*, on the occasion of her sinking after the collision with *La Marguerite*, were recovered ; one, the mate, on the Kent side of the river, and the captain, **Thomas Abraham Thorp**, aged 22, of 42 Maidstone Road, Grays, near Mucking Lighthouse.

In the latter case, the discovery was made by Samuel Hockley of 10 Southend Road, Stanford-le-Hope, who saw the body, which had washed up on the sea wall. He acquainted the police, by whom it was removed to Stanford-le-Hope to await the inquest.

**INQUEST ON THORP** An inquest was held at the King's Head, Stanford-le-Hope, on Tuesday on the body of Thorp by the Coroner (Mr C E Lewis) and a jury.

Thomas Thorp identified the body as that of his son.

Samuel Hockley of Stanford deposed to finding the body when he was walking along the sea wall near Mucking Lightship. He secured it, and gave information to the police.

PC Sendon of Corringham said, acting on the information of last witness, he removed the body to Stanford-le-Hope with the assistance of PS Webb. Deceased was stripped, and a purse containing £2 1s 8d was found upon him, also a tobacco pouch marked "T Thorp", a knife and a key. Deceased was fully dressed, with the exception of his hat.

The Coroner said that was all the evidence he would take for the present, and he would adjourn the inquest to next Thursday at the King's Head at 11.30, for the attendance of a representative of *La Marguerite* and other witnesses.

**ADJOURNED INQUEST** The adjourned inquest on the body of Thomas Abraham Thorp, captain of the barge *Ida*, who was drowned on the occasion of the collision with *La Marguerite*, was held at the King's Head, Stanford-le-Hope, on Thursday.

Mr R W E Whitehead represented New Palace Steamers and Captain Fishenden, and Mr Bowles, the owners of the barge *Ida*.

Dr Basden said he made an examination of the body. There were not fractures, but there was a bruise on the right side of the forehead. He was satisfied that death was due to drowning. Dr Olroyd was a witness on behalf of the deceased's father.

Dr Olroyd was called, at the request of the father, and said he quite agreed with the evidence given by Dr Basden.

Captain G F Robinson of the SS *La Marguerite* said on the night of the 20<sup>th</sup> he was coming up the river on his return journey from Ostend. Witness was in charge of *La Marguerite*. All went well until reaching the Lower Hope. Just as they were entering the Hope, he ordered the engines to slow, reducing the speed to about six knots. Witness was standing on the port side of the bridge when, just above the middle of the Hope, he saw a black object just a little on the port bow. There was no light visible to witness, and he at once ordered the helm to be put to port. Instantly after that, he could make out that the object was a barge, and almost at the same time he saw a light appear, as if being brought up from below – he should judge in the stern of the barge. He ordered the helm hard aport, stopping and reversing the engines at the same time. The barge was then so close that there was no possibility of human skill preventing a collision. The barge was loaded so deep that she passed under the guard beam and struck the port paddle wheel floats, which were at that time revolving. The barge had a mainsail and a foresail up : she careered over and sank. If she had been carrying lights, witness could have seen the stern light decidedly, as he could see those on other barges. The time was then about 10.50 pm, the night was clear but a dark night to see objects. When he saw the collision was inevitable, he shouted to those who might be on board to jump into a boat to save themselves. He did not hear a sound from anyone on the barge. Witness was sorry to say that he frequently passed barges without lights, and on Wednesday night he saw four, at which the passengers on board *La Marguerite* shouted.

By Mr Whitehead : This is my 27<sup>th</sup> season on the river. Everything possible was done afterwards to save life. A boat was lowered instantly but without result. The fact that the barge was heavily laden

would not tend to obscure the stern light.

Richard Lawrence Cosh, proprietor of the Clarendon Hotel, Gravesend, said he was a passenger on board the *Marguerite*, and at the time of the collision was standing at the port side forward on the promenade deck. He first perceived the barge just under the *Marguerite's* bows. Orders were given instantly, but the barge seemed to drift on to the bow of the *Marguerite*. There seemed to be no effort made by the barge to keep out of the way, and witness did not think it was possible for the steamer to get out of the way in time. There was no possibility of the collision being avoided in witness's opinion, and Captain Fishenden did all he could to avoid it. The barge went down without a sound being heard from those on board. Just before the collision, witness saw a white light, but too late.

Mr Thorp senior asked where the look out was on the steamer.

Mr Whitehead promised to bring the look out to swear he was forward at the time, if the inquest was adjourned.

The Coroner did not think that necessary.

Captain Fishenden said the look out telegraphed from forward at about the same time as witness and himself saw it.

Edward James Muckle, chief officer on *La Marguerite*, said he was at the starboard side of the bridge at the time of the collision, and agreed with the evidence of the Captain.

John Hirst, chief engineer, said just prior to the collision, he was looking out of the coal port on the lower deck. He saw the barge's sails. Witness rushed into the engine room when he heard the telegraph ring full speed astern, and saw the third engineer at the handle. Witness had seen the barge about a minute before he received the order.

**Frederick Hinton**, a Gravesend waterman, said he was rowing in the Lower Hope. He had previously seen the barge, which had sailed by them. As she passed, witness saw that she had no stern light, and passed quite close to witness. He took special notice, as the barge was very deeply laden. He saw two men on board – one a lad – and they seemed to be quarrelling. The barge had her side lights up. Witness rowed to the spot directly upon the collision.

**William Spiers** of 42 Darnley Road, Grays, captain of the barge *Endymion*, belonging to the owner of the lost barge, said he was sailing down the river that night and noticed the barge *Ida* and hailed the captain. Witness was tacking on the port line, and saw the collision. He was not in a position to see if the *Ida* had her stern light showing. She was broadside to him as she left the dredger *Samson*. The Coroner said from the evidence it seemed that the accident was unavoidable, and was also due to the fact that the light was not showing or not seen on board *La Marguerite*.

Mr Thorp senior said the captain of the dredger *Samson* said, when the barge left him, the stern light was showing.

Mr Whitehead said a large number of passengers at the time had sent their cards, quite unsolicited, to say there was no light.

The jury returned a verdict of "Accidental death", adding a rider, "The jury exonerate Captain Fishenden from all blame and consider he acted with all humanity after the accident in seeking to save life. We deeply sympathise with the parents of the deceased."

Mr Whitehead and the Coroner entirely joined in the jury's expression of sympathy.

## **51 28 September 1901**

### **A SUPERINTENDENT'S RASHNESS**

**WORKMAN GETS £50 DAMAGES** At Grays County Court on Tuesday, in the case of Baker v Atlantic Transport Company.

**John Baker**, Shepherd Street, Northfleet, claimed damages for injuries sustained while working for the Atlantic Transport Company on the 11<sup>th</sup> July. Mr W H Stevenson appeared for claimant, and Mr B D Kilburn for the defendant.

Mr Stevenson said Baker brought the action under the Employers' Liability Act to recover damages from the defendant Company for an accident which occurred to him on the 11<sup>th</sup> July. He was engaged in unloading the steamship *Minnehaha* in Tilbury Docks and was working in No 10 hold,

where it was his duty to receive from the winch bales which were placed in a position in the hold. There was a foreman in charge of each hold, but it happened that the foreman of No 10 was away that day, and a Mr Jefferies, who was the general superintendent over the whole of the men, took control of the loading that was going on in No 10. For the purpose of making a platform for the men to work on in the hold, it was necessary to lower down loading boards, each 14 feet long by 10 feet wide. The boards were being loaded by a man named Lyndford, and apparently Jefferies was not satisfied with the speed at which the work was going on, and instead of letting Lyndford attach the boards to the winch by a proper sling, he got hold of one of these boards and fastened it insecurely, in consequence of which it slipped out of the hook and fell upon his client, breaking his right arm in two places. He was not yet fit for work, and the doctor estimated it would be another two months before he would be fit. The man's wages were on average 30s a week.

John Baker said he was working in the hold of the *Minnehaha* on the 11<sup>th</sup> July, when a board fell upon him, breaking his arm in two places. He showed with a book and a piece of tape how the board should have been slung ; it being practically a slip knot which the weight of the board kept tight.

John Lyndford, Sussex Street, Poplar, said he was hatchman on the *Minnehaha*, and it was his duty to look after those working below. Mr Jefferies came to the hatchway and ordered witness and another man away, and then fastened a board with an ordinary knot and a hook, and sent it down. (Witness gave a specimen). It struck the hatchway and fell. He did not think Jefferies knew what he was doing.

Cross-examined : Jefferies ordered witness off the hatchway. It was witness's duty to give warning to those below, but as he was ordered to the side, it was Mr Jefferies's duty to do so. Jefferies did not give any warning at all.

By the Judge : This was the first board that had been lowered.

Joseph Blacklock said he was working alongside of Baker and saw the board come down. No warning was given. It was absolutely necessary to give notice when anything was being sent down the hold, so that those in the hold could get out of the way. He would not care to say what condition Jefferies was in.

Cross-examined : There was danger in having only a single rope round the board. It should have had a double purchase.

Dr Fowler said he had attended Baker for a broken arm. He might be able to do light work in two months, but could not without danger resume his ordinary vocation before Christmas.

Mr Kilburn, for the defence, contended that Jefferies was exercising no superintendence over Baker, who was under the orders of his foreman who, though absent, had a substitute acting for him. Still less was he superintending if he was drunk, as the witnesses implied.

His Honour said the most serious question to consider was Jefferies's responsibility. He only had the evidence on one side, and in the absence of evidence to the contrary, he must accept the statement as to the strange conduct of Jefferies, who was said to have come up, ordered the men aside, and sent the board down in an insecure fashion. He could not accept the suggestion that because Jefferies came up and, without ordering anybody else to do the work, did it himself, he was not acting as a superintendent. He must give judgement for the plaintiff with damages £50.

## **52      28 September 1901**

**CLAIM FOR COMPENSATION AGAINST SCRUTTONS**    At Grays County Court on Tuesday, Goodwin v **Scruttons Limited** was a claim by **Charles Goodwin** for damages for personal injuries sustained while acting as a stevedore's labourer. Mr Minton Senhouse, instructed by Mr G Gardner Leader, appeared for the applicant, and Mr Morris Hill, instructed by Messrs Worthington Evans Bird and Company, defended.

Charles Goodwin said he was employed by Scruttons Limited, master porters and stevedores, and was engaged on the 22<sup>nd</sup> March in unloading the steamship *Clan Macfarlane* in the eastern branch of the Tilbury Dock. He was knocked down by the winch, and fell on to the harbour deck of the turret ship, thereby breaking his collar bone, injuring his hand, and making himself unfit for work.

They were discharging over the side on to barges.

Dr Fowler corroborated as to the injuries received, and said in his opinion the man was not fit to go on with his work as a stevedore's labourer.

Mr Morris Hill, for the defence, did not propose to call any witnesses, but contended that the claim did not come within the Factory Act. The men were there simply upon a ship in the dock and were discharging overside into lighters. If it was put that this man was engaged upon a factory because he was working on machinery, then, undoubtedly, they were the occupiers. But that machinery must be machinery used in the process of loading to and from the dock. By the case *Henery v McKay* 1900 12B 491, this view was correct. He also contended that Scruttons were not occupiers of a factory in the sense required by the Act.

Mr Senhouse disputed the statement that loading into a lighter was not using the dock, and claimed that the portion of the dock against which the ship was moored and the portion above which the men were working were parts of the dock in use, and quoted recent cases (not yet reported) from the House of Lords in support of his contention.

His Honour was inclined to agree with Mr Senhouse, but reserved judgement.

### 53 23 November 1901

#### WORKMEN AND THE COMPENSATION ACT

LOCAL CASES AT THE COUNTY COURT At Grays County Court on Monday, before His Honour Judge Tindal Atkinson.

**William Warboys**, a stevedore of Stepney E, brought an action under the Workmen's Compensation Act against **Messrs Belford Smith** and Co, London, contracting stevedores.

Mr R M Minton Senhouse represented the plaintiff. Mr Addington Willis (instructed by Messrs Treadwell and Aylwin) was for Messrs Belford Smith, and Mr Maurice Hall was present in the interest of the ship owners, Messrs Walmesley and Co, who had been served with a third party notice.

The case arose out of an accident which happened on May 24<sup>th</sup>, when the *SS Ravenswood*, which lay in the river alongside a jetty at Purfleet, was being loaded with casks of cement by a hydraulic crane from a barge. Plaintiff was in the employ of the defendants, and was in the hold of the ship when he was injured in the back by the descending casks. The defence was not upon the facts, but that the respondents were sub-contractors and did not, therefore, come within the scope of the Act. To that the answer was that the respondents were the undertakers under a verbal agreement with the ship owners.

Plaintiff, who was accommodated with a chair in the Court, said casks of cement were being taken out of a barge lying at the wharf head by a travelling crane. The crane would pick up the bags and travel along the wharf ten or twelve yards until it got opposite the ship, when the crane was slewed round and lowered into the hold. While it was doing so, it came down on to his back.

These appeared to be the facts, with the addition that the man's wages were admitted at an average of £1 19s 3d, and upon the legal aspect, a good deal of argument and copious citation was delivered as between counsel : Mr Addington Willis, for the respondents, contending that the ship owners and not the stevedore was the responsible party.

His Honour dismissed the third parties to the action, and reserved judgement.

STEVEDORE GETS 5S PER WEEK An action was brought by **William Henry Thompson** against the Atlantic Transport Company under the same Act for compensation amounting to 15s weekly or a lump sum of £75, for injuries sustained by him on April 16<sup>th</sup> at Tilbury Docks on the *SS Minnehaha*. He was working down in the hold during unloading operations, a crane being employed to hoist sets of cargo, when he was jammed between a set and one of the stanchions in the hold.

Mr Lyndon Bell represented the plaintiff, and the Company's interests were defended by Mr A D Kilburn.

The facts were not in dispute ; the only issue being as to the proper method of calculating Thompson's average wages for the purposes of the claim.

Mr Bell said in this case the applicant had worked at various times – numbering about nine or ten – for the Company during the six months previous to the accident. During the 28 weeks, the period referred to, it was admitted that he had been paid £13 16s 6d, and he would tell the Court he had worked for that amount some nine or ten times in discharging the ship on each occasion for some two or three days and one or two nights. There being extra pay for the night work, the result was that, working for this space of time, each of these jobs amounted to about 30s. He submitted, therefore, that should be taken as the weekly wage. Half that amount was the basis of the claim.

Henry William Thompson (*sic*) said he was injured while at work on April 16<sup>th</sup>. He had worked on nine or ten ships during the previous six months in loading and unloading. The work consisted of day and night work, and for the latter there were extra wages. The unloading of each ship took about three days and two nights.

Cross-examined : He was paid £13 6s 6d at various times for the whole work.

Herbert Edward Kitching, accountant employed by the Atlantic Transport Company, produced extracts from the wages sheets showing the payments made to plaintiff. He was employed from October 2<sup>nd</sup> last year intermittently until April 16<sup>th</sup>, and there were 29 payments amounting to £13 6s 6d, which averaged 9s 10 1/2d per week. The ships at Tilbury Docks took usually about four days and one or two nights.

Mr Kilburn addressed the Judge in support of the defendants, that 9s 10 1/2d was the average to be taken, and remarked that Mr Bell had held forth for fifty five minutes on what seemed absolutely settled and simple law.

His Honour said a stevedore was employed, not necessarily by the week, but on specific jobs, which lasted for periods such as was stated, and under those circumstances it was separate and independent employment, and on that day he was injured. On the authority of previous decisions quoted, he was asked to find an average of 30s a week. He did not think there was any such presumption to be drawn from (.... ....) at all. His view was that, inasmuch as this was specific employment, which probably would not have lasted a week, he was driven to find out what the probable amount of his weekly earnings was. He was guided in that by the admission that between October 2<sup>nd</sup> and April 16<sup>th</sup> Thompson was paid the sum of £13 6s 6d, and that averaged to an amount under which he was powerless to award plaintiff more than 5s per week. He therefore found to this effect.

An application by Mr Bell for costs on the higher scale was opposed by counsel for the defence, and his Honour intimated that upon this question he would hear both sides in town.

## 54 23 November 1901

### STANFORD-LE-HOPE

WIFE'S PITIFUL STORY **John Hinton** of the barge *Guy*, Charlton, Kent, was summoned in respect of the maintenance of his wife ; he having, it is alleged, deserted her. He said he had sent some money home when he could afford it. Mrs Hinton said he had not sent her money enough to live on. This had been going on now for six years. Sometimes he left her for three months at a time, and this time had not been home since September 2<sup>nd</sup>. She could not go on like this. Defendant : I can't send her on money and go without myself. Mrs Hinton said they had been married 27 years, about six years ago her husband started to stay away from home for months at a time, and giving her nothing. On the 2<sup>nd</sup> September he went away and she had not seen him since until that morning. He used to come home every few months, but only for a few minutes at a time. Sometimes he would sleep at home, but not very often. Chairman : When did he sleep at home last? - Oh, sir, I forget, it is so long ago. Witness said for the last seven weeks she had money from him at the rate of 2s 3d per week. Defendant sent the rent to Mr Hawkins, but had not done so lately, and the landlord had been to see her and told her he must turn her out, as the rent was not paid up. The poor woman's tale was punctuated with remarks to her indifferent husband in the dock, such as, "That is right, isn't it John". The Clerk at length told her she must talk to the Bench. She said he used to give her more money in the old days than now, and though she did not know, she believed he earned £3 a week, "don't you, John?" Defendant said he lived on his barge when he

was away from home, and for the last twelve months had not earned on an average £1 a week. Case adjourned for a week for evidence of the defendant's earnings to be produced.

**55 30 November 1901**

**RAINHAM**

**CASE DISMISSED John Shelbourne** was charged with allowing the barge *Baby* to be in the river on October 22nd with an offensive cargo improperly covered. Mr T G Vickery prosecuted for the Port Sanitary Authority. Inspector Bird said the barge was lying off Rainham and near the Creek, laden with vestry refuse, from which, by reason of the cargo not being covered up, gases were arising. It was exposed on both sides and ends. There was an old and ragged tarpaulin on the top, which was practically useless. The cargo was on the average a foot above the combings, which was also an infringement of the bye laws. Witness thought the tarpaulin would not have been sufficient if properly fastened. His attention was first attracted by the smell from the barge. Dr Williams, Medical Officer to the Port Sanitary Authority, also gave evidence. **Thomas Leaver**, the master of the barge, said the barge left Shot Tower Wharf, London, with the cargo fully covered by two tarpaulins, one of which was new. Cross-examined : He saw no holes in the other. He smelt nothing particular. He worked among it for years and had never suffered in health. The Chairman : We have been told in this Court it is rather beneficial to health. (Laughter). Henry Audsley of Blewitt's Cottages, Rainham, said the barges were uncovered. The cloths were fastened down by lanyards to rings on the combings. This witness had suffered from getting wet through but not from working among the manure. **Henry Arthur Lindsay**, a foreman lighterman, said he saw not the slightest vestige of stuff appearing through the cloths. There was no smell and no steam. The case was dismissed.

**56 30 November 1901**

**WEST THURROCK**

**WITHOUT A LICENCE Thomas Donnathan** was summoned for keeping a dog without a licence on a barge on November 23<sup>rd</sup>. Fined 7s and 7s costs.

**57 28 December 1901**

**CAPT BOURCHIER AND THE TS EXMOUTH**

**A NAVAL OFFICER'S REMINISCENCES**

**TALES OF THE TRAINING SHIP GOLIATH AND HER BURNING**

**SPECIAL INTERVIEW** Preparations for the Christmas entertainments of 1875 were nearing completion when, on December 22<sup>nd</sup>, on the ill fated training ship *Goliath*, which for five years had been stationed on the Thames off Grays under command of Captain William Sutherland Bouchier, Staff Commander Her Majesty's Royal Navy – the cry of “Fire” was raised on board, and from the lamp room the devastating element raged over the doomed vessel, extending with inconceivable rapidity until she was reduced to a mass of charred ruins on the water line, with contents destroyed and a number of lives lost. To the ordinary newspaper reader, the event had probably died out of mind until a few years ago, one of the grandest and most striking incidents in connection with the catastrophe was revived in pictorial form in graphic and well executed representation of the Captain and one of the ship boys who, momentarily forgetting discipline for love of his captain, urges the latter to save himself by leaving the ship. The general appearance of wreck and ruin, the awful nearness of the flames, crashing timbers, and the gale tossing the rescue boats hither and thither on the waves, were faithfully reproduced and add significance to the lesson intended to be conveyed by the captain's words of reproof in reply, “No, no, my boy. I must be last ; that's the way at sea”.



A lesson which has found its way into every quarter of the British dominions, if only by means of this picture, a great favourite in the Navy, and to be found in the forecabin of many a British man of war, where its glorious lesson is not lost upon the raw recruit, who early learns the high traditions and prestige he is expected to uphold in the service.

Another quarter of a century has passed away, and now that same Captain – the hero of the fire – keen eyed and (to use the words of Rear Admiral Sir Gerard H Noel KCMG, Admiral Superintendent of Naval Reserves) “full of zeal and work” as ever, has silver hair and reluctantly relinquishes the government of the ship to other hands. On January 17<sup>th</sup> next, he enters upon a period of well earned rest from the great and arduous work to which the major portion of his life has been devoted.

A few words concerning his career may not be out of place here. Captain Bourchier was destined for a life upon the waters from early years. He comes of stock well known in the Navy, and first entered the merchant service, concerning which he says :-

In those days there was a particular class of officers who got into the service by having served four years in the merchant service. I had served three years and three months when my step-father – himself an officer in the Navy – said, “Will, you must join the service as an able seaman”. I did too ; and had to rise from that. He recalls – with pride in the memory – the work and exposure to weather which the position entailed, and remarks parenthetically : I have many times banged my fingers against the shrouds when I have been heaving the lead, through the cold. He has seen service in the Mediterranean ; then on the flagship *Impregnable*, getting steady promotion until he was dispatched to South Africa chasing slavers, and recalls, among other exciting adventures of that rough and ready time, the capture of one of the craft and the drowning of every mother's son of the crew. He went in the *Zebra* to the West Coast of Africa, where he saw more active service, and altogether was the very type of man, on appointment to the *Goliath* on March 31<sup>st</sup> 1870, to fittingly impress those under his charge with a proper reverence for and pride in “the service”.

The *Goliath* was an Admiralty vessel dating from 1833, intended originally as a sailing vessel, but was converted into a screw steamer during the Crimean War, and afterwards formed one of the steam reserve, lying in the Medway, until lent by the Admiralty to the managers of the Forest Gate District School as a training ship for boys from district and workhouse schools. She was first moored off Grays, under Captain Bourchier, early in November 1870 ; the initial instalment of her youthful crew (38) having joined her on the 19<sup>th</sup> October at Sheerness. From that time, the number of boys gradually increased, until in September 1875 the number was 520. The demand in the sea service for trained boys had reduced the crew to 185, the complement on the fatal 22<sup>nd</sup> December.

During the five years of her career, 1645 boys were entered on the books, of whom 1100 were placed out in various ways, chiefly in the mercantile marine, the Royal Navy and Regimental bands. The work was felt to be so good that, after the fire, no time was lost in getting another similar ship for Captain Bouchier – who explained to our representative the reasons for the transfer of management to the Metropolitan Asylums Board from the other authority, and on the following February 24<sup>th</sup>, a subcommittee, accompanied by Captain Bouchier, went down to Plymouth and inspected four ships ; the *Exmouth*, a three decker of the old “wooden walls” type, pierced for 91 guns, 220 feet long and 60 feet beam, of 3100 tons, being selected and almost immediately dispatched to be fitted up in the river. This fitting out was done almost entirely at Captain Bouchier's direction. His is the general arrangement of the decks, and the method on board is also his initiation ; while he ascribes the phenomenally good results which have been achieved to the fact that she is fitted out in a different manner entirely to any other training ship. “During the last ten years,” he remarks, “We have been sending more boys into the Navy than all the other training ships put together”, - and smiles at the recollection of one journey in particular of the training brigantine *Steadfast* to Devonport, when all the crew were accepted in the Navy and a fresh crew had to be sent from the parent ship to man the brig for the return home! In the old ship for over a quarter of a century, Captain Bouchier has carried on the work, mainly upon his own lines, including the management of the infirmary on shore and the shipping home at Limehouse, where a small number of lads live while employment is being found for them. During the period, no fewer than 8029 boys have passed through the ship, and the low number of deaths throughout the period, 39, speaks volumes for the care which has been bestowed upon them at the hands of the nursing staff ; whilst the almost constant presence on board of “old boys”, mostly soldiers or sailors, is convincing proof of the kindness and consideration they received as inmates. There was in fact a tall bluff soldier on board on the day of our visit.

All kinds of preliminary naval and military work and drills are here practised, and Captain Bouchier is fully entitled to the credit he claims for the boys' smartness in these respects. “As a matter of fact”, says he, “in field gun drill we beat the Bluejackets. It ought to be explained, perhaps, how I show that a lot of little boys can beat the handy men, but I asked one of the old boys one day when he was here how long they had allowed them in the Navy now for dismounting a field gun. He said, “Fourteen seconds”. “And how long to remount it?” “Nineteen seconds”, was the reply.” “Now”, said the captain, “Our boys can and do finish the two in eight seconds and eleven seconds respectively. This is done every Wednesday afternoon”. That Captain Bouchier loves the work is evidenced by the fact that he has not been ashore sometimes for as much as a year at a time, and on several occasions has taken only half the month's vacation to which he is entitled. His recollection of the start of the work include the purchase of the (?*Adiona*), a schooner, from which he lifted the foremast and made her a brig in which, under officers, crews of the boys fetched water from Sheerness and the whole of the ship's stores from London. By the bye, when this vessel was at last sold to make room for the *Steadfast* and broken up, she was found to have been built of cedar.

Today the *Exmouth* is lit by electricity, replete with any and every requisite for the peculiar and efficient training which turns London gutter children into smart soldiers and sailors, and in every respect worthy of the grey and gallant gentleman whose work and example have brought it to such a condition of perfection. In every corner of the ship are pictures of the ship's history, and other reminders of its and his connection. Here a life sized photo of a boy who was presented for saving life with a medal on *HMS Impregnable*, to which he had just been drafted from the *Exmouth*, there a particularly good piece of drawing or sail making or something of the kind by one of the boys, and even to the drop curtain of the stage – where Dan Leno, Madame Rose, John le Hay, Marie Lloyd and others have trod the boards for the boys' entertainment – everything is redolent of salt water and suggestive of the freedom and happiness of the Jack Tar afloat or ashore.

In the old days, it was necessary to put every energy into the work of perfecting arrangements to turn out so large a number of boys successfully. For the system was not one of red tape. The Captain had pretty much of his own way, with the result that the splendid system at present in force

has been built up from small regulations added to from time to time as circumstances suggested the advisability. Now, however, the Captain is able, under the evident state of discipline to which the system has been brought, to delegate most of the harder work into the trustworthy hands of "as fine a set of officers as it is possible for any man to have" - to again use Captain Bouchier's words.

Captain Bouchier is intending on leaving the ship to take up his residence at Belmont Castle, we hope for many years to continue to take an interest in the welfare of his old ship and her great and noble work of reclamation.

Naturally one turned in conversation to the burning of the *Goliath*, and on this subject the Captain is very modest. The very centre piece of the whole occurrence was the scene where the captain and boy stood together on the burning ship. But of that he is reluctant to speak, although admitting its truth, and adds a fact not generally known at the time - that almost as the boy stepped under orders into the boat, a red hot funnel fell from the ship into the boat and literally scalped him. The Captain stooped at once, and as the boys were bailing water on to the red hot funnel to prevent the boat catching fire, he turned up the boy's scalp and bound it with a handkerchief until they got ashore and he could be seen by a doctor. The boy recovered, and has many times visited the Captain on the *Exmouth* to show the old scars left by the terrible wound.



The following is the simple story of the catastrophe from the pen of an eye witness, Mr R J Fenn, at the time schoolmaster on the *Goliath* :-

On the ringing of the fire bell, the various officers who were on board made an attempt to rush to their several stations, which were as follows :- Captain Bouchier and Mr Hall at the fire ; myself with the Captain's family ; Mr A Thompson, assistant schoolmaster, with me, to assist in saving the ship's books ; Mr Norris at the foremost lower deck pump ; Mr Gunton at the after lower deck pump; Mr May at the hand pump at the extreme fore part of the lower deck ; Mr G Thompson at the pumps generally ; Mr Hurley on the main deck, and other officers at various stations ; Mr Wheeler, upper deck.

So rapid, however, was the progress of the fire that it was impossible for some of these officers to

reach their stations. Mr A Thompson was unable, from the flames having taken possession of the after ladder, to come to my assistance in saving any of the ship's books.

In consequence of the fury of the gale, it very soon became apparent to all that no hope could be entertained of saving the ship, or any of the property, and life became the only consideration.

After working at the pumps till the hose was burnt through, the brave boys, seeing their efforts fruitless, made their way to the ports and clambered into the boats. The flames having taken possession of the upper deck, it became impossible to lower the boats in the ordinary way. The captain and a boy made an attempt to clear the falls of one, and succeeded in lowering her partially, but were forced to desist from the violence of the flames. It was necessary, therefore, to cut the falls, but before that could be done, many of them burnt through and precipitated the boys into the water.

Mr Hurley, on leaving the cabin to make his way along the main deck to his station, was compelled to beat a hasty retreat, in consequence of that deck being one mass of flame, and this within a few minutes of the outbreak of the fire. He was forced to effect his escape through a port in the cabin next to his own and on reaching the forecabin, which was immediately over his cabin, he found the smoke and flame so overpowering that he was compelled, with a number of boys who had found their way to that part of the ship, to drop down on to the mooring cable ; here he and the boys with him remained for some minutes, holding on for their lives until taken off by a barge's boat. One poor little fellow, one of the smallest boys in the ship, named Young, could not be persuaded for some time to quit the forecabin. It was a pitiful sight to see the poor child with the flames every minute approaching nearer and nearer to him, looking down on the master of a steam tug whose open arms were ready to receive him, and to observe the terror with which the boy regarded the fearful gulf between him and his delivery. At last he made a jump, but only just in time, as the tug was in the act of steaming away, being unable to remain near the burning vessel any longer.

Mr G Thompson, the head carpenter, after seeing the pumps manned, endeavoured to make his way to the store room below the orlop deck, where he hoped to be able to break a large pipe which communicated with the sea cock. Had he been successful, a quantity of water would have rushed in and might have been the means of arresting the progress of the fire in that direction. Dense volumes of smoke, however, prevented him affecting his purpose.

On reaching the orlop deck he found a number of boys there, unable to make their escape. With great presence of mind, he knocked away the iron bars from the ports and released them from their perilous position. It was their only means of escape, as the fire by this time had completely enveloped the lower deck, immediately above them.

Mr Thompson then broke the hot water pipes on both lower and main decks, thereby admitting a large quantity of water on the both these decks. Then, having done all he could inside the ship, he made his way to one of the davits on the starboard side, where a boat was hanging by one fall, cut the fall through and released the boat. It fell into the water and instantly filled, and it was only by taking off his boots and bailing her out that he and about 10 boys who managed to scramble into the boat were enabled to keep her afloat until they drifted on shore.

Just as the fire broke out, four officers, Messrs White, Murphy, Wanstell and Kingdom, were making their way from the shore to the ship. After vainly endeavouring, in consequence of the violence of the gale, to man one of the launches which was lying a short distance from the ship, they came to the gangway, where there were about 25 boys and the captain. The mizzen mast at this time was tottering over their heads. As they were approaching, they picked up Mr May, who was nearly exhausted, having jumped overboard some minutes before. Arriving at the gangway, they took into their boat the captain and the boys. Scarcely had they done so when a large funnel, red hot, fell over the ship's side from the upper deck into the boat, severely wounding two boys on the head and knocking Mr Kingdom overboard. It fell in such a manner that those in the boat were unable to remove it, and were compelled to throw cold water over it, to prevent it burning the boat through.

This is one little incident showing the imminent peril in which many were placed during their escape from the burning ship.

The fate of the unfortunate Mr Wheeler, assistant schoolmaster, was a sad one. He had been with us but ten days, having come directly from Winchester Training College, where he had just completed his two years' training as a schoolmaster. Previously to this, he had been a pupil teacher at Brighton, having spent his first three years as such, under my tuition. I had known him, therefore, from his boyhood and had kept up a continual correspondence with him. He had distinguished himself at College and was a most promising teacher, a good musician, a good athlete, and in the short space of time he had been with us had become a general favourite with all.

I had been in conversation with him only a few minutes before the fire. The captain and Mr Hall were standing on the gangway ; a boat was hanging by one of the falls ; the captain ordered Mr Hall, chief officer, to make an attempt to release it. Mr Wheeler being unable to swim, thinking he would be safe with such a good sailor, made a leap for the boat and clung to it. There were two boys with them. The boat, however, was swamped and carried by the tide far astern. The swell from two or three steamers that were passing caused the boat to turn over and over. Mr Hall and one of the boys managed with great difficulty to keep their hold, but poor Wheeler and the other boy succumbed ; just before he disappeared, he called out, "Oh, Mr Hall, pray help me, I cannot hold on much longer". It was in vain however. Mr Hall himself was exhausted and was afterwards picked up in a most helpless condition and carried home and put to bed.

The escape of ladies was most remarkable. It was my duty to assist them. On reaching the upper deck, after the alarm of fire, I met Miss Ethel, the captain's youngest daughter, and persuaded her to make for a pinnace, which was still hanging from the davits.

I then met Messrs Gunton and Norris, who had just left their station at the pumps below, and we made an attempt to lower the galley. The flames, however, prevented the possibility of our doing so. Mr Gunton then cut the galley's falls and I was precipitated into the water, the friction of one of the ropes lacerating my hands ; the galley was swamped and floated away. Mr Norris having got into the pinnace and taken turns round the thwarts with the life lines, Mr Gunton cut the falls and the boat was lowered successfully. Had it failed, the probability is that the ladies would have been burnt to death and I should have lost my life. Of course, the boat came down with great force and within a very few inches of my head as I was struggling in the water. Miss Ethel, with great presence of mind, threw a rope to me as I was swimming, by means of which I was enabled to reach the pinnace and managed to get into it, and then our next care was directed to Mrs Bouchier. Before leaving the poop I had thrown a rope to her, which reached below her window, and also one to Miss Florence, her daughter. They were however of no avail, as they had burnt through before they could be of any service. The only alternative was for them to jump into the water. After many vain endeavours on the part of Mr Norris to throw Mrs Bouchier a rope, she was at last persuaded to leap from her window from a height of about 25 feet, and we got her into the boat in a most exhausted condition.

Miss Florence was next. She had managed to secure a rope which had fallen over her head. Down this she made her way, and held on, dangling in mid air until we could get the boat close enough to rescue her. This was no easy task, as the wind freshened, and we could with difficulty keep the boat clear of the cables of the after moorings. Quite exhausted, Miss Florence at last dropped just clear of the cable, and we dragged her into the boat. Her hands were much injured from the friction of the rope and were some days healing.

The captain's cook and housemaid were rescued in a similar manner.

Too much praise cannot be bestowed on Messrs Gunton and Norris for the skilful manner in which they lowered the heavy boat, and coolness and intrepidity they showed in rescuing the women. I was an eye witness of all, and can speak in the highest terms of their noble conduct on the occasion. After landing Mrs Bouchier and the rest on the mud, they went back twice to the burning vessel and saved a great many boys who were struggling in the water. While this was going on, Captain Bouchier was on the gangway, surrounded by 30 or 40 boys, among whom he found many of our best swimmers. Two of them especially deserve notice for their cool and heroic behaviour – James Longhurst (since gone to sea) and William Murphy. Captain Bouchier appealed to the boys as to whether any of them were able to swim to the "Launch", a large boat which was moored between

the ship and the shore, and would have accommodated 150 boys. Longhurst and Murphy (being special swimmers, boys who could swim 20 lengths of our bath, 60 feet long) immediately put up their hands to signify their readiness to make the attempt. "Very well," said the Captain, "Strip". No sooner said than done, and off they started. Dense volumes of smoke soon hid them from view. They reached the launch, however, but being unable to get into her, from her height out of the water, they swam ashore. Soon after, the flames burst out from the lower deck ports, so close to this little group on the gangway that it became necessary by some means to reduce the numbers there. The captain, finding no launch or other boat arrive, happened to see some large bread boxes just behind him, threw them overboard, and told the boys that the boxes would drift on shore with them, provided that they did not get into them. Two or three boys availed themselves of the opportunity, and reached the shore in that way. Others took to the water and were picked up by various boats, and many swam ashore. This brought the number to about five and twenty.

In the midst of these trying circumstances, the Captain's anxiety increased as to the possibility of saving the remainder of the boys, feeling it was his duty to remain on the ship till the very last. The boys' terror increased ; so, in order to divert their thoughts, the captain endeavoured to cheer them. "Now, boys", said he, "when I say three, sing out as loudly as you can, "Bring the launch"".

Through the fire and smoke came out a ring of children's voices, "Bring the launch". No launch, however, came, but the *Whaler*, in which were Messrs Kingdom, Wanstell, Murphy, White and May, dashed through the cloud and came to the rescue as before mentioned. Not a moment was to be lost; the boys were hurried into the boat. It was at this time that a little episode occurred, well worth mentioning. A boy named Mudkin, crying, clung to the captain, entreating him to save himself. "Do go, sir, do go first, or you will be burnt ; if you go, we will follow".

"No, my boy", says the captain, "I must be last ; that's the way at sea".

It was but a few minutes after that the red hot funnel fell on the same poor lad and wounded him severely in the head.

Before this, the water tank had left the ship's side. She was an ordinary barge, decked over and fitted with tanks for bringing water from the shore. She was moored alongside in her usual place, close to the ship.

About twenty boys got into her, and were just about to cast her off and make for the shore. One boy, however, named William Bolton, rushed forward and exclaimed, "If you cast off, I'll knock you down ; we can take more boys yet". So, about 120 boys crowded into her, and she drifted to the shore, under the direction of Mr Tye.

This brave little fellow is only 13 years of age. He had been in the ship a little more than two years ; and though so young, had distinguished himself so much by his good behaviour as to be made a first class "petty officer". He has, since the fire, received the Bramley Moore Silver Medal from the Royal Humane Society of Liverpool, a silver watch from the President of the LGB, a book from Lady Bouchier and other presents.

Many of the boys who escaped on this water tank, fearing they would lose their lives, knelt down and said their prayers ; and one of them, when he arrived on shore, said to an officer with great satisfaction, "Never mind, sir, if I had been drowned, I had said my prayers".

Among those not belonging to the ship who rendered valuable assistance must be mentioned **Mr Coppen**, who was in charge of the barge *Forest* (belonging to Mr Landfield), which was lying at the time close to the shore. Although a gale of wind was blowing, Mr Coppen got under weigh and beat to windward till he came to the weather, or port side, of the ship. Here he dropped anchor, bringing his vessel as close as the flames would permit, and saved a number of boys who were struggling in the water. These, with others picked up by his boat, numbering in all 65, were conveyed safely on shore.

Owing to the strength of wind and tide, Mr Coppen would have been quite unable to leave his anchorage had it not been for the timely assistance of the tug *Milton*, which arrived at this opportune moment, having steamed from Gravesend directly the fire broke out.



The tug towed the barge clear of the ship, and her boat also saved a number of boys who had jumped overboard from the lower deck ports. This was the tug to which the little boy Young, above mentioned, owes his wonderful escape.

Our master tailor, Mr White, who was in the water in a most exhausted condition, was saved by two fine stout lads, well known in Grays, named C Beale and James Callendar. Poor Mr White, a middle aged man, was unable to get into their boat, and was obliged to be towed on shore by these two lads.

Our cook did not leave the ship until his apron began to catch fire. Having made his way down the "boom topping lift", he was taken off by a young man named Fox, also well known in Grays.

The last boat at the burning vessel was that commanded by Captain Walter RN of the training ship *Arethuan*. This gallant officer, who saw our upper deck in flames exactly at eight o'clock, made all possible speed to man his boats, and hastened to our assistance. That he must have used the most strenuous exertions in the matter is seen from the fact that he was close by the ship at about twenty minutes past eight.

After, Captain Bouchier was taken from the gangway and was received by Captain Walter into his galley. Just at this moment, the foremost mooring cables were parting from the intensity of the heat. Seeing a poor little fellow named Naylor, still clinging on to a large piece of timber called a fender, hanging from the ship's side under the starboard bow, Captain Bouchier begged of Captain Walters to make an attempt to save this boy. The situation was a most perilous one. The foremast was one mass of flames, and was threatening to fall, and the smoke almost hid the boy from view. With true sailor courage, however, Captain Walter and his noble crew dashed to the spot and rescued the terrified lad from his perilous position. A burst of cheers arose from the lookers-on, in praise of this noble deed of daring. So close were the flames that Captain Walter's flannel shirt was singed, and the whiskers of those in the boat burned. Captain Walter and his boats remained on the spot, as long

as they could be of any assistance.

There was a little soldier named Clement Harris, of the 3<sup>rd</sup> Buffs at Mullingar, on a visit to the ship. He was a very quiet, steady and well conducted lad. He was with the Captain on the gangway till nearly the last moment. He is lost.

Among the many references to the sad occurrence in the Press of the time, the following lines appeared in "Punch" :-

#### THE BURNING OF THE GOLIATH

(As told by an old Gravesend Salt to a Mess mate in Greenwich Hospital)

A dirty, foggy morning 'twas  
Grays loomed large, close a-lee:  
The watch was holy stoning decks  
As white as white could be.  
There were five hundred workhouse lads  
A training for the sea.

"*Goliath*" was a giant hulk  
Built in the days of yore:  
And more than one small David  
Upon her books she bore.  
No iron in her ; knees of oak,  
And oak heart at the core.

The bell had just struck half past seven,  
As broke the winter's day -  
On the main deck 'twas dousing glims  
And stowing them away.  
Darn that new fangled paraffin! -  
Whale oil's the stuff I say.

Young Loeben had the lamps in charge -  
A steady boy, I'm told -  
One of 'em burnt his fingers, till  
He couldn't keep his hold.  
Down fell the lamp ; along the decks  
The blazing oil it rolled.

"Fire!" "Beat o'quarters!" "Man the pumps!"  
I could cry like a fool  
To read how them lads mustered all,  
As if for morning school.  
In their skylarking at Christmas  
They wasn't half as cool.

I've heer'd of Balaclava -  
But those were bearded men,  
And these were little fellows  
Most part twixt twelve and ten.  
Some calls 'em gutter children -  
God bless our gutters, then!

The Capt'n he was at his post,  
A smile upon his face ;  
And not one officer or lad  
But knew and kept his place,  
Though soon 'twas plain as plain could be,  
The fire must win the race.

Most of the little chaps could swim ;  
But, swim or not, they made  
And kept their lines as regular  
As soldiers on parade.  
Bourchier had wife and girls aboard -  
But by them lads he stayed.

Till when the pump no longer sucked,  
Boat tackles scorched, in board ;  
Ship lost! No lowering the boats?  
The captain gave the word.  
“Leap from the ports ; swim, them that can ;  
The rest trust in the Lord”.

One little chap hung round his neck  
A blubb'ring, “burnt you'll be.  
Jump over first – and then we'll jump”.  
“No, no, my boy,” says he,  
“The skipper's last to leave the ship -  
That is our way at sea”.

So young and old their duty did,  
Like sailors, and like men.  
There was Hall and there was Norris,  
And Gunton, Tye and Fenn -  
Who swore he'd save the women,  
And did it there and then.

The captain's wife jumped thirty feet -  
Needs must, when Vulcan drives -  
Hand over hand, in sailor style,  
His daughters saved their lives ;  
Brave girls you see, and well brought up,  
The stuff for sailors' wives!

On the tank barge some twenty boys  
Had climbed dear life to save ;  
The flames flared out, the pitched top sides  
Yawned like a fiery grave ;  
And some set off the cry, “Shove off!” -  
Lads will like lads behave.

But Billy Bolton's boyish voice  
Was heard - “I'm mate in charge ;

There's room enough for plenty more.  
Hold on there with that barge".  
That Billy Bolton may run small  
The heart in him looms large.

But I can't tell you half the tale -  
How, when they got ashore,  
The kind good woman kissed and hugged,  
And stript the clothes they wore,  
To wrap the boys, as mothers will -  
Or what is mother for?

There was a little soldier lad,  
His shipmates came to see.  
He's gone, and some half dozen more  
And Mr Wheeler, he  
Is with them little lads in heaven  
All rated there AB.

As long as English Workhouse lads  
Work up to such good stuff  
Britannia still will rule the waves  
Though here and there a muff  
At Whitehall or afloat may make  
Old John Bull cut up rough.

## 58 11 January 1902

### HOTEL VICTORIA ON A FRIDAY NIGHT

FIGHT BETWEEN DRUNKEN WOMEN At Southend Borough Petty Sessions on Tuesday :-

Frank Cox, bank manager, Southend, and Alfred Jones, licensed victualler, Poplar, (executors under the will of the late Mr P J Burdett) were summoned for permitting drunkenness on licensed premises, to wit the Hotel Victoria, on the 27<sup>th</sup> December last, contrary to Section 13 of the Licensing Act 1872.

Mr F P Sutthery appeared for the prosecution, and Mr Travers Humphreys (barrister) instructed by Messrs Tolhurst and Cox, was for the defence.

Mr Sutthery said he would prove that eight persons were seen in or coming from this particular bar on the 27<sup>th</sup>. Some of them had been summoned for being drunk. Police-constable Prime, who had been on duty pretty well all day in that neighbourhood, passed the Hotel Victoria about 2.30 in the afternoon and noticed a man named Smith in the bar there. At 6.45, he passed again and saw Smith and a man named **Bradford**. Again at 7.30 he passed and saw both these men, as again he did at eight o'clock. At 8.30, he saw them come out almost helpless with drink. This last time he heard noise and quarrelling in the bar, and saw two women come out and fall on the pavement. They were also drunk. One of the women was called **Gray**, and it appeared that she lived with Bradford on a barge. Bradford interfered with the constables (Prime and Allom) who were attempting to separate the women. Smith was also there drunk, and he went towards the hotel, saying that he had paid for some beer and meant to have it. A man named Dines and three others also came out. Subsequently, Prime interviewed the manager of the bar, a man called Rowland – (Mr Humphreys : Rawlings) – and called attention to the drunken state of these people. He replied that the people had got beyond his control ; it was no use for him to do anything, because his “boss” had served people whom he had refused. He did not know whether his friend would dispute that the licensees were liable for the acts of their bar manager.

Mr Humphreys : Indeed, I shall press that point, most distinctly.

Mr Sutherly contended that if the licensees were not liable, then they never would get a conviction. Under the Licensing Act, there was no power to convict anybody but the licensee. He presumed his friend would rely on the case of *Somerset v Wade*, in that case he must prove that the men or women were drunk without the knowledge of the manager. They had always to contend against this want of knowledge. It was always easy for the defence to cast a film of "want of knowledge" over the case, but in this case he hoped it would be perfectly clear that there must have been connivance or knowledge on the part of the manager of the bar.

Police-constable Prime said he was on duty near the Hotel Victoria on the 27<sup>th</sup>. He went into the bar in Southchurch Road at 2.30 in the afternoon. He saw a man named Smith there. Later, at 6.45, he looked in again, and saw Smith and a man named Bradford. Between 7 and 7.30, he saw them again. They were drinking at the bar. He also saw them again at 8. They were standing in front of the bar with glasses in front of them. About 8.40 he heard swearing and what appeared to be fighting inside the bar. He went towards the bar, and two women came out, fighting, through the door. They were swearing and both were drunk, very drunk. They fell on the pavement. Witness picked them up with the assistance of another constable. Several other people came out of the house. Smith and Bradford were amongst them and they were both drunk. They joined in the disturbance and swore at witness. Bradford wanted to take his coat off. He said witness had no right to interfere with the woman he had just picked up. Smith went back to the bar, saying that he had paid for some beer and meant to have it. He staggered to the bar and drank his beer. Witness turned them out, and Smith created a disturbance for about five minutes until he was taken away. A man named Dines also came out. He was almost asleep, with his chin buried in his chest. He saw some other men come out as well. He went to the manager, who gave his name as Rowland. Police-constable Allom accompanied him. Witness said to him, "Really, this is too bad. You see the condition of these men". He said, "Yes, the place has got entirely beyond my control. It is no good me doing anything. Only yesterday I refused people drink and they were turned out into the street. They afterwards came back, and were served by Mr George Burdett, my boss. I can't do my duty while he is here".

Cross-examined : He passed the hotel more than a dozen times. He only looked in once, that was at 2.30, when he went in on private business. He did not go in then because his interference was not called for. He did not consider he was entitled to interfere till 8.40. When he heard the row he was 100 yards away. They seemed to be women from their voices. It took him three minutes to get to the door, and the women then came fighting out. Smith was not long in the house when he went back to drink his beer.

Mr Humphreys put it that being, perhaps, an experienced drinker, it did not take him long to get rid of it. (Laughter).

Police-constable Allom said he saw Police-constable Prime endeavouring to part two drunken women outside the Victoria. He saw Smith and Bradford come out. They were both very drunk. Dines and three other men came out later. Dines was the worst of this lot ; he had to support himself against the house. They went to see the manager, who said to Prime, "They have got beyond my control. I don't know what to do. Yesterday, I turned people out and refused to serve them, and afterwards they came back and were served by Mr George Burdett, my boss".

Charles William Leach, Tramways Inspector, said he was at the Hotel Victoria corner on Friday evening between eight and nine. He saw a crowd running to the hotel entrance in Southchurch Road. Going with the crowd, he saw some women fighting in the bar. They and a drunken man came out of the bar. They were not being ejected, but were fighting, and fell as soon as they got outside. He knew the man Smith. He saw him drunk at four o'clock.

Cross-examined : How long were you standing at the corner? - Not more than five minutes.

Did you look through the window when you saw the women? - No. The door was open and I saw them fighting at the bar.

Where did you see the man Smith in the afternoon? - At the Tramways Depot, about a quarter of a mile away from the Hotel.

Mr Humphreys submitted there was no case of permitting drunkenness by anyone, certainly not by

the persons he represented. The charge made was not that of selling liquor to intoxicated persons, but that of permitting drunkenness on licensed premises. It was no offence for a licensed person to have on his premises a drunken person. In the case of *Somerset v Hart*, Mr Justice Mathew had decided that where gambling had taken place to the knowledge of the servant of the licensee but not of the licensee himself, there was no evidence of connivance, and the latter could not be convicted of permitting gaming. In the present case, a police officer, obviously an intelligent person, looked in six times and was satisfied there was no cause for his interference. There was no drunkenness or gaming or riotous conduct ; everything was going on perfectly respectably. He accepted the statement that a sudden quarrel arose on that evening between them, and that the women were in the house during the three minutes it took the officer to walk 100 yards. But surely in that short time there was not a case for conviction. The landlord must know that a person was drunk, and it was, he submitted, not three minutes, but 40 seconds in which the barman had to turn these people out. It was absolutely stupid and bad law to say that a licensed person was liable for all the servants on his premises. Was he responsible for the washerwoman who washed his steps? Was he responsible for the man in the cellar who came up and surreptitiously served a man in the bar? Sometimes he was liable because he was compelled to delegate his authority to somebody else, for instance, where the landlord attended racecourses. In the present case there was an even better instance. The two defendants had absolutely no personal interest in this house. They were merely executors of the will of the late proprietor and, as executors, the licence was in their names. Both of them had different occupations. He did not say that no offence could be committed unless they were there. That would be absurd, but they must have someone there with authority to act on their behalf, and they were responsible for the acts of that person. In this case, that person was a lady, and was, in fact, the paid manageress of the hotel. Mr George Burdett was paid to look after the cellar. No connivance was alleged against her, and the licensees were responsible for her actions and for those of no one else. If they could find any evidence that Mrs Burdett permitted drunkenness, then they could convict the licensees, but not otherwise. Rawlings was head barman. He had evidently spoken the truth when he said the place had got beyond his control.

Frank Cox, bank manager, Southend, said he held the license of the Hotel Victoria in conjunction with Mr Jones, as executors of the late P J Burdett, but took no part in the actual management. Mrs Burdett, the wife of George John Burdett, and daughter-in-law of the deceased, was managing the hotel. Henry Rawlings was the head barman and Mr G J Burdett was the manager of the cellar.

Cross-examined : The cashier paid the head barman on behalf of the executors.

Do you consider a lady could manage this large hotel with all its bars alone? - She was doing so at the time of the death. We consider her a competent manageress.

Would it not be necessary for her to depute some of her authority to certain persons to enable her to carry out her duties? - Not at the present time.

Mr Sutthery replied on the point of law raised by Mr Humphreys. No evidence had been called to contradict the allegation of drunkenness being permitted and, in the words of the head barman, it was evident that the day before drink had been supplied by Mr Burdett to persons who were drunk. He was surprised that his friend should contend that a licensee was not responsible for the acts of a servant in discharge of his employment. Employment was the word, not authority. The point was whether the barman knew of the drunkenness and whether the licensees were responsible for the acts of the barman. The barman was manager of the bar. The manager of the hotel, as a rule, did not come down to the bar. Consequently the manager of the hotel must be in the bar before they could get a conviction. They would never get a conviction at all at that rate.

The Court adjourned for an hour, and on returning the Chairman announced that they considered the barman was the manager of the bar, and consequently that the licensees were responsible. They would inflict a fine of £5 and 14s costs. The licence would not be endorsed.

William Smith, labourer, **Isaac Bradford**, bargeman, John Dines, labourer and Sophia Gray were then charged with being drunk on licensed premises.

Mr E P Sutthery was for the prosecution. Smith and Dines appeared and pleaded not guilty ; the others did not answer to their names. Dines added that he was only guilty of having a drop of drink.

Police-constable Prime stated that he saw all defendants coming out of the Hotel Victoria. They were drunk, and the defendant Gray was fighting with another woman. Smith interfered with witness while he was endeavouring to separate the women.

Police-constable Allom corroborated and said Dines had to go away, supporting himself by the wall. Charles William Leach, Tramways Inspector, said he saw the women fighting ; they were drunk. He also saw Smith leave the house drunk. He did not see Dines.

Dines : No more did anyone else! Fined 5s and costs, 8s 6d each.

Dines : That's for being in a public house sober, sir, I suppose.

### **59 1 February 1902**

#### GRAYS PETTY SESSION

OFF COLD HARBOUR POINT **George Craddock** was summoned for unlawfully navigating the barge *Carrie* off Cold Harbour Point on January 9<sup>th</sup>. Mr Bunting, for the Thames Conservancy, said the barge was loaded to the water's edge, whereas the deck should have been three inches above. The defendant had met the charge fairly, having admitted it, and he did not ask for a heavy penalty. Fined 10s and 8s costs.

### **60 1 February 1902**

WANTED Captain for barge ; with knowledge of coasting work ; freeman of the river preferred. Apply, by letter, AB, care of Mrs Shipman, 53 New Road, Grays.

### **61 1 February 1902**

#### FATAL FALL FROM A MASTHEAD

GRAYS MAN KILLED **Edward Richard Rogers**, a young man aged 21, mate of the barge *Tricolour*, the property of Messrs E and J Goldsmith, died at noon on Wednesday at the residence of his father at 119 High Street, Grays. This was the result of an accident which took place on the previous night. The young man was at work on the mast head of the barge when he fell, by some means or other, and sustained such serious injuries to the head, in addition to two broken ribs, that he died at home after removal thither ; where he lingered until next day. The inquest has been fixed for today at the King's Arms Hotel.

(Note – Name shown as Edward George Richards in Article 64)

### **62 8 February 1902**

#### PURFLEET

A LEVEL FREEBOARD **Richard George Copping**, master of the barge *Milton*, was summoned for improper navigation off Purfleet on January 16<sup>th</sup>. Mr Bunting, who prosecuted, said the freeboard was level with the water, and defendant said the load was of bricks, which got so wet that they were rejected when they got to their destination. Fined 5s and 8s costs.

### **63 8 February 1902**

IMPROPER NAVIGATION **H G Hoadley**, master of the barge *Black Duck*, was summoned for improper navigation on January 16<sup>th</sup>. Mr Bunting prosecuted for the Thames Conservancy, and in defendant's absence, said the freeboard of the barge, which was loaded with clay from the Medway, was level with the water, whereas the deck should have been at least three inches above the water. Defendant had written admitting the offence. Mr Crask, for the owners of the barge, said the craft was loaded up on land and it was difficult to judge when the weight of the clay varied, while if they threw the clay overboard to lighten the barge, they would have been liable to penalties by the Medway Conservators. There was a previous conviction, and a fine of £1 and 11s costs was inflicted.

**R W Fuller**, master of the barge *Mohican*, was similarly charged. The circumstances were similar, and for the offence, which occurred on the same date, was fined £1 and 11s costs.

#### 64 8 February 1902

**BARGEMAN'S FATAL FALL FROM THE MASTHEAD** An inquest was held on Saturday at the King's Arms Hotel, Grays, by the Coroner (Mr C E Lewis) and jury, of which body Mr W I Frost was foreman, concerning the death of **Edward George Richards**, mate of the barge *Tricolour*. Thomas Henry Richards of 117 High Street, Grays, gave evidence of identification. Deceased was his son, and was 21 years of age. He was in the employ of Messrs E J and W Goldsmith, to whom he was apprenticed.

**Edward Outram** of 25 Grove Road, Grays, captain of the barge *Tricolour*, said they left Greenwich Gas Works at about four o'clock in the afternoon, and passed Grays "all well" until arriving at Lower Hope about half past nine at night, when they brought up to anchor. Deceased proposed to stow the topsail whilst witness attended to the foresail. He subsequently heard a "flump" on the deck. He looked round and saw deceased lying flat on his back. Witness got a light to see what was the matter, and then found deceased had got a severe cut right across the back of his head. Witness placed a pillow under his head, went ashore, and acquainted his father with what had happened. Deceased had been in the habit of attending to the topsail many times before. He had been with witness about eighteen months. Deceased was always a very civil and obliging young man.

In reply to a juryman, witness said it was not freezing on the night of the accident.

The Coroner : Was the barge rolling? Witness : No, sir. There had been a slight squall during the voyage. After the accident, he found deceased had made everything secure. Witness thought he must have lost his hold. The tackle was not broken or disarranged ; it was only new last summer.

Dr J A Ward said he visited deceased at his father's house, when he was unconscious. There was an extensive scalp wound at the back of the head, and fracture of one or more ribs on the right side. They had penetrated the lungs. Death, in witness's opinion, was due to the injury to the brain.

A verdict of "Accidental death" was returned.

[Note – Name shown as Edward Richard Rogers in Article 61\)](#)

#### 65 22 February 1902

PETTY SESSION – WEST THURROCK

**CONSERVANCY CASE** **William Wall**, master of the barge *Black Friars*, was summoned for unlawful navigation in the river off West Thurrock on February 7<sup>th</sup>. He pleaded guilty to having the barge overloaded, but said he had been away through illness two years, and this was his first freight on his return. Mr Glenshaw prosecuted for the Thames Conservancy, and a fine was imposed of £1 and 8s costs.

#### 66 5 April 1902

PURFLEET

**BARGE CASE** **James Kitney**, bargeman, Grays, was charged with unlawfully navigating a barge, the deck of which was less than three inches above the water's edge. Defendant pleaded not guilty. Captain Wilson, Harbour Master, stated that he found a barge named the *Florence* in charge of defendant off Purfleet on the 7<sup>th</sup> March. The barge was an inch deeper than was legal, and water was coming on the deck. Defendant said the water got onto the deck because the barge was out of repair. Fined 10s with costs 9s 6d. Allowed six days to pay.

#### 67 3 May 1902

**A GRAYS BARGE IN THE ADMIRALTY COURT** In the Admiralty Court on Saturday, before Mr R H B Marsham, with Captains Donaldson, R C Dyer RN, and Richardson as assessors, judgement was given, after two days' hearing, in the collision between the *Severn* and the *Rubens* in the River Thames on January 31<sup>st</sup>, when two lives were lost. The *Severn* was a sprit sail barge, about 73 feet long and 36 tons register, owner by the Grays Chalk Quarries Company Limited. She left Grays with 70 tons of chalk for Bow. Two men were on board. The steamship *Rubens* was proceeding down the Thames with a cargo of grain, and when approaching Margaret Ness, the pilot

saw a red light held way up Barking Reach, which he took to be a barge light. He came round the point on the port helm, and this brought the red light just on port bow or nearly ahead. The light was then about a quarter of a mile ahead. He watched the barge carefully, and when about a ship's length off, the barge came right across the steamer's bow. Seeing this, the pilot starboarded his helm to ease the blow and put the engines full speed astern. Ropes and lifebuoys were thrown over, but no one was seen on the barge and no cry of any sort was heard. The barge, which sank about half a minute after she was struck, was subsequently raised, and found to be cut in two on the port side, and the deck was smashed from that point right across to the starboard quarter. The body of the master was found in the cabin, fully dressed. The body of the mate had not been recovered. Mr Marsham, in answer to the questions submitted on behalf of the Board of Trade, said that the accident and loss of life were not caused by the wrongful act or default of the master nor of the chief officer of the steamship *Rubens*, nor by the neglect of **Mr George Braine**, pilot of that vessel ; but the Court was of opinion that the bye laws for the regulation of the River Thames should have been more strictly observed.

## **68**      **7 June 1902**

**PEACE REJOICINGS** The glad news of peace on the South African Veldt between Briton and Boer came too late in Grays on Sunday evening for manifestations in the churches and chapels, but on Monday morning the trams that brought the papers were gaily decked with flags, and the town woke up to the fact that it was high time somebody rejoiced. The carters came next, with horses and carts decked out, and quickly the shops, especially in High Street and New Road, had bunting of all shapes and sizes quickly flying ; some of it consisting of waving branches of trees. From every Board School came sounds of cheering, not so loud as it might have been though, if a holiday had been awarded, but the numerous holidays in June forbade this. On the river, the *Shaftesbury*, Capt Scriven's giant craft, rode smiling under a waving line of flags, forming a huge arch over the vessel. Every steamer, sailing vessel and barge outward bound had some token of rejoicing fluttering in the breeze, and at Tilbury Docks the scene was fine, all the big vessels having bunting out, and plenty of it. The rejoicing here was emphasized, Messrs Scrutton presenting the men with a day's holiday and its equivalent in wages to enjoy it with. Other firms were equally patriotic, and Grays at eventide presented that animated appearance usually associated with Saturday night. No official note of rejoicing was struck by the local authorities, but several spasmodic attempts were made while the light lasted, and created huge amusement. The perpetrators were few in number, but lively in their antics, though, of course, each movement usually ended where it began, on the threshold of a convenient hostelry. There were lively times in the streets later in the evening, when members of the Fire Brigade turned out with torches, and escorted by the Temperance Prize Band, paraded the streets with a large following, and howled more or less tunefully patriotic songs. The fun was kept up until pretty late, though, as the disappointed newspaper says, there were no accidents and all went merrily to the end.

## **69**      **28 June 1902**

**BOY DROWNED AT SHOEBURYNESS** On Tuesday morning an inquest was held at the Cambridge Hotel, Shoeburyness, on the body of George Thomas Smith, aged three years, the son of William Joseph Smith of 14 Earth Pits, South Shoebury, who met his death by drowning. The Coroner (Mr C E Lewis) conducted the enquiry, and the foreman of the jury was Mr B Notley. After the father had identified the deceased as his son, George Henry Wibrew, of the Earth Pits, Shoeburyness, said on Sunday at about mid day, he was sitting at the end of the landing stage where the barges loaded and unloaded, and deceased was sitting a little way off with another brother. Witness did not hear a fall, but the other boy ran to him and said his brother had fallen into the water. He looked over and saw him, and called the barge captain's attention to him.

**Henry Willard** of Station Road, Rainham, Kent, captain of the sailing barge *Heron*, said at about half past one on Sunday he was called to deceased, who was in the water. He jumped into a small

boat and went and pulled him out. He did not move, and he was not successful in restoring life. Dr Walter said he was called about 20 minutes past three and found the boy dead. Artificial respiration had been performed, but was not successful. The cause of death was suffocation from drowning.

PC Swain said he was called, but found the boy dead.

A verdict in accordance with the medical testimony was returned.

## **70 5 July 1902**

### **DROWNED AT STANFORD**

**ONE MAN GALLANTLY RESCUED** An inquest was held at the King's Head, Stanford-le-Hope, on Monday, concerning the death of **George Henry Minett**, captain of the sailing barge *Arthur* belonging to Mr W G Harris of 41 Albert Road, Stratford, whose body was found at Stanford Wharf on Saturday morning.

**Frederick Marney** of 14 Bakers Alley, Bow, said he was mate on the barge *Arthur*, which on May 30<sup>th</sup> was about to sail up the Thames, laden with ballast for Harris's Wharf, Stratford. About eleven am they started off from the dredger, where they had obtained the ballast. A stiff wind was blowing at the time, but just as they left, it came in a gale and turned the barge over. The sails were full set and both witness and deceased were at the tiller. Witness was saved by a man from a tug who dived in after him and brought him out. Deceased went down with the barge and was never seen alive again.

James Carder, Stanford-le-Hope, said only on Saturday morning he saw the body floating in the water of the creek alongside Stanford Wharf.

Directed by the Coroner, Mr C Edgar Lewis, the jury returned a verdict of "Accidentally drowned".

## **71 19 July 1902**

### **STANFORD**

**STEALING A CASK OF BEER** **William Joseph Thompson**, bargeman, was charged with stealing a cask of beer, the property of Messrs Blyth and Squier, brewers, Stanford, on 17<sup>th</sup> July. Frank Mercer, brewer, Stanford-le-Hope, said he had a 4 1/2 gallon cask of beer lying on the line on Wednesday. It was within 100 yards of where the men were working on the Thames Haven line. He believed it belonged to his firm, because one was going to be returned from there. It was valued at 9s. James Carder, Stanford Wharf, carman, said he saw prisoner coming from the direction of Stanford with a cask of beer. He went towards the barge *Ada*, which was lying in Stanford Creek. Witness asked what he was going to do with it, but got no reply. Witness then saw Mr Joseph Blyth and gave information. Police-sergeant Webb said he went to the Wharf with last witness about eleven pm. They went on board the barge *Ada* and found prisoner there. Carder said that was the man he saw with the cask. On being charged with stealing the cask of beer, prisoner said, "Yes, I found it fast under the hedge and brought it aboard. I'll fetch the cask. I have it here". He brought the cask and said he was very sorry he saw it lying under the hedge. Mr Squier identified the cask as his property. There was beer in it. Fined £1, including costs.

## **72 26 July 1902**

### **A COOL BUT FATAL SLEEP**

**LIGHTERMAN WASHED OFF HIS CABIN TOP AT RAINHAM** Mr Coroner Lewis held an inquest at the Phoenix Hotel, Rainham, on Monday, concerning the death of one **Richard John Hughes**, a lighterman, found dead in the river at Rainham. Mr William Howell was chosen foreman of the jury.

George Henry Hughes, 246 Leven Road, Poplar, said the drowned man was his father, aged 52, and a lighterman in the employ of Mr Embleman.

**Thomas Gerrish**, 12 Marble Street, East Greenwich, lighterman, also in Mr Embleton's employ, said he last saw deceased on Thursday night, when he left him in the Three Crowns Inn, Rainham. Witness left at about 9.40 and, on the road to his barge, lay down in the grass and had a sleep. It

was just breaking day when he woke up. He went straight on board his barge, but saw nothing of deceased. He went down to his cabin, fell asleep again, and woke about ten minutes to seven. He then looked aboard the other barge for "Dick", but he was not there, though his cap was lying on the cabin top. Witness then went to the Three Crowns and enquired for him, but none of them had seen him. Witness waited about an hour and a half and then went away with his barge. Thursday was a very close night, and he knew as a fact "Dick" had slept on the cabin top several times. They were in the Three Crowns the best part of the day (Thursday). Witness could not say "Dick" was perfectly sober ; in fact he had had a glass too much.

The Coroner : I suppose that was the reason why you lay down in the grass? - That was about the truth of it.

Had he any barges to cross? - Yes, three to get to his own.

Witness continued that the barges were all single handed barges.

Do you suppose if he had been asleep on his cabin top that the wash of a passing steamer would rock him off? - Yes, if it came near enough.

Was the barge light? - Yes, that is he had empty tanks on board. We bring tanks of fish, and they had been emptied.

A Juryman : Are you prepared to say that the hat on the cabin top was the hat he was wearing that day? - I am certain of it.

The Juryman : That would show he got there in some way.

Harry Boyce, Three Crowns, Rainham Ferry, said he knew deceased, who was at the house on Thursday night. He left about three minutes before ten by himself to go to his barge. Witness thought he was sober. Witness was a lodger at the house and had been at work all day.

George Rodgers said he found the body of Richard Hughes on Friday afternoon. It was lying on the stones just beneath Rainham ash shoot. It had been left by the tide.

Police-sergeant Freeman said he went to a place about 300 yards below the ash shoot where the body was lying. On it were 7s 6d and a knife. There was only a small graze on the nose in the way of marks.

The Coroner thought the supposition that the wash of a passing steamer had caused him to fall off the cabin top was a reasonable one, especially considering the condition of the man. The Jury entirely concurred and returned a verdict of "Accidentally drowned".

### **73 26 July 1902**

**SAVED FROM A WATERY GRAVE** Thomas Nash of Bedford Road, Grays, went with his companions for a dip on Wednesday, but while in the water a pleasure steamer's wash carried him off his feet and into deep water, where he would have been drowned but for the prompt action of a barge lad named **Hawkes**. He got a boat out quickly, and managed to get to Nash as he was sinking for the last time. By reaching over, he got hold of Nash, who was under the surface, and dragged him into the boat. We understand the case is being represented to the Royal Humane Society with a view to obtaining a certificate for Hawkes.

### **74 9 August 1902**

**GRAYS PETTY SESSION**

**WEST THURROCK – FOR BLOWING A WHISTLE** **Archibald Campbell**, who did not appear, was fined 10s for blowing a blast on the steam whistle of the *SS Pearl* on the River Thames in St Clement's Reach off West Thurrock on 7<sup>th</sup> July. Mr Ernest Glenshaw appeared for the Thames Conservancy, and said there had been hundreds of convictions for the same offence, the nuisance from which had been very materially abated.

**RAINHAM – OVERLOADED BARGE** Mr Glenshaw also pressed a case against **Ernest Harvey** for unlawfully navigating the sailing barge *George* when decked and hatched, with the gunwhale amidships less than three inches above the water's edge, off Rainham Creek on 16<sup>th</sup> July. Inspector Lambert gave evidence as to the measurement. Defendant admitted the offence and was fined £1 and 5s costs.

## 75 16 August 1902

GRAYS PETTY SESSION – RAINHAM

**OVERLOADED** **William Hughes**, charged with navigating the sailing barge *Three Sisters* with the decks submerged amidships, said he was over loaded, but it was very dark when he was loading. Mr Bunting, solicitor to the Thames Conservancy, said their officer found the barge off Rainham. Richard Jones, the officer in question, gave evidence as to the barge being submerged. Fined £2 and costs 5s.

## 76 16 August 1902

GRAYS URBAN DISTRICT COUNCIL Thursday August 14<sup>th</sup>. Present :- Messrs H E Brooks CC (in the chair), A W Boatman, W A Brown, C J Farrow and J Sutherden ; with the Clerk (Mr C Asplin), Surveyor (Mr A C James) and Medical Officer (Dr Ward).

**THOSE HOSPITAL TENTS** A letter was read from the Educational Committee of the Grays Co-operative Society, protesting against the attempt which was being made by the Orsett Joint Hospital Board to put up a smallpox hospital tent in Tyrrell's Wood. They thought more pressure should be brought to bear on the removal of the hospital ships. Mr Brown said he had seen a letter in the *Grays and Tilbury Gazette* on the same question, and he very deeply approved of the opposition. They had been trying to get the ships removed and now tents were going to be erected. Mr Brooks said he did not agree with that view. The objection to the ships was because smallpox cases from other places were being dumped down in their district, but this was for the accommodation of cases from their own district. They must go somewhere, and Tyrrell's Heath was no nearer to Grays than the hospital was to Stifford. The Local Government Board had recently ordered that smallpox cases must not be in the same hospital with other diseases. It seemed to him that the position of the Hospital Committee was the only one that could be met. He could quite sympathise with anybody living in the immediate neighbourhood, but they must go somewhere. Mr Boatman said the matter was very fully discussed by the Joint Hospital Board. There were a large number of typhoid cases which ought to go into the Hospital, and the Committee then wondered if it would be advisable to put up a temporary tent for smallpox and let the other infectious diseases go to the Isolation Hospital. They were bound to be a quarter of a mile from the hospital, and so after various negotiations Tyrrell's Wood was decided upon. He did not, however, think Tyrrell's Wood would be interfered with having regard to a meeting of the Joint Hospital Board held last Monday. Mr Sutherden said the public had had the privilege of using these woods as a recreation ground, and to erect smallpox tents there would be a disgrace, since it was taking away one of the few open spaces Grays had. The Chairman : But you know that it is private property. Mr Sutherden : That does not matter, the people use it. The Chairman : But it does matter. People wander all over Belmont Wood, but I could stop them if I liked, and I should not hesitate to do so. No consent was given to people to wander over Tyrrell's Wood ; they have simply not been stopped. It is private property, and the public have no reason to complain if they are shut out. Mr Boatman : I don't think we need worry about it, because in all probability Tyrrell's Wood will not be used. The Chairman said when he read that letter in the paper, he felt rather indignant. It was evidently written by a man who was well intentioned, no doubt, but ignorant of the whole of the circumstances. The public must expect in epidemics some interference with their comfort. It was surely nothing very unreasonable for the public to put up with a temporary arrangement like that. Mr Farrow : There is no doubt that letter has stirred up public feeling very greatly. The Chairman thought they might be content to leave it. Mr Farrow thought the arguments used would show the public they were not in favour of it. The Chairman suggested they write the Educational Committee, stating that the matter was in the hands of the Joint Hospital Board. Mr Sutherden : It must not be taken that we recommend it. The Chairman : We don't recommend it, but we are asked to censure it.

**MEDICAL OFFICER'S REPORT – TYPHOID FEVER AMONGST BARGEMEN** Dr Ward reported that there were 32 births (27 per cent) and 13 deaths (11 per cent). There were 13 cases of typhoid fever, four of which proved fatal, and one of smallpox. It looked at one time as if they were in for an outbreak of typhoid, but they had not had a case for the last ten days. Mr Sutherden : Have

you found the cause? Dr Ward : We have not found anything to fix upon definitely. It is probably some article of food. It is, however, very prevalent amongst bargemen. 25 per cent of the cases are bargemen. The Chairman : Are their water breakers clean? Mr Brown : They carry little tanks. The Chairman : No doubt, but they are still liable to contamination. It might be of some service if we were to send a letter to the owners of barges in Grays. Mr Boatman : It is not confined to the district? Dr Ward : No. Mr Boatman : And it is a very bad type of typhoid? Dr Ward : Yes. Mr Brown said the Sanitary Inspector went on the barges three or four times a week. Matter dropped. SANITARY OFFICER'S SODA WATER Mr Marshall here placed a syphon of copper coloured liquid, and all the members having admired its dusky hue, he informed them that it was a sample of water taken from the cistern of No 1 Salisbury Road. Owner to be prosecuted.

## 77 27 September 1902

### GRAYS PETTY SESSION

DIDN'T KNOW HE HAD MONEY **Edward Moss**, bargeman, Grays, was charged with being drunk and incapable on September 25<sup>th</sup>. PS Taylor said he found defendant sitting in Sherfield Road helplessly drunk. The Chairman : What have you to say? Defendant : Nothing. Fined 5s inclusive. Defendant : Will you allow me time to pay? Superintendent Jordan : You had some money in your coat? Defendant : Had I? He was handed his cash, paid his fine and walked off.

AN OBSTINATE APPRENTICE **Joseph Addington** was summoned by E J Goldsmith and Son for failure to execute his deed of apprenticeship. Defendant : I didn't know I was an apprentice. Mr Capron, the Justices' Clerk, inspected the deed of apprenticeship and told defendant he could not get away from his contract. The Bench made an order for defendant to perform his duties as a lighterman and to pay the costs 3s. In default, he would be sent to prison.

## 78 25 October 1902

Saturday October 18<sup>th</sup>, before his Honour Judge Tindal Atkinson

### GRAYS COUNTY COURT

NO STEAM, NO FACTORY Thomas William Cole, 138 High Street, Grays, claimed compensation under the Workmen's Compensation Act from Messrs E J and W Goldsmith, barge builders, Grays, for injuries sustained whilst in their employment. Mr G F Hohler (instructed by Messrs Tolhurst, Lovell and Clinch) was for plaintiff, and Mr R F Minton Senhouse (instructed by Messrs Wynne, Baxter and Keeble) was for the defence. Mr Hohler stated that Cole was a joiner, and on 29<sup>th</sup> April last, he was assisting at the respondent's yard at Grays in the launching of two barges. Whilst the second barge was leaving the slips, a rope caught plaintiff around the leg and threw him, causing a compound fracture of the left ankle. Up to the present he had not been able to do any work, and would probably continue in that state until the end of the year. After that he would be partially disabled. His average earnings for two months prior to the accident were £2 2s 4d a week. The only point raised was as to whether the works came under the definition of the Factory Act. His Honour : What is the defence? Mr Minton Senhouse : That there is no steam power used in the manufacture. Mr Hohler said he could prove that the Factory Act summary was displayed in the yard, that steam was used on the premises, and that there were boilers which had to be looked after. The steam was not for the purpose of working machinery. His Honour asked if the defence took exception on the ground that it was not a ship building yard. Mr Minton Senhouse seemed inclined to say that barges were not ships, but his Honour agreed with Mr Hohler that they were navigable vessels, which was what was meant by a ship. Mr Minton Senhouse said his contention was that there was no steam or other mechanical power used on the premises. The steam which his friend had referred to was for the purpose of bending the wood, which might just as well be said to be plunged into hot water. Mr Hohler said his friend invited them to insert the word "driven" into the Act, whereas it really was "used". The Act also said "steam, water or other mechanical power", which would perhaps meet his friend's contention about water. His Honour said in cases of this kind one always had the consolation that if mistaken one could readily be put

right. He thought that in this case the respondent was entitled to his judgement. The Act of 1897 dealt with machinery driven by steam, water, or other mechanical power. That seemed to have been the intention the Legislature had in defining what places an employer should be liable for accidents – where steam, water or other mechanical power was used. The man was injured in a “ship” building yard, that was admitted. But it was also admitted that a ship building yard only became a factory when steam, water, or other mechanical power was used in aid of the manufacturing process carried on there. He, himself, had come to the conclusion that he could not read or think of that as the intention of those who framed the statute in the way in which it was suggested. What was meant by “other mechanical power” was some power which was to drive some machinery or to put in action some motion necessary for the purpose of the manufacturing process. Judgement for Messrs Goldsmith.

**WAGES DISPUTE** Alfred Green, William Street, Grays, claimed damages from Messrs William Cory and Company, coal merchants, Tilbury Docks. Mr R F Minton Senhouse (instructed by Messrs Williams and Green) was for the plaintiff, and Mr G F Hohler (instructed by Messrs Tolhurst, Lovell and Clinch) acted for defendants. Mr Senhouse said the dispute arose on the amount of wages earned by plaintiff. Alfred Green, coalporter, William Street, said he was the preference man of the second gang at Messrs Cory and Company's. That was, if an extra man were wanted on the first gang, he would be the one chosen. He was paid 7s 6d for every 50 tons loaded. They averaged from 80 to 90 tons a day, and he thought four days a week a fair average of the number of days worked. John James Collingwood, manager for Messrs Cory, said the men were engaged through their foreman, Mr Merchant. Occasionally Merchant worked as a ganger, and in the course of his duties he had to fill up a ticket showing the number of tons unloaded and the name of the barge. There were six men in a gang, but they only recognised the ganger, who received the whole of the money and then paid his men. The tickets showed the whole of the work done for Messrs Cory and Company in the district. The figures were copied into books, which showed an average of 35s for Green. Mr Senhouse said he had been informed that there were no books kept. The defence ought to have stated that they were in existence. Mr Collingwood produced the books, and his Honour said he should give judgement on the wages shown by the book, and if the plaintiff did not agree they were correct, they could bring the matter up again at next Court. Costs divided.

## **79 25<sup>th</sup> October 1902**

### **GRAYS**

**HUSBAND AND WIFE** **Eliza Rouse** charged her husband **Jesse Rouse**, lighterman, Grove Road, with assaulting her, and showed a bad black eye as proof. Defendant alleged great provocation. Mrs Rouse : None whatever, gentlemen. She continued that her husband came in between eight and nine the worse for drink, and without a word, he struck her in the face. She came back later and found him asleep, as she thought. Suddenly he got up and hit her first in the right eye and then in the left, knocking her nearly senseless. Defendant said he had to bring his wife out of public houses. Fourteen days' imprisonment.

## **80 1 November 1902**

### **STEALING FROM A BARGE**

**SMART PENALTY** At Grays Petty Session on Friday evening, October 24<sup>th</sup>, before A Sturgeon (in the chair) and C B Russell Esqrs,

**John William Ross** of St Pancras was charged with stealing a watch and chain and a guernsey, the property of **Samuel Hockings**.

Prosecutor said he was mate of the barge *Satyr*, which was lying at Brooks' Wharf, Grays, on 21<sup>st</sup> October. Prisoner was cook on board, and on 21<sup>st</sup> October he was put ashore to fetch stores. He returned, left again just after 2 pm, and did not return. At 3 o'clock, witness missed his watch and chain, which had been hanging in his berth. He identified the watch and chain produced as his. He valued them at £4.

PS Edwards said from information received he made enquiries, and that day, Friday, he proceeded to St Pancras and found prisoner who, after first denying the charge, admitted that he did take the watch, chain and the guernsey. The watch and chain had been pawned at Mr Dixon's, 203 Commercial Road, for 8s the two. Defendant pleaded guilty and was sentenced to six weeks' hard labour.

### **81 20 December 1902**

#### **A BRAVE TILBURY LAD**

**SAVES A CONSTABLE'S LIFE** At Wapping Police Station on Wednesday, **Arthur Knabenschuh**, a lighterman's apprentice, and son of **Mr F Knabenschuh**, of Dock Cottages, Tilbury, Foreman of Tilbury lock-gates, was presented with a silver watch and chain and £2 in money, as a recognition of his gallantry in saving a constable's life. The circumstances of the act were that on 21<sup>st</sup> October, Constable Richardson of the Thames Police, while in the act of untying a boat from a barge near Cannon Street Railway Bridge, fell into the water. He became jammed between two barges, and having broken his arm, was in a terrible plight. Young Knabenschuh, however, at considerable risk to himself, jumped into the water and held the officer up until, with further assistance, he was got out. The officer would undoubtedly have been drowned but for the prompt help afforded him by Knabenschuh, and this was recognised by the constable and his comrades. The presentation was made by Superintendent Robinson, in the presence of Chief Inspector Bowles, Local Inspector Reed, Sub divisional Inspector Holland and many other officers and men of the Thames Police. The watch, which bore an inscription narrating the occurrence, is a handsome one. Superintendent Robinson expressed on behalf of himself, his officers and men, their high appreciation of Knabenschuh's bravery, and wished him every success in life.

### **82 27 December 1902**

**ASSAULT ON THE POLICE AT SOUTHEND** At the Court House, Southend, on Monday, before the Mayor and Alderman Brightwell, **Aaron Ewers**, bargeman, Burnham, was charged with being drunk and assaulting the police at Rochford.

PC Smith said that at eleven pm on Saturday, in Weir Pond Road, he saw the defendant lying on the path drunk. He got up and struck witness violently in the face. They struggled about five minutes until a man named Robson came up and persuaded prisoner to go quietly with witness.

Prisoner pleaded guilty and was fined 5s and costs for drunkenness, and 7s 6d and costs for the assault, 23s in all ; in default seven days' imprisonment. He was allowed till Saturday to pay.

### **83 17 January 1903**

**ACCIDENT AT BROOKS'** On Wednesday an accident of a shocking character occurred at Messrs Brooks' Cement Works. William Cowell, a middle aged man residing at Baker Street, was engaged in guiding the clips of a crane when, by some means, he was caught in them and severely injured. It seems that Cowell was standing on a heap of coke, which was being unloaded from a barge, and it was his duty to put the crane clips in position and shout out "right" when steam was applied, the coke vehicle grabbed and taken up. He had just shouted "right" when his foot slipped on the coke, he fell against the coke carrier, and was seized by the clips on the face. It terribly mutilated his features, and there was also some injury to his hip. He was attended by Dr Blake and is going on as well as can be expected. Interviewed by our representative, the driver of the crane engine said he could not see Cowell, but heard him give the signal to lower, which he did. He then heard Cowell scream out and at once stopped the engine. Going to the barge, he found Cowell underneath the "grab". He was within the iron jaws, one resting on his face and the other on his thigh, and the immense weight was crushing him into the coke. When got out, his face was found to be badly cut and his thigh broken. He was conscious, and stated that just as he gave the signal to lower, he stepped in a hole in the coke, fell, and the grab came down upon him. Had his scream not been immediately acted upon by the driver, he must have been gripped by the iron teeth, which bite into the coke and come away with a heavy load.

## 84 17 January 1903

### HADLEIGH MAN'S SUICIDE

**STRANGE CONDUCT** On Sunday morning, **George Outram**, captain of the barge *Tricolour*, found the body of an old man lying against the breakwater on the foreshore opposite the Southend Gasworks. It was identified as that of Robert Hughes, who had been living at Hadleigh, and removed to the mortuary.

**THE INQUEST** was held at the Park Hotel, Southend, on Wednesday, by Mr Coroner Lewis. Mr H W Richardson was foreman of the jury.

Charles Richard Stannard, grocer, Hadleigh, said he had known deceased for about two years. He was employed as a "handy man" ; until January 2<sup>nd</sup> he worked for witness part of the week. He was about sixty years of age. On Sunday witness last saw him, when he appeared to be in his usual health. He received money on witness's account, and in the money there was a deficiency of between £2 and £3. On Sunday morning, he received a postcard, which said :-

*Southend. Dear Sir – On receiving this, I shall be relieved of all tolls. What I am indebted to you I think it only fair to pay a shilling a day being boy's wages. Yours, Robert Hughes.*

Deceased's wages were 1s a day and commission on all orders.

A Juryman : For what purpose would money be given to deceased? - He would solicit orders, deliver goods and collect money.

Theodore E Attwell, Hadleigh, butcher, said he employed deceased four days a week, as odd man to do anything about the shop. He paid him 5s a week and his board. He last saw deceased on Thursday night, when he came into the shop and behaved in a peculiar manner. Several times he had said he would drown himself rather than go back to the workhouse. The witness put in a communication from the deceased, but said he would prefer that it should not be read. He did not understand why deceased should have written to him like that because they parted the best of friends. Deceased was really a "workhouse man" when he came to witness. (The letter was handed round to the jury).

Mr Stannard : Mr Attwell was the best friend deceased had in Hadleigh.

Elizabeth Nordon, wife of James Nordon, Hadleigh, said the deceased lodged with her three weeks. On Friday morning at 6.30 he left witness's house, saying he was going to a situation at Woolwich. He said he was coming back on Sunday to "settle up". He had never said anything to her to make her suppose he would take his life, but he told her he had no friends.

**Edward (sic) Outram**, Grove Road, Grays, master of the barge *Tricolour*, said that when he came ashore at Southend on Sunday morning, opposite the Gasworks, he found the body of the deceased at high water mark. It was fully dressed, with the exception of a hat.

PS Richardson said he proceeded to Southchurch Beach on Sunday morning and found the deceased's body lying by the breakwater opposite the Gasworks. He removed the body to the mortuary, and found upon it some paper writing, which led him to go to Hadleigh to make inquiries.

A Juryman (to Stannard) : Did you threaten deceased with any proceedings? - Not the slightest.

The jury found that the deceased committed suicide during a temporary fit of insanity.

## 85 31 January 1903

### BARGE CAPTAIN'S DEATH AT WEST THURROCK

**KNOCKED OFF HIS BOAT** On Wednesday afternoon, **William Pain**, a barge captain residing at 6 School House Road, Greenhithe, Kent, was shifting his barge, which was moored to a jetty at the Wouldham Cement Works, when he was caught by a rope, pulled overboard and drowned, notwithstanding efforts which were immediately made to rescue him.

The inquest was held at the Fox and Goose Inn, West Thurrock, on Thursday afternoon, before Mr C E Lewis and a jury, of whom Rev J W Hayes was foreman.

John Robert Messent Pain, a shipwright in the Royal Navy residing at 4 Charles Street, Stone, Kent, identified deceased as his brother. He was aged 38 and was captain of the barge *Hilda*, belonging to

Mr F T Eberhardt of Greenhithe, barge builder. His brother was a married man, and resided at 6 School House Road, Greenhithe, Kent. He knew him to be a steady, hardworking man.

William Goodson, 2 Netherby Terrace, South Stifford, said : On the 28<sup>th</sup> inst, I was standing on the New Wharf at the Wouldham Cement Works about 3 pm. The barge *Hilda* was drifting down the river and close to the shore. I saw the deceased on board. He went forward to the port bow and picked up a rope, which he tried to pass over the fore stay on the starboard side. It appeared as if one of his legs got entangled in the rope. He had hold of the fore stay, but apparently was compelled to leave go, owing to the fouling of the rope round his leg. He was pitched right into the river. The other end of the rope was fast to a lighter. When deceased fell into the water, two boats went at once to his assistance, but he sank for the last time before they could reach him. The body was recovered within a quarter of an hour. Deceased seemed to be the only man on board the barge.

**William Richards**, 107 High Street, Grays, waterman, said he was on his barge, the *Duplicate*, about 3.10 yesterday (Wednesday). His barge was moored at Gibbs' jetty, near the Wouldham Cement Works. Witness saw the deceased struggling in the water about 200 or 300 yards from him. Witness at once sculled to him in his boat, but could not get there in time. Witness afterwards recovered the body, and one of the legs was foul with the rope. From the time witness picked him up, it was not more than ten minutes before he was got on shore. There were, however, no signs of life.

The Foreman asked the Coroner if he thought any effort to resuscitate deceased would have been of any use.

The Coroner : No, I do not think so. The poor fellow was in the water a quarter of an hour, and he was tied down by the rope.

The Jury returned a verdict of "Accidentally drowned".

## **86 14 February 1903**

SIR – I should like to correct an error in your last issue with reference to the accident to W Cooper. The accident happened this way. Whilst discharging the sailing barge *Drake* at 2 am on Wednesday morning the 4<sup>th</sup> inst, into the *City of Bombay*, without any warning a tier of cement, weighing upwards of 11 tons, gave way, overtaking the said man before he could get away, and pinning him to the barge. After being released from this position, he was found to have broken his ankle. He was taken to Tilbury Hospital, where he now lies. Yours obediently, EM, one of the fortunate ones who just missed the same fate.

## **87 14 February 1903**

A LONDONER'S LOOT

GRAYS WOMAN TOO SHARP FOR HIM

Before Mr A Sturgeon at the Grays Police Court on Monday

William Cook, Harold Cutlack and James Stones were charged in custody with stealing a tobacco pouch, value 1s 3d, the property of **William Dines** at Grays on Sunday 8<sup>th</sup> February.

Prosecutor, 104 High Street, waterman, said he kept a tobacconist's shop and the three prisoners came in on Sunday evening about 10.4. Cutlack asked for an ounce of navy cut, but when he got it said it was the wrong sort ; he wanted mild tobacco. Witness changed it, and his wife came into the shop and asked Cook what he was doing with a tobacco pouch. He took the pouch out of his pocket and handed it to her. Prisoner Stone bought some cigarettes after the pouch had been taken. Cook did not ask for anything. Witness did not know any of the prisoners. The pouch was worth 1s 3d.

By the Bench : There was no conversation between the prisoners in my shop. I reported the matter to Sergeant Lord and went with him in search of the men. We found Cook and Cutlack at the Station next day.

Cross-examined by Stone : You asked me not to have Cook locked up, as he was a London man.

**Ellen Maria Dines**, wife of the prosecutor, said she was looking at prisoners through a small square window between the living room and the shop. While her husband's back was turned, she saw Cook take the pouch (produced) from the counter and put it in his pocket. She went into the shop

and asked prisoner to give it back, which he did. When her husband had spoken of giving the man in charge, Stone said, "No, don't, he belongs to London ; let him go". Cook went off, and after an interval the other two followed.

PS Lord said the prosecutor complained to him on Sunday evening of the theft. On Monday about 5.30 he saw the two men (Cook and Cutlack) go on the railway station. Mr Dines came up and gave them into custody. When charged, Cook said, "All right". Witness said to Cutlack, "Mr Dines considers you equally guilty and you will have to come to the station with me". He said, "Very well. I'll come". Witness apprehended prisoner Stone about 7 am. He said, "I didn't steal it. Cook stood behind us other two when he took it. I didn't know he had taken it until Mrs Dines asked for it". They all gave an address, 93 Argent Street, and witness ascertained Cook and Cutlack were lodging there on Sunday night, and that Stone was a regular lodger there.

PC Hutley said he saw the three men try to catch the 9.57 train up, but they missed it. They then went into Mr Dines's shop. Prisoners were remanded until Friday.

On Friday Cutlack and Stone were dismissed and Cook was fined 10s, including costs.

## **88 21 February 1903**

### GRAYS PETTY SESSIONS

ROUSE ON STEAM **Jesse Rouse** was brought before the Bench with a view to an order being made upon him to contribute towards the maintenance of his son, who was on a training ship. Superintendent Jordan stated that the man had made an offer of 1s a week, but he was instructed to get an order to ensure payment. Rouse, who is a waterman, said his wages were very "unexpected". It was just a chance what he got now on the Thames, because steam had knocked him all over the shop. Ordered to pay 2s a week and costs.

## **89 7 March 1903**

### MUCKING

A STRANDED BOY **Alfred Albert Phillips**, barge captain, 14 Peter Street, Gravesend, was charged with putting **George Winstanley**, a boy, ashore without means, before the completion of a voyage he had engaged him for. Winstanley said he was 17 and worked for Mr Phillips as barge's mate. He was on a barge in London, when defendant "ticed" him off to go with him, his mate being away at the time. Defendant borrowed 3s off witness to get "grub" for himself and his missus and witness. Witness expected to get a share, as he had on other barges. He stayed on board nearly a week, but when they got to Mucking, defendant went ashore to get "grub", having borrowed some more money from other barge captains. He left witness in the barge's boat in a "rill" (creek). Defendant came back half drunk, and made witness get out of the boat and walk ashore. Witness had to wade through the mud. Defendant said the boy went to sleep, let the boat get ashore, and "cheeked" witness when spoken to about it. Fined £1 with 5s costs, and ordered to pay back the 3s borrowed from the boy.

## **90 11 April 1903**

### TILBURY

SEAMAN IN TROUBLE James Boyle, a seaman engaged on board the steamship *Minehaha*, lying in Tilbury Docks, was charged on a warrant at Gravesend on Monday with assaulting **George Hollingum**, a waterman of Terrace Street, Gravesend. Complainant said that a week ago prisoner, a complete stranger, came up to him in that street and asked the way to the Sailors' Home. Witness directed him. Prisoner then said, "Give me twopence", and on being refused, struck at him. Witness ran away and prisoner after him. Boyle caught witness at the entrance to the Promenade, and struck him a violent blow in his face, and his eyes were blackened. Accused went through his pockets and took his keys and knife, and tried to bang his head on the spikes, but was just prevented. The clothes of complainant showed signs of rough usage. Fearing for his life, witness cried, "Police! Murder!" and then Police-constable Markwick came. On the arrival of the constable, prisoner said, "I give this man into charge for stealing my pocket book". The constable

took both names and addresses, and ordered them home. In cross-examination, witness gave a categorical denial to charges of having stolen things from the prisoner's pocket. Police-constable Markwick told how at midnight on the previous Monday he heard voices near the entrance to the Promenade. On going near, prisoner said he wished to give Hollingum in charge for attempting to commit an indecent assault upon him. He said he had given Hollingum a good thrashing, and as he (prisoner) was going away the next day, he would not charge him. Witness had to keep Boyle from striking Hollingum. The Chief Constable said prisoner was evidently of fairly good parentage. Prisoner was remanded for a week. Boyle was brought up again on Wednesday and further remanded for a week, after evidence by Ada Matthews.

## 91 16 May 1903

### TILBURY

LIGHTERAGE COMPANY SUMMONED The Union Lighterage Company Ltd were summoned for allowing four barges to lie near the Pier Head within the tidal basin between the tide of high water and low water, contrary to the regulations of the London and India Dock Company, on April 24<sup>th</sup>. Mr R Drake, barrister, instructed by Messrs Hilleary, appeared for the prosecution, and Mr Cranston, instructed by Messrs Keene, Marsland and Bryden, for the defence. Police Superintendent Catill was also present to watch the case. Mr Drake briefly explained the case and the section under which the summons was taken. Captain R Buchan, dockmaster, Tilbury Dock, said on the 24<sup>th</sup> April, having undocked the *Hurona*, they admitted two tugs. They afterwards proceeded to undock the *Clan Campbell*. He then discovered four barges. Witness showed the position on the plan (produced in Court). The tidal basin was within their prescribed limits. The barges were in the way and caused an obstruction. He instructed the foreman to hail the craft. They had no answer, and it was found afterwards there was no one on board. They were certainly in a dangerous position. He hailed a tug but got no reply. They afterwards removed them themselves to a safe position. The charge of 4s each for removing the barges he should say was reasonable. Cross-examined : The time taken would be about ten minutes to a quarter of an hour. The barges were removed by the defendant's tug. Frederick Knavenschuch, deputy dockmaster, remembered the *Hurona* being undocked, after which they proceeded to let out the *Clan Campbell*. When the gates were held back and the vessel ready to go out, his attention was called to the barges. He corroborated the former evidence as to the removal of the obstruction. Mr Cranston said the summons was "that no vessel should lie at the dock pier head without permission", whilst the evidence that his friend relied upon was "that there was no person on board". For the defence he called **Benjamin Buttery**, master of one of defendant Company's steam tugs, who said that their barges were swung round away from the entrance to the lock. They were in a safe position, and made fast to the pier head. He left for a few minutes, but afterwards returned and saw the *Clan Campbell* coming out. The *Clan Campbell* did not experience any difficulty from their barges. They were not in the way and required no shifting. There were other barges lying in the way – about 14 or 15 of them. Witness was there the whole of the time, except about twenty minutes. He was present during the time the *Clan Campbell* came down, and had he been hailed, he should have responded. By Mr Drake : They all went to tea together. When he got back, the *Clan Campbell* was in the lock. She had no difficulty in getting out. John Day, watchman, said the barges were made fast to the west, and in no way blocked the entrance to the lock. He had ordered the four barges to be taken to the opposite side because of the wind. Thomas Moss, another watchman, was in the lock when the tug *Union* brought four empty barges into the basin. When witness left, the barges were securely and properly fastened. He saw the *Clan Campbell* come out, but could not say if there was any obstruction, as he went inside. Witness would like to get 4s for doing the job each time. They used to do it, and never think of charging for it. **Peter Douglas**, master of the steam tug *Juno*, saw four empty barges of the defendant Company lying near the Wharf, quite clear of the entrance. He saw the *Clan Campbell* come out. The barges were not in the way at any time. Witness's tug took other barges which were lying further down and kept them out of the way for the steamer to go through. He did not charge for that, but simply did it as a favour. **Charles Arthur**

**Shapland**, lighterman, said he was at the dock about 6.30. They made the barges fast at the dock. They were not lying across the lock, and offered no obstruction to the entrance. Mr Cranston, in defence, urged that even if everything was true, it was a very small matter indeed. He submitted that the case of obstruction had not been made out in the evidence, and there was nothing to show that there had been five minutes delay to the Clan Campbell. The whole case was vexatious and frivolous, and he hoped it would not be encouraged by the Bench. The Bench imposed a fine of 1s each for the four barges with costs. They also allowed 2s each for removing the barges.

## 92 4 July 1903

**BARLING BLACKSMITH'S END** At five on Friday morning, **Richard Robinson**, a waterman, found the body of a man about sixty years of age lying on the sand opposite the Castle Hotel, Southend. Sergeant Larter was communicated with, and the body removed to the mortuary to await an inquest.

**THE INQUEST** was held at the Park Hotel on Monday morning by Mr Coroner Lewis. Mr H W Richardson was foreman of the jury.

William Henry Ward, Shoeburyness, said the deceased was his father, and was sixty years of age. He last saw him alive on Sunday week. He seemed to be worried, witness believed about his business ; he had lately failed in his business.

Eliza Ward, wife of deceased, said on Thursday afternoon he left his home saying he was going to get an ounce of tobacco. Witness said, "Don't be long, and I'll make you some tea", but he never returned.

The Coroner : Did he tell you when he left that if he did not get work he would "finish it off". - No.

Had he previously threatened to take his life. - I heard him remark once that he wished he was dead.

Was there any insanity in the family? - He had an aunt who died in the asylum, and an uncle who drowned himself.

**Richard Robinson**, waterman, Southend, said he found the body at five on Friday morning, eighty yards east of the Castle Pier and 40 yards from the shore. The tide was out.

Henry Childs, watchman at the water chute, said he found the coat and cap (identified as deceased's) on the railings against the pier on Friday morning.

Sergeant Larter said that at 5.30 on Friday morning, he removed the body to the mortuary. Mrs Ward told him that her husband said he was going to "finish it off" when he left her on Thursday.

The jury returned a verdict of suicide while in an unsound state of mind.

## 93 11 July 1903

**GRAYS PETTY SESSION**

**ADMITTED** **Walter Prizeland**, a bargeman, was charged with unlawfully navigating the barge *Sidney* at less than three inches above the water's edge. Mr Clinstone appeared to prosecute. Defendant admitted the charge. George Grey, a Conservancy officer, saw the defendant with the barge, and the water was nearly level with the deck. Defendant was fined 4s and 5s costs.

## 94 1 August 1903

**BODY FOUND IN THE THAMES AT SOUTH HORNCHURCH**

**CURIOSITIES OF IDENTIFICATION**

**JURY'S STRONG RECOMMENDATION FOR A MORTUARY** On Sunday the naked body of a boy, presumed to be about 15 years of age, was recovered from the Thames and removed to the Cherry Tree Inn, South Hornchurch, to await an inquest. Superintendent Creasy communicated with the police up and down the river, but all efforts to secure identification were of no avail. The body was at first supposed to be that of a boy named King, who was drowned off South Woolwich on July 22nd, whilst attempting to save a younger companion, who also lost his life. This lad's body was recovered from the water on Sunday, near Woolwich.

THE INQUEST was held on Monday afternoon at the Cherry Tree Inn, South Hornchurch, by the Coroner (Mr C E Lewis) and a jury, over whom Mr James Pyner was chosen foreman. Superintendent Creasy and PS Claxton represented the police.

**Henry Audsley**, lighterman, South Hornchurch, said on Sunday at about 10.15 am, he was attending to some barges off the Shelbourne Dust Shoot, when he saw the body floating in the river from the direction of Purfleet. The body was naked. Witness secured it, and gave information to the police.

PC Reynolds deposed that about 12 noon on Sunday he received information from PS Freeman, Rainham, that a body had been found in the Thames. He went to a spot near the Cement Works and there saw the body of deceased tied by a rope at the head of a barge. It was quite naked, and witness removed it to the Cherry Tree. There were no distinguishing marks on it, but there were some bruises on the head, which appeared to have been caused by the body knocking up against the barge. At present, witness had no clue as to the identity of deceased.

Dr Wagstaff, junr, deposed to having made a *post mortem* examination of deceased. He found there were abrasions on the side of the face and on the head and knees. There was also an old wound on the right forefinger, and only a part of the nail, about a quarter, was left. Death, in witness's opinion, was due to drowning. The body was that of a youth about 14 or 15 years of age, and it had apparently been in the water ten or twelve days.

The Foreman asked if the injuries mentioned were likely to have been caused by violence before death.

Witness said they were possibly caused by the body having come in contact with barges, stones, &c. They were caused after death.

Superintendent Creasy said he received information of the finding of the body on Sunday evening. He circulated the description, sending it to the police on each side of the Thames and the Metropolitan Police District, and searched the Metropolitan Police records of persons missing. As a consequence, several persons had been to view the body, but up to the present it had not been identified.

The Coroner said that was all the evidence they had before them and, so far as that went, the only thing they could do was to return a verdict that deceased was found drowned.

Superintendent Creasy remarked that the father of the lad King had failed to identify deceased, but he stated that his boy had a scar on his finger.

The Foreman : Was this lad about the same age?

Superintendent Creasy : I am told there is a striking likeness between this lad and the lad King.

PC Reynolds said he took the man back twice to look at the finger.

The Coroner said it was a curious coincidence, but they could not make a man identify deceased. He (the Coroner) did not think the body had in any way met his death by foul play. He had apparently been bathing.

The Jury returned a verdict of "Found drowned".

The Foreman called attention to the necessity for a mortuary at that end of the parish. There had been times when bodies, which had been picked up there, had been put in places where they had been gnawed by rats. The Jury, therefore, considered it was time that a mortuary should be provided.

The Coroner said he would send the recommendation to the proper quarter if such was the wish of the jury. He believed the Romford Rural District Council was the proper authority.

The Foreman remarked that that was the fourth time within a month that a body had been picked up in South Hornchurch.

The Coroner : Where will be the most convenient spot?

The Foreman said there was a site almost opposite that place which had been given to them. They had most of the inquests at that end of the parish.

The Coroner : Everybody can understand that one mortuary will not meet the convenience of the whole parish. The question is to have it where it will be most used.

The Foreman : Yes ; that is the wish of the people at this end of the parish, I know.

The Coroner renewed his promise that he would communicate the recommendation to the Rural District Council, and the inquiry then closed.

## 95 15 August 1903

### DAMAGE TO SOUTHEND LOADING PIER

A SUCCESSFUL CLAIM BY THE CORPORATION At the City of London Court, Basinghall Street, EC, on Wednesday, the case of Southend Corporation v Badcock and Clark came on for hearing before Judge (?Lundey) Smith.

This was a case in which the Corporation claimed from **D Badcock**, barge builder, Iron Bridge Wharf, Blackwall, London E, and **H W Clark**, trading as H W Clark and Company, barge owner, Erith, Kent, £46 13s 8d for injury occasioned to the plaintiff's loading and discharging pier at Southend by negligence of defendants, or those in charge of the defendants' barge *True Love*, in allowing the barge to run against and injure the pier.

Mr Newson, instructed by the Town Clerk of Southend (Mr W H Snow), was for plaintiffs, and Mr Batten represented defendants.

Mr Newson said on January 31<sup>st</sup> 1903, the barge *True Love* was moored against the plaintiffs' pier at Southend by two ropes, and also anchored by twenty fathom of chain. On the morning of Sunday February 1<sup>st</sup> at about 3.15, a waterman named **Childs** was at the pier, and saw the barge dashing against the pier. He went on board and found nobody there, while the main hatches were off. He took soundings and found there were 2 1/2 to 3 feet of water in the hold. He tried his best to keep her off the pier, but failed. He then went ashore and found the mate in a shelter asleep. He woke him up and told him what was the matter. The negligence complained of was that the barge was left with no one on board, although the weather was fresh enough to have made it desirable that someone should have been there. The hatches were not battened down and there was not sufficient chain on. There were several other barges moored to the pier on the same night, but they took the proper precautions and did no damage.

After evidence by William Childs, James Myall, William Brand and William Bowman, Henry Dyer, Assistant Borough Engineer at Southend, said he inspected the pier on February 2<sup>nd</sup>, and found a pile broken and several others cracked, while the bolts were strained and the struts were thrust back.

Cross-examined : He did not examine the pier before the accident. It was not right that some of the damage was from wear and tear.

Charles Edward Ray, toll collector for Southend, said the pier was in good condition on January 31<sup>st</sup>. There were no piles damaged.

Cross-examined : He knew repairs were done to the pier almost every year. It had been built about ten or twelve years. If anything had been the matter with the pier, he would have known it. The pier was a strong pier and had a crane on the end. Barges berthed themselves and he did not berth the *True Love*. The barge would have been all right if it had been properly moored and had sufficient chain out.

**Frederick Watts**, master of the *True Love*, said he was employed by defendant Clark. Witness Ray told him where to moor his barge. On the day in question, he was discharging cargo. It was not usual to have both hands on board at night. There was no sign of bad weather when he left.

Cross-examined : He had 25 fathoms of chain out, not seventeen. He did not think six men could have prevented the accident. It was not necessary to put the hatches on ; they never did. He left the position of skipper of the *True Love* after the accident.

**Richard Mackey**, mate of the *True Love*, also employed by defendant Clark, said there were 25 fathoms of chain out ; he knew that by the shackles. It was not usual, when discharging, to put the hatches on at night. There was a considerable swell and the sprit broke so that it was impossible for him to stay on board. He therefore went to a shelter.

Cross-examined : It was no good trying to get assistance. He was in danger of his life when he went ashore.

Mr Batten said the barge suffered as well as the pier.

John Curtis, an official of the Meteorological Office, produced a record taken at Shoeburyness showing the force of the wind on February 1<sup>st</sup> to be 51 1/2 miles an hour. The weather was constant until midnight, when there was a gale.

**James Piper**, barge owner, assessed the damage at £25.

Mr Batten pointed out that the water in the hold would have checked the activity of the barge to a certain extent. The mate did his best to keep in order until the rigging came falling down. There was no code on the pier, as there was on all proper piers, and there was no Corporation official stationed there to give the bargemen the benefit of his experience. They were left to shift for themselves and find out what they could.

The Judge, in summing up, said if the boat had been properly moored and properly looked after, the damage would not have been done. No doubt there had been a certain amount of deterioration to the pier, and he, therefore, gave judgement against defendant Clark for £30 and costs, and judgement for defendant Badcock without costs.

## 96 22 August 1903

**Frederick Collins**, master of a barge, left his vessel on Friday to go to Harwich for provisions. The boat in which he went ashore has since been found floating in Harwich harbour together with a quantity of provisions, and it is feared that Collins has been drowned.

## 97 19 September 1903

### SUDDEN DEATHS

**SAD END OF A GRAYS BARGEMAN** The sudden death occurred on Saturday morning of **Frederick Hawks**, a bargeman living at 107 Orsett Road, Grays. It appears that on the 4<sup>th</sup> inst, Mr Hawks was engaged using the windlass on board the barge *Tenzenham* lying off Grays, and by some means the forefinger of his left hand caught in the windlass. He shouted, and **Erskin Coleman**, the mate of the barge, went to him and released him. He was attended by Dr Gilbert until Thursday, and afterwards by Dr Outram, but blood poisoning had set in and he died about 3.30 on the morning above stated. The Coroner was communicated with, but did not consider an inquest necessary. Mr Hawks was about 44 years of age, and was highly respected in Grays and the district.

The funeral took place on Wednesday afternoon in the Grays Parish Churchyard. The officiating clergyman was the Rev W E Wynne. The chief mourners were the widow, Mr and Mrs Edward Hawks (brother and sister-in-law), Mr C Hawks, Mr R Hawks and Mr A Hawks (brothers), Mr and Mrs George Adams (brother-in-law and sister), Mrs Smith (sister-in-law), Mr and Mrs T Hawks (uncle and aunt), Mr and Mrs H Hawks (cousins), Mr and Mrs H Raines (cousins), Mr J Rouse (cousin), Mrs Chapman, Miss Hawks (nieces), Mr R Hawks jnr, Mr W Bannister, Mr A Bannister (nephews). Amongst others who followed or were present at the graveside were Messrs H C Borradaile, A J Baldick, R Harvey, W Ray, J Gilden, P Howell, B Howell, W J Hart, E Bedell, W Sims, T Pearson, J B Oakley, S Flinn, J Meadows, J Peartree, R Weaver, W P Walker, E J Reynolds, F Ambrose, T Curry, Sergeant Major Lisney, H Coker, T Wagstaff, H Adams and many others. The coffin was of polished oak with brass fittings and bore the inscription :- Frederick Hawks, died 12<sup>th</sup> September 1903, aged 44 years. The undertakers were Messrs Thompson and Son of Grays. The floral tributes included the following :- From his sorrowing wife, Belle : gone but not forgotten ; from Brother Sid and family ; with deepest sympathy, and in loving memory of Uncle Fred, from Maud and Florrie Adams ; with sympathy and regret from P J and B E Howell ; with Mr and Mrs Baldock's deepest sympathy ; with deepest sympathy from Mr and Mrs Saveall ; with deepest sympathy from Mr and Mrs John Golden ; with sincere sympathy from Miss Mabel Reynolds ; with deepest sympathy from Mr and Mrs Medhurst ; with sincere sympathy from Mrs and Miss Warne. A beautiful wreath in a glass dome was also placed upon the grave as "a token of respect and sympathy from the Grays' Workmen's Club".

## 98 19 September 1903

**FOBBING MAN SUCCUMBS** A bargeman named **Henry Munn**, 63 years of age, died somewhat

suddenly on Friday afternoon. Deceased had been suffering from dropsy during the last eleven years. He was a member of the Peculiar sect. The facts of the case have been reported to the Coroner.

### **99 31 October 1903**

#### GRAYS PETTY SESSIONS

**THEFT OF ROPE – CONSTABLE ELLIS COMPLIMENTED** Joseph Hall, Henry White and John Banks were charged with stealing 10 fathoms of manilla rope, value £1 19s, the property of the Anglo American Oil Company, West Thurrock, on October 26<sup>th</sup>. Mr Clinch appeared to prosecute. **Christopher Aldridge**, lighterman, said he was standing on the lower jetty on the firm's premises, when he saw a boat rowed by two men coming across the river in the direction of the jetty. Later on, several lengths of mooring rope were missed. The rope produced he identified as the firm's property by a private mark. PC Ellis gave evidence as to enquiries which he had made with reference to the case, and in which he traced the rope to a marine store merchant, and found that it had been sold to him by the prisoner. Thomas Giddes, in the employ of Mr Puttick, marine store merchant, Gravesend, said he bought the rope from Banks and Hall. The latter said they bought it from a man on the river. Detective Thompson also gave evidence. Asked if they were guilty or not, Hall and White admitted the charge ; the former saying they “may as well plead guilty. They could not get out of it. They sneaked the rope”. Banks pleaded not guilty, and was discharged. Hall and White were further charged with stealing three pieces of Manilla rope, the property of the same Company. The evidence was similar to that of the last case. Hall was sentenced to three months' hard labour, and White to six weeks. The Chairman said he would like to represent to Mr Puttick that there was not nearly sufficient care taken in buying the ropes, and Mr Puttick was greatly to blame in the matter. If proper care was taken, there would not be nearly so many of these robberies. Mr Clinch brought to the notice of the Bench the intelligence that had been displayed by PC Ellis and Detective Thompson, by which undoubtedly these men had been brought to justice. He did not know whether that was the opinion of the Bench ; if so, he would see that it was brought to the notice of the proper quarters. The Chairman endorsed the opinion.

### **100 7 November 1903**

**DROWNED AT TILBURY DOCK** On Wednesday afternoon, a man named Henry Dicker, 40 years of age, of East India Dock Road, Poplar, was drowned in the river at Tilbury Dock. Deceased was shifting a barge from the *SS India* to the *SS Clan Graham*, and whilst using his staff he overbalanced and fell into the water. He was rescued after being in the water about five minutes, but only lived for about an hour after being got out. Artificial respiration was tried by Dr Thomas Sayer on the *SS Himalaya*, but without success.

An inquest on the body was held yesterday at the Tilbury Hotel by Mr Coroner Lewis, and a verdict of “Accidental death” returned.

### **101 14 November 1903**

#### CANEWDON

**FATAL ACCIDENT** **Mr James Hitchcock**, aged 64, who was for some time residing with his sister, Mrs Seaman, met with a fatal accident last week. He was mate of the barge *Nansen*, and while on his way over a public footpath on the Beckton line, was knocked down by an engine in a storm of wind and rain and killed. A verdict of “Accidental death” was recorded. The jury recommended that greater precautions should be taken to prevent accidents at this crossing.

### **102 5 December 1903**

#### GRAYS PETTY SESSION

**UNLAWFUL NAVIGATION** Edith Caroline Haymen was charged with navigating the barge *Martha* without there being in charge a lighterman or duly licensed apprentice, on the Thames off Purfleet, on November 20<sup>th</sup>. Fined £1 and costs.

### 103 2 January 1904

SAD DROWNING FATALITY IN THE THAMES A sad accident occurred on the Thames during Monday night, in which a lad 15 years of age named **Arthur Albert Smith**, son of William Smith of 11 Quarry Hill, Grays, lost his life. Deceased was mate of the barge *Earl*, which on the night stated sunk in the Lower Hope. He took to the boat, which was, however, overturned by a sudden gust of wind, and he was thrown into the water and drowned, although heroic attempts at rescue appear to have been made by Captain **Hawkes**. The body was recovered about one pm on Tuesday.

THE INQUEST The inquest was held at the George and Dragon Inn, Mucking, before Mr Coroner Lewis, on Thursday.

William Smith of 11 Quarry Hill, Grays, chimney sweep, identified the body as that of his son, 15 years of age. On Monday morning, he left home to join his barge. He was on one of Goldsmith's barges. Deceased could swim.

Robert Hawkes of 12 Amelia Cottages, Maidstone Place, Grays, said he was captain of the barge *Earl*, which was one of Messrs Goldsmith's barges. The deceased was his mate on Monday last. It was his first morning with him. He had taken in a freight of ballast from the dredger *Gleaner* in the Lower Hope, just above the Mucking Light. They had the freight in about twelve midnight. The next thing after taking the freight was to properly batten the barge down, and this they proceeded to do. It was a very dark night, blowing very hard, causing a heavy swell. They were loaded about twelve o'clock, and witness was ordered by one of the crew of the dredger, he should think it was the mate, to let go, as he wanted another barge alongside. Witness said, "Can't I hold on till I get my clothes on?" He did not appear to be heard. He was singing out for the other barge to come alongside. He let go as he was requested to do. As he was battening down he looked round, and found that they were drifting away from the dredger. The water then started to come into the hold, in consequence of their not being battened down. He saw deceased safely into the small boat, and he tried to sail the barge into the flat to prevent her sinking. The boy was holding on to the barge from the small boat. The barge was gradually sinking. Witness was standing at the tiller, and she then sank, heeling over, and he made for the small boat and got into it. He and deceased were then rowing away when the gear of the sinking boat caught the boat and dragged it under, and they were both thrown into the water. They must have been about 200 yards from the dredger at this time. They both came to the surface close to each other, and witness got deceased into the bottom of the boat. They shouted loudly for help, but got no reply. The small boat then righted itself. He missed deceased and swam, and caught hold of something floating, and started to divest himself of all his clothing. A barge came sailing by and he shouted for help, but they had no boat. They blew their fog horn to another barge, and they brought a boat and rescued witness. Witness thought he must have been in the water about two hours. The dredger belonged to Messrs Williams and Son of Dagenham.

Joseph Henry Oldroyde Elliott of 20 Albion Road, Gravesend, a dock hand on the dredger *Gleaner*, gave evidence as to the barge coming alongside, and said that afterwards he heard no call for help. He knew that the barge was not properly battened down when she went adrift. The captain of the barge had to use his discretion as to letting go. If the captain of the barge had made the request he said he did, witness would have heard him, but he did not make such a request.

Jacob Potter, labourer, East Tilbury, gave evidence as to finding the body of deceased on the following morning, about half a mile from where the barge went down.

PC Brown spoke as to the removal of the body.

The jury returned a verdict of "Accidentally drowned".

### 104 9 January 1904

YOUTH'S CAREER OF CRIME **Frank Brett**, 18, waterman late of Southend, was indicted for stealing the sum of 6s 6d, the monies of the Southend Gas Company, at Southend in October 1903 ; and also for stealing one overcoat and one pair of trousers, the goods of Jacob Joseph Webster, at Southend on October 14<sup>th</sup> 1903. Mr John Ogle, who prosecuted, said prisoner was a lodger with Mr Webster who, when prisoner left, found that his trousers and overcoat were missing and that 6s 6d

had been taken from the gas meter, which had been broken open. Nothing further was seen of prisoner until he was arrested at Devizes as he came out of prison. He was then wearing the stolen overcoat and trousers. He had been previously convicted of a similar offence. Prisoner pleaded guilty and had nothing to say in defence. The Chairman remarked that prisoner was sent to a home as a boy and subsequently to a reformatory, while four times since, and prior to the present offences, he had been convicted of felony. The Bench wished they could persuade prisoner to spend a better life as, if he went on like he had been doing, he would undoubtedly in time be sent to penal servitude. They, therefore, hoped he would spend an honest life in the future. For each of the two offences he would be sent to prison for six months ; the sentences to run concurrently.

#### **105 30 January 1904**

**SERIOUS ACCIDENT AT THE DOCKS** On Monday morning shortly before nine o'clock, a painful accident befell a lighterman named **Alfred Gee**, an employee of the Norfolk Cement Works, Northfleet, and residing at Bath Street, Gravesend. He was standing alongside O shed in the Tilbury Docks, when he was accidentally knocked down by a railway truck and, in falling, one of his feet crossed the metals, with the result that before he could extricate himself, the wheels of the truck passed over his foot and literally cut off a portion of it. "First aid" was rendered by the police, and he was removed on the ambulance to the Cottage Hospital, where it was found necessary to perform an operation.

#### **106 20 February 1904**

**GRAYS COUNTY COURT**

**THE ADVENTURES OF A BOAT** **Joseph H Jones**, waterman of Rotherhithe, Kent, sued James Thurogood, Ship Inn, East Tilbury, for the amount paid for a boat and gear, and also claimed £4 13s 6d paid for repairs to the said boat, with damages for loss of time in attending at a Police Court, the total claim being £8 3s 6d. The case was one in which a stolen boat was sold twice and finally came under the possession of the plaintiff. Mr T A Capron appeared for plaintiff and Mr Clinch for defendant.

Plaintiff stated that in August 1902 he bought the skiff from the defendant for £2 10s. It was in bad condition, and he had it repaired at a cost of £4 13s 6d.

Cross-examined : As a waterman, he knew the value of boats. He remembered that a man named Irving got a month's hard labour for stealing the boat. That was in May 1903, and the Magistrates at the court told him (plaintiff) that he would have to sue in the County Court to get back his money.

Thomas Baker of Rotherhithe said he repaired the boat for Jones, and received £4 13s 6d for the work.

**George Middleton**, waterman, Rotherhithe, said he was with plaintiff when he bought the boat. He gave 50s for it.

Defendant said he sold the boat to plaintiff, having previously bought the same from a man named Irving. Subsequently it turned out that the boat did not belong to Irving, but had been stolen from a man named Brell. He saw Jones, and he said he expected to get the money he had paid for repairs from the proper owner (Brell). He never asked witness for the 50s, but went straight away and put the matter into a solicitor's hands. The 50s had been paid into court.

Cross-examined : When he sold the boat it would float, and he had been across the river in it several times.

His Honour said he thought the claim too large and, as the 50s paid for the boat had been paid into court, he would allow £1 for repairs. Judgement accordingly.

#### **107 30 July 1904**

**FOUND DROWNED AT TILBURY** On Sunday evening about six o'clock, the body of an unknown man, apparently about 60 years of age, was found floating in the Thames off Tilbury Pier. The discovery was made by **Frank Tolson** of Gravesend, who made the body fast and gave information to the police. PS Clampin and PC Davey at once proceeded to the river, and the body

was taken out and removed to Tilbury mortuary.

On Wednesday morning, Mr Coroner Lewis held an inquest on the body at the Tilbury Hotel. Mr E Sexton was chosen foreman of the jury.

Frank Toulson (*sic*), apprenticed waterman of Gravesend, said that about 5.30 on Sunday evening he was on the ferry boat off Tilbury when he saw the body of a man floating down the river. He drew attention to it, and saw it handed over to the police.

PC Davey said he removed the body to the mortuary. He searched the clothing and found 3s 2 1/2d in money, two pocket knives and a piece of a broken compass. Suspended from the shoulders by a strap was a canvas bag, which contained three small paint brushes and several little paint bottles and tins. A full description of the man had been circulated, but nothing had been forthcoming to lead to his identity. Deceased was apparently a man about 60 years of age, and the body appeared to have been in the water about a month. There were no marks of violence on the body.

The jury returned a verdict of "Found drowned".

### 108 12 March 1904

#### GREAT WAKERING

**Thomas Mead**, bargeman, Nile Cottages, Great Wakering, was summoned for non payment of 1s 2d poor rate.

Defendant : I will gladly pay the poor rate, but I have an idea that the school board rate is in that.

The Chairman : The Education Act does not have to do with School Boards. There are what are called provided schools, but it has to do with non provided schools. That is what some of us object to. Of course you pay the rate to the County, out of which the County non provided schools are supported, and in those non provided schools where Church principles were taught before, Church principles will be taught again.

Defendant : I would gladly pay for my children's education if I could do it in a proper manner.

The Chairman : It won't affect your children at all, because we have a Board School, but you would be assisting to support a school where it may affect other children. The only thing I think about it is that it is an objection that should be taken by persons like myself and Mr Robertson, but not by poor men, although it is good in principle.

Defendant : I hope you will grant one warrant for the three of us. We live close together.

The Chairman : It will be put in one warrant. The Clerk says it won't help you in any way.

### 109 19 March 1904

**FOUND DEAD AT TILBURY DOCKS** On Saturday morning, a lighterman named **Edward Drew**, of no fixed address and about 45 years of age, was found lying dead in the cabin of the barge *Hector* in Tilbury Docks. The discovery was made by Benjamin Whincop of 18 Maidstone Road, Grays, and Dr Beattie of the *SS Shropshire* was called, but could find no marks of violence, and could only state that death had taken place. Deceased left Tilbury Progressive Club about 11.20 the previous night, and he then appeared to be in good health. It is conjectured that he went into the barge to sleep. The Coroner was informed of the occurrence.

**THE INQUEST** On Tuesday afternoon, an inquest was held on the body at Tilbury Hotel by Mr Coroner Lewis. Daniel **Barrett** of Bermondsey said the deceased was his brother. He was a single man, and about 46 years of age. John Ferris, door keeper at Tilbury Progressive Club, said he knew the deceased as Edward Drew. He last saw him alive at 11.20 on Friday night when he left the club. He was quite sober. Benjamin Whincop gave evidence as to finding the body on board the barge *Hector*; and PC Game spoke as to removal. Dr Beattie said the man was dead when he was called. Dr Fowler said he had made a *post mortem* examination. Death was due to heart failure owing to pleurisy and pneumonia. The jury returned a verdict in accordance with the medical evidence.

### 110 2 April 1904

**DROWNED IN THE THAMES** A body, which has since been identified as that of **William Howard**, 16 years of age, of Sittingbourne, was washed ashore at Thames Haven on Sunday.

Deceased was mate of the barge *Annie Bryan*, which foundered off Gravesend on the 21<sup>st</sup> February. An inquest on the body was held at the Bull Inn, Corringham, on Wednesday, by Mr Coroner Lewis. The jury returned a verdict that death was due to drowning owing to the foundering of the barge, but that there was no evidence as to how the barge foundered.

### **111 16 April 1904**

**SUDDEN DEATH AT GRAYS CHALK QUARRIES** A painful occurrence took place at Grays Chalk Quarries early on Monday afternoon. A labourer named Isaac Bryan Wright, 66 years of age and living at 157 London Road, Grays, was engaged in unloading coal from the barge *London* at the quarries jetty. At about 1.30 he was seen by the crane driver, named William Best, to fall down, and on the latter going to him he found that he was dead. Dr Stewart of Grays saw deceased after death and, as in his opinion death was due to heart failure, he gave a provisional certificate which, with the particulars of the occurrence, was forwarded to the Coroner.

The Coroner, on considering the facts, replied that he did not deem an inquest necessary.

### **112 23 April 1904**

**RAINHAM** At the Thames Police Court on Thursday, before Mr Paul Taylor, **Henry Hawkes** of Rainham had to pay 40s and 4s costs for navigating his barge with insufficient freeboard.

### **113 7 May 1904**

**WASHED ASHORE AT WENNINGTON** On Monday the dead body of a man unknown, aged apparently between 30 and 40, was found lying on the foreshore near Cold Harbour Farm, Wennington, by Police-sergeant Freeman who, with the assistance of PC Britton, removed it to the Lennard Arms, Aveley, to await an inquest. It was fully dressed, and there were some tattoo marks on it, but there were no signs of violence.

The body was afterwards identified as that of **Peter Atkinson**, mate of the barge *Cambridge*, formerly of Corringham.

**THE INQUEST** was held at the Lennard Arms, Aveley, on Wednesday by the Coroner (Mr C Edgar Lewis).

PS Freeman, stationed at Rainham, deposed that he found the body on the foreshore near Cold Harbour Port, Wennington, on May 2<sup>nd</sup>. He removed it to the Lennard Arms, where he searched it and found on it a knife, one shilling in silver and threepence in copper. On one of the fingers there was a ring, and there were several tattoo marks on the flesh.

Robert Goodrich, 150R, Metropolitan Police, stationed at Plumstead Marshes, deposed that on Sunday April 17<sup>th</sup> at about 11 pm, he was on duty on the new magazine pier at Plumstead, and saw the barge *Cambridge* there. A man approached witness, who challenged him. He said he was mate of the barge *Cambridge*, and then proceeded to the barge. Witness followed him and saw him safely on board. He asked him if he was all right on board, and received an affirmative reply. Witness then walked away, but had only gone about 30 yards when he heard a splash and a shout. He got a lifebuoy and threw it towards the barge, but he neither saw nor heard anything more. He got assistance from **Arthur Dunn**, 31 Green Street, Waltham Abbey, whose barge was alongside, and another man, and they obtained drags. They dragged for some considerable time, but eventually lost the drags. Witness saw no one else about. On going on board the barge, he found that a pail, which earlier in the evening had contained greens and had stood on the barge, was missing. There were some greens on the barge and also in the river, and water was trickling down from the barge to the river. Deceased had to pass over the *Waltham Abbey* barge in order to get to the *Cambridge*, and it was a very dark night. He appeared to be sober.

**Thomas Reader**, Corringham, leading lighterman for Messrs Kynoch Limited, said deceased had been in his firm's employ for four or five years. During part of the time he worked ashore, but for the last two years he had been acting as mate on a barge.

A verdict of "Found drowned" was returned.

**114 11 June 1904**

GRAYS URBAN COUNCIL

ALLEGED NUISANCE AT THE CHALK QUARRIES The Sanitary Inspector reported that, with the Medical Officer, he had visited Grays Chalk Quarries and watched the unloading from the barge *Cooling*. It gave out an abominable stench and was being unloaded within 100 yards of a house, contrary to the Council's bye laws. The filthy mixture was composed of ashes, pieces of dirty rags, bones, fish shells and other offensive smelling matter. He produced a sample given him by the skipper of the barge. It was agreed to issue a summons against the Company. The Inspector also reported that he had investigated a case of typhoid in Stifford Road opposite the Chalk Quarries brickfield. In seven out of eight houses there, complaints were made of the smells being so bad from the brickfield that it was impossible for them to open their windows at times. One woman who had lived there for 15 years said she had never known the smell so bad as it was that year. The Inspector was directed to see that all smelling matter was covered over with a sufficient layer of earth.

**115 18 June 1904**

TILBURY

A MISSING WATCHMAN A lighterman's watchman named **Thomas Hogben**, whose home is at Fobbing, and who was in the employ of Messrs **Vokins** and Co, master lightermen, has been missing since Friday evening in last week. His duty was to look after a barge in the Tilbury Dock Basin. This he completed satisfactorily, and was last seen on the road leading to the World's End public house about 10 pm. Enquiries have been made, and the water dragged, but up to the present no trace of the man has been found.

ACCIDENTS On Monday, Henry Pritchard of Montreal Road, Tilbury, slipped into the dock whilst assisting in the unloading of the *SS Himalaya*, but was rescued by his mates. On Tuesday, William Booker of Poplar slipped off a barge into the water, but was got up by his companions.

**116 18 June 1904**

DROWNED IN THE RIVER

BODY RECOVERED AT PURFLEET On June 1<sup>st</sup>, **George Addley** of Sittingbourne, mate of the barge *Pioneer*, was knocked overboard by the sail and drowned in the Long Reach. The body was recovered on Saturday near Messrs Walker and Co's jetty at Purfleet by William Henry Nicholls, an employee at Messrs Walker's works.

THE INQUEST An inquest on the body was held at the Royal Hotel, Purfleet, on Monday afternoon by Mr Coroner Lewis.

George Addley, labourer, Sittingbourne, identified the body as that of his son, who was 21 years of age and mate on the barge *Pioneer*. Deceased could not swim.

**William Stone** of Sittingbourne, captain of the *Pioneer*, said deceased was his mate, and had been with him about three weeks. On the 1<sup>st</sup> June, witness was on the barge running down the Long Reach, and about 9.30 pm he asked Addley if he had the bowline on the foresail. He said, "Yes", and witness said they would pull up, and told him to heave up the mainsail. Witness was speaking to him when the foresail blew over and knocked him overboard. Witness tried to reach him, but could not do so. He threw two lifebuoys, and afterwards got into a boat and circled for about two hours. It was blowing hard and was dark.

William Henry Nicholls of Stepney said he was employed on the new coal jetty at Purfleet. He was in a boat about 9.30 on the morning of the 11<sup>th</sup> inst, off the jetty, when he saw something floating upstream. On rowing towards it, he found it to be the body of deceased. He secured it to the boat, rowed ashore, and handed the body to the police.

PC Ellis said he received the body of deceased from the last witness, and removed it to the mortuary. He searched the clothing, but found nothing. The body was identified the next day.

A verdict of "Accidental death" was returned by the jury.

### 117 25 June 1904

**FOUND DROWNED** On Tuesday, a body was found floating in the Thames off the Tunnel Cement Works, by Alfred Lighten of 6 Elm Villas, West Thurrock. It was got out and removed to the Fox and Goose public house, where it was identified as that of **William Clarence Clough**, 18 years of age and mate of a barge, who was drowned off Greenhithe Pier on the 14<sup>th</sup> June. Deceased was a native of Faversham.

On Thursday, an inquest on the body was held at the Fox and Goose Inn by Mr Coroner Lewis, when a verdict of "Accidental death" was returned.

### 118 25 June 1904

#### GRAYS PETTY SESSION

**ALLEGED NUISANCE BY GRAYS CHALK QUARRIES** The Grays Chalk Quarries Limited were summoned for unloading filth emitting a stench, within 100 yards of the Wharf Hotel, a building used for human habitation and as a place of public resort, at Grays on May 27<sup>th</sup>. Mr W J Harrison of Gravesend appeared for the prosecution, and Mr A I Tolhurst for the defendants. Bye laws of Grays Urban Council were put in, and Mr Harrison briefly explained the case. William Gray Marshall said he visited defendant's wharf, where he saw a barge being unloaded. The stench was abominable. He examined the cargo, and found it was in a state of ferment, very hot and steaming, and was composed of ashes, dust, filth, pieces of dirty rags and other offensive matter. He took a sample of the stuff and showed it to the Medical Officer. He reported the matter to the Council, who decided to prosecute. Dr Ward said he visited the place and found the stuff as described. It would be a great nuisance to people in the neighbourhood, and would certainly be injurious to people living there. A case of smallpox occurred with a man who was at work on stuff of a similar character in that place. John George McNeil, son of the proprietress of the Wharf Hotel, said there had been complaints respecting the smell of the stuff. His health had been affected by it. **Walter Saveall**, lighterman, said his health was affected by the smell and he was unable to eat anything for two days. For the defence, Josiah Ward, manager and salesman for Charles Murrell, contractor of London, said all the stuff was sifted before it was sent down. There was no rubbish in it at all. He saw the particular barge in question loaded at Blackfriars. Cross-examined : There was no stench at all from it. William A Brown, manager of the Works, said he saw the barge in question, and the stuff was covered with disinfecting fluid. Cross-examined : The ashes and breeze had been unloaded there for 34 years. He had the right to refuse a barge if bad. Re-examined : This was an ordinary load. He did not agree with the word "filth" in connection with the load. Mr Tolhurst then asked the Magistrates to accompany him to the *locus in quo* to see for themselves the stuff that was there. Mr Harrison said that the summons was for a particular day. They knew nothing of the stuff that was there now, and were making no complaint with respect to it. The magistrates decided to visit the spot. On returning, the Chairman said they decided that there had been a technical offence, but not one of a serious character. Defendants would be fined £1 and 4s costs. Mr Harrison's application for fees and witness's expenses was refused. Mr Brooks and Mr Seabrooke did not adjudicate in this case.

### 119 2 July 1904

#### THE TERRIBLE SANITARY CONDITION OF RAINHAM

**LOCAL GOVERNMENT BOARD INSPECTOR'S CONDEMNATORY REPORT** As mentioned at the last meeting of the Romford Rural Council, a report has been prepared by the Local Government Board Inspector, Dr F St George Mivart, on the "general sanitary circumstances and administration of Romford Rural District and on the prevalence of diphtheria in certain localities therein". Below we give extracts, which relate chiefly to Rainham, and which merit the attention of everyone, by reason of the terrible state of affairs disclosed.

Dr Mivart commences by saying :-

This inspection was ordered partly in consequence of a long series of complaints from ratepayers, partly by reason of the continued prevalence of diphtheria, concerning which, especially as regards

the manner of its extension, and the means taken to check it, the reports of the local Medical Officer of Health were deemed insufficient.

The Romford Rural District has on two previous occasions been visited by the Board's Medical Inspectors in consequence of the prevalence of diphtheria. In 1884, Dr Franklin Parsons reported upon some outbreaks of fever and diphtheria therein ; and in 1894 Mr Evan Evans, then one of the Board's temporary Inspectors, reported on the continued prevalence of diphtheria at Rainham.

Under the heading of General Sanitary Circumstances, the Inspector says of the houses :- As a general rule, the condition of the older brick built houses is fairly good structurally, but there are a great number of dilapidated timber or timber framed houses which, owing to their decayed condition, are unfit for habitation at present. The internal arrangements of the dwellings of the poorer labouring classes are bad. Rooms are dark and unventilated owing to insufficient window space. The "shortage" of cottages is alleged as the chief difficulty in dealing with dilapidated and unwholesome dwellings. In certain localities, I found the occupiers were loath to make complaints, as landlords would not hesitate to eject complainants, and applicants are ready to occupy at once any vacant cottage. There are a few blocks of back to back timber huts, some of which were built for the contractor's labourers engaged in the erection of Warley Barracks, condemned timber being used. In the neighbourhood of Dagenham and Rainham a considerable number of houses of a poor kind have lately been put up in rows, such rows being often considerably isolated from one another. At the time of my visit, many of these houses were uninhabited and appeared to be falling into disrepair or even decay. Few instances of overcrowding were brought to my notice, but its existence is to be suspected.

#### WATER SUPPLY

In this matter a notable advance has been made since the visit of Dr Franklin Parsons in 1884, and indeed since that of Mr Evan Evans in 1894. The mains of the South Essex Water Company have now been extended into all the parishes of the district, except Havering and Noak Hill. The supply is said to be constant, and I heard no complaint of shortage.

At Rainham, Beacontree Heath, Dagenham, Hornchurch and elsewhere, where it was possible to see the water in some of these wells, such water was noticed to contain snails, worms, frogs etc, alive and dead. In other instances, a sort of scum was apparent on the surface. At Beacontree Heath, indeed, a well was found close to the edge of a ditch receiving liquid sewage, the water in the well and in the ditch being apparently at the same level. Commonly one well such as these is provided for a small row or group of houses. Nor is such provision made exclusively for the older and poorer cottages. At Rainham, one such pump well has, I am informed, to furnish a water supply for the inhabitants of about ten houses, built in 1880 and now let at weekly rentals of six shillings. A similar well but fitted with chain and windlass has to supply the wants of the dwellers in six such houses. In the latter instance, the water is to be regarded with special suspicion in view of the overflowing of a cesspool and the leaking of the drains passing to it, as well as the keeping of poultry and the generally filthy condition of the ground hereabouts.

The sanitary circumstances of some 23 houses adjoining the fish manure factory at Rainham deserve special consideration.

These houses adjoin various stagnant ditches polluted by waste matter from the factory. There is no drainage of any kind. There is no arrangement for the removal of privy pail contents or house refuse. Slop liquid and excreta have to be cast upon the ground adjacent to the houses (there are no gardens here), and dug in as well as may be. How the occupiers of these houses obtain water I fail to understand. They have no supply whatever of wholesome water nearer than Rainham, distant about a mile over a rough and exposed road. Rainwater is conveyed by down pipes from the roofs to open tubs and barrels, and has to be used for drinking. I found this water swarming with flies and full of filthy water. At the time of my visit, the rainwater supply was almost exhausted. (It appears that to some of these houses a barrel of fresh water is supplied now and again ; but this seems to be done at considerable and irregular intervals. One such barrel, empty, and with the "bung" out was seen lying at the back of a house closely adjacent to the factory, and exposed to all the filthy matter that must have been blown into it). During the course of the prevalence of diphtheria in Rainham

this year, six cases of this disease occurred in one of these houses, and several other cases occurred at Rainham Ferry. For some of these houses, rentals of 4s 6d per week are obtained.

As long ago as 1898, a temperately worded and well grounded complaint of the want of any water supply at these houses was received by the Board from a working man at Rainham, and was referred to the District Council for their observations. After some delay, the reply was received that the matter was under consideration, but that if it was found that no water supply could be provided, the houses should be closed. The houses are still inhabited and remain in the same condition as before.

Three constant sources of contamination of all shallow well water in the parishes of Rainham, Dagenham, Wennington and other localities of the southern part of this district where sewers are not available are:- (1) the continual overflowing and overflowing of cesspools, whereby ditches are sewage fouled (2) the blocking of slop drains so that their contents flow over and soak into the ground (3) the enormous quantities of manure used, as already described, for market gardening purposes.

Speaking generally, I did not see one well from which water should, in my opinion, be allowed to be used for drinking until it had been subject to expert examination ; nor, in most cases, would a favourable report at any one time suffice, in my view, to establish such water as generally wholesome, having regard to the nature of the soil and the surroundings of the well.

I heard of very few wells having been closed in recent years. I could not obtain any results of expert analysis to which local water supplies had been subjected, nor indeed could I clearly follow what measures, if any, are taken from time to time to enquire into and safeguard the health of inhabitants compelled to rely upon such water for drinking purposes.

**SEWERAGE AND DRAINAGE** In this respect, a notable advance has been made since Dr Franklin Parsons' inspections in 1884.

Writing in 1894, Mr Evan Evans thus spoke of the drainage of Rainham :-

“There are no sewers of any description in Rainham ; neither are there any road drains for the disposal of surface and storm water. Single dwellings, and groups of dwellings are occasionally provided with a pipe drain discharging into the ditch..... ; in all other cases, the house drainage is into leaky cesspools in the yards and gardens, or else liquid refuse is simply thrown on to the garden or into some minor ditch near the dwelling”.

These descriptions are still partly applicable to the present condition of Rainham, Dagenham, Wennington and their neighbourhoods. The Rural District Council have refused to undertake or contract for the emptying of cesspools, contenting themselves with contracting for the emptying of closet pails. Consequently, the soil in the neighbourhood of dwellings must be filth polluted in a high degree. Another consequence of the constantly overfull condition of these cesspools is that the slop drains are choked and overflowing. Throughout the populous portions of Rainham and Dagenham and Wennington parishes, save where in Chadwell Heath public sewers are laid, this nuisance was almost universally found, often indeed in almost every house in some of the streets, and complaint was made to me over and over again, both by landlords and tenants. In some instances, great hardship was being endured and most serious danger incurred. In one instance I found that the overflow from a drain flowed into a house through a ventilator, thus finding its way beneath the floor. In this house, a case of diphtheria had occurred. Tenants generally find difficulty in inducing landlords to get these cesspools emptied, nor indeed is this surprising, considering the constant and heavy expense thus caused. (As an example of cesspool emptying, a resident at Rainham informs me that the average cost of emptying a cesspool receiving the drainage of six cottages owned by him is at least £2 10s, and may be considerably more. Moreover, this expense has to be incurred three or four times a year, or oftener. In case of neglect or refusal, it does not appear that the District Council have exerted their authority and insisted upon the prompt abatement of such dangerous nuisances. I met with instances of this kind that had been in existence for weeks and even months, and were still continuing. In many cases, occupiers, unable to make use of blocked slop drains, get rid of slop liquids by throwing them upon the ground. I found this practice very prevalent in Rainham and Dagenham. In Rainham certain houses built closely together were,

until the time of my visit, altogether unprovided with drains. Occupiers were in the habit of throwing slops upon the small space of ground behind their dwellings. I heard of only one instance, viz in Upminster, in which a cesspool receiving sewerage from a group of houses is emptied at the cost of the District Council, and in that instance there is an overflow to a ditch, which at the time of my visit, after heavy rain, had but a feeble flow of water, and was in an offensive condition.

In many other instances drains discharge directly into ditches, and some of them were seen to be so intolerably filthy and offensive that surprise must be felt that a local authority can permit such a state of things to continue year after year when their attention has been in so many ways drawn to it. Naturally a mass of complaints have been received by the Board with respect to recurring nuisances of this kind. I made inquiry and visited a certain ditch at Cranham Holme, with respect to which repeated strong complaints have been received. At the time of my visit, this ditch, which receives the drainage of a group of cottages, was in a horrible condition, and undoubtedly constitutes a serious nuisance. In this case, the District Council represent that the backyards of these cottages are too small to permit of the construction of a cesspool without placing it too near to the houses, and that if this were done it would merely substitute one form of nuisance for another. But without considering the question as to whether the District Council have sufficiently inquired whether it would not be possible to arrange for the construction of a large cesspool upon other land more distant, it does not seem that the Council have always the same objection to the construction of cesspools close to houses, and in a limited space. At Beacontree Heath, I saw two semi detached houses, now in course of building, for which a cesspool has been made only 20 feet distant ; only 18 feet, indeed, to the cesspool ventilator. Although the houses are still far from finished, I found this cesspool already half full. This construction is in defiance of the Council's bye laws and, in a short time, another overflowing cesspool nuisance will undoubtedly be created. Similarly, at Normandy Terrace, Rainham, pits for the reception of the drainage of a large number of houses have been allowed to be constructed at a distance of some ten feet from the nearest dwelling.

It is quite apparent that until the populous portions of Rainham and Dagenham are provided with a proper sewerage system, the only means of avoiding nuisance of the kind above mentioned, with the consequent danger to health, is that the Rural District Council should undertake or contract for the emptying of cesspools. This should have been done long ago.

Where the pail closet system is not in use, the old fashioned cesspit privy is found. Nuisances in respect of these were plainly evident. Cesspit privies in some cases were seen to be too near to the houses. In many cases, especially in connection with the poorer class of house, these cesspits are merely holes in the ground, without lining of any kind. Particularly offensive cesspit privies were found at Cranham Lane. In most places, I observed that occupiers were unwilling to make complaint even in respect of conditions of excrement disposal, which must cause much annoyance. In many cases cesspit contents, when emptying takes place, have to be distributed upon back gardens far too small for such a purpose.

Discussing dairies, cowsheds and milk shops, the Doctor says :-

It is important that cow keepers be made to understand that milk and dairy business should not be allowed to go on side by side with the accumulation of masses of dung. Very careful watch should be kept over premises from which milk is sold, especially in Rainham, Dagenham and Wennington, and all that part of the district wherein swarms of flies are known to prevail. With a little patience and tactful explanation, backed up by frequent surprise visits, milk sellers might be induced to keep all milk for sale in more suitable premises than those now in use, and to cover such milk with fine muslin or a sheet of glass to prevent the great danger arising from the access of flies.

As to bakehouses, in some of them the flooring is defective ; many need cleaning ; and in respect of several the water supply is of a very suspicious kind. In one locality I found two bakehouses almost adjoining one another, one being supplied with water from the South Essex mains, the other from a shallow well. Their owners each respectively assured me that the water thus furnished to their own premises was the best possible for baking purposes.

I have already referred to the enormous quantities of manure brought into the district by rail and by water. The accumulation of this is constantly causing nuisance, and needs continual watchfulness.

Of Rainham and Dagenham Railway Stations, especially the latter, great complaint is made in this respect, and strong pressure should be brought to bear upon the Railway Companies concerned, to secure, if possible, the construction at Dagenham of a special siding for this traffic in a spot well removed from houses and public roadways. Much nuisance, too, is caused by the transport of manure along the roads in carts overfilled and unprovided with any covering or means of preventing the scattering of the contents. When it is borne in mind that from 20 to 30 tons of manure per acre are required for the market gardening grounds hereabouts, and that, as I am assured, as much as 40 or even 45 tons are occasionally used per acre, some idea is obtained of the vast quantities of this material imported. The bye laws respecting the transport of offensive material need to be put in force.

In connection with the storage and distribution of manure, reference may be made to the nuisance of flies of various kinds, so notorious in Rainham and Dagenham. I am assured that during the past summer, owing to the continued heavy rains and low temperature, the prevalence of flies was much less than usual. Nevertheless, in the houses visited by me, I observed that the walls of rooms were covered with them, as also were any articles of food or any milk set aside. When certain specific infections have been imported into or become active in this district, it appears highly probable that an important part is played by flies in the conveyance of infective matter.

The only factory to be referred to under the head of offensive trades is the extensive fish manure and artificial guano works on the banks of the Thames at Rainham Ferry.

These works are situated a little more than a mile from the village of Rainham. Great quantities of decaying fish are brought here in barges, the fish are reduced to powder by the action of heat, and converted into manure. Blood in barrels is also brought to the factory for similar treatment.

The process may be very briefly described as follows :- The putrefying fish is unloaded from the barges into trucks, in which it is conveyed, over rails, into the factory, and is there discharged into steam jacketed cylinders, in which it is dried. The vapour given off during the process rises into a closed iron trough, from which it is drawn, by means of a fan, along a 24 inch pipe to a condenser, and thence along similar pipes to the chimney shaft ; but, before reaching this, the pipe passes through a furnace capable of supplying a strong heat to a length of some six feet of this piping. The vapour thus treated escapes from the chimney shaft with the smoke.

After the first drying, the fish is emptied out through openings on the under surfaces of the cylinders into other trucks, and conveyed to another system of cylinders, where it is reduced to powder by heat. It is not deemed necessary to treat, in any way, the vapour given off during this final drying ; such vapour being regarded as inoffensive and, comparatively speaking, it no doubt is so.

With regard to the vapour given off during the first drying process, it is contended that the passage of such vapour through this six feet length of piping set in the furnace rids it of offensiveness. But in this I am unable to concur.

Many persons complain of nausea and even vomiting induced by this smell. At my own first visit to the factory I found that, as one approached the spot, the stench gradually became stronger until, at and around the factory, it was almost intolerable, and involuntary retching was experienced. After one such visit of some half or three quarters of an hour's duration, the clothing and even the handkerchief is found to be impregnated with this peculiarly sickening odour, which does not pass off for a day or so, unless the articles are left exposed to fresh air.

Strong complaints have been received on several occasions from the Superintendent of the Southern Outfall Works at Crossness with regard to this factory, as well as with regard to another similar establishment on the other side of the river in the Erith Urban District. Similar complaints were made to me by almost everyone with whom I was brought into contact at Rainham.

It appears to me that unless this factory is to be dealt with as a nuisance, means must be found to greatly mitigate, if they cannot altogether remove, the offensiveness of the vapour exhaled during the first drying. The heat to which the foul vapour is exposed seems insufficient to break up the organic compounds on which its odour depends. Probably it will be found necessary, instead of passing the vapour through a pipe set in the furnace, to discharge the vapour directly under the bars of a much larger and more powerful furnace, so that the offensive gases may be drawn up, mixed

with air, through the incandescent fuel. Such method, if the furnace were furnished with a system of "baffles" might be found much more efficient.

The owner of the factory at Rainham, Mr Hempleman, is a member of the Romford Rural District Council.

In a letter dated 23<sup>rd</sup> September last, the Clerk to the Romford Rural District Council states that the Council's Inspector has "up to the present time failed to discover sufficient cause for proceedings to be taken".

**THE PREVALENCE OF DIPHTHERIA AT RAINHAM** During the year 1893, a considerable epidemic of diphtheria occurred at Rainham, and the place was visited on behalf of the Board by Mr Evan Evans, who reported on the outbreak and the very insanitary circumstances associated with it. From 1896 until the present year, there has been no considerable prevalence of the disease. In 1898 and 1899, indeed, no case of diphtheria was notified from Rainham.

During the year 1903, two well marked outbreaks of diphtheria have occurred, with a total of nearly 200 cases.

As regards the first outbreak, the Medical Officer of Health states that for several months previous to December 1902, there had been no cases of diphtheria notified at Rainham. In the latter part of this month, however, a case occurred, and was followed by another in January. Unfortunately, it does not now appear possible to trace the precise source of these earliest cases ; though the large number of cases notified in the adjoining parish of Dagenham during the year 1902 is a circumstance that may be thought of as suspicious. The Medical Officer of Health (Dr Wright) in his special report to his Council, however, says, "I attribute the outbreak to the insanitary condition of the village owing to the accommodation of sewage in ditches", and he particularly instances "a foul ditch at the back of the school premises which it would be well to have cleared out" (sic). He adds, "The Sanitary Inspector is taking what steps he can towards temporarily abating the nuisance caused by the ditches".

With respect to the schools themselves, I find that the main school was built in 1893 and the infant school in 1872, but the offices and urinals for infants were put up in 1895. The classrooms are large and lofty, and there is an abundance of light. The walls have a glazed brick dado, and there are no hangings or curtains of any kind. The cloakrooms are similarly built, but to ensure airiness here the doors consist of open wire network. The closets are of the automatic flushing trough kind, and are clean and well kept. The drains from the boys' and girls' closets pass to a filtering tank (filled with coke breeze), hermetically closed, beneath the playground. The effluent escapes into a ditch just outside the fence of the school playground. I was unable to examine the effluent at a time when the school was in use, but such liquid is said to be clear and free from smell and scanty in quantity. The ditch, which is the recipient of this filtrate, is the same ditch to which Dr Wright has repeatedly called attention by reason of its filthy condition, due to the emptying of many house drains into it. The master assured me that the ditch has for a long time been in a horrible state, and has exhaled a most offensive stench. Though said to have been cleansed just before my visit, I found it to be containing offensive liquid and to be obviously sewage fouled.

Slates are little used by the pupils, and only in the lower standard. The pupils are strictly forbidden to spit on their slates, and do not even clean them. Each teacher has a large sponge, and a monitor goes round and cleanses each slate as required. In the period during which the school was closed in the spring, and again during the summer holidays, the classrooms were thoroughly cleansed, the floors and furniture being thoroughly scrubbed with Jeyes fluid, and the walls cleaned down.

There can be no doubt that these schools are carefully supervised, though it seems a pity that the School Board have been unable to find any other place than this foul ditch adjoining to the school playground into which to discharge the effluent, whatever be its nature, from the small tank. There can be no doubt that in localities such as Dagenham and Rainham, where diphtheria may be said to be almost endemic, the use of slates in schools should be altogether prohibited.

To trace the outbreaks to this origin seems impossible, especially having regard to the extent to which throat illness prevails in this locality. The two local medical practitioners, Mr J W Stokes and Mr C G Catterall, express the opinion that throat illness is of very frequent occurrence. Mr

Catterall especially referred to the frequent appearance of follicular tonsillitis. Mr Sanford, the master of the Rainham school, and other residents coincided with this view. But whatever may have been the source of these two particular outbreaks – and in my view we may think of them rather as extensions of an unbroken line of diphtherial infection haunting some portions of this and adjacent localities – there can be no doubt that the principal factor in the dissemination of the disease was direct personal contact, especially among children at the schools.

I have referred already to the nuisance and danger arising through the extraordinary prevalence of flies. It seems reasonable to suppose that during the recent summer prevalence of diphtheria, these insects have at times conveyed infection through the agency of food, especially milk.

There can be no doubt that the notified cases of diphtheria in this locality represent only a small fraction of the undoubted cases of that disease, especially among children. Many of the children attending the Rainham schools are those of the poorest class of unskilled labourers, who would not be disposed to seek medical aid unless for serious illness. As to this, Mr Evans remarked :-

“As a rule, it was only the severer cases of sore throat that came under treatment, since the poorer inhabitants hesitated to incur the expense of medical attendance for what they considered trivial ailments”.

As the schools were closed at the time of my visit, it was not possible to institute a systematic examination of throats, but I examined a number of children at their homes, with the result that several were found to present a condition to be regarded as gravely suspicious. At one house visited, a child had been removed a few hours previously to the Isolation Hospital. Of this family, two other children were freely running about. The throat of the elder was in a very unhealthy condition, but on examining that of the younger, a small patch of membrane was at once seen upon the left tonsil. Neither of these two children were considered by their mother to be ill nor, indeed, did they appear to be so, though even the elder, and less ill of the two, spoke in a thick and nasal voice and evidently had some throat affection. They were allowed to run about in the street freely and, as she expressed it, they were “getting better nicely”. They had not received any medical attendance whatever. I regard this instance as typical of the way in which infection has been disseminated through the medium of mild cases. Dr Wright himself called my attention to the fact that many notifications, especially during the later stages of the epidemic, bore the observation, “mild case, not requiring removal to hospital”.

The climate of this locality is cold, damp and exposed to east winds ; moreover, fogs are frequent. Medical testimony is unanimous as to the tendency of throat illness generally. Having regard then to these facts, and to the insanitary circumstances revealed at almost every house visited, it must be expected that the children, exposed to these conditions, are predisposed to receive diphtherial infection when met with. As a matter of fact, the case which heralded the outbreak of last winter occurred at one of a small terrace of houses, beneath the floors of the living rooms of which was found to be a large space several feet deep. This space was nearly full of water contaminated by the soakage from overflowing slop drains. Secondary cases were certainly most numerous in houses in which seriously insanitary defects were present. I should add that I was unable to hear of any facts tending to connect diphtheria hereabouts with diseases in animals.

In conclusion, the Doctor states :-

From a perusal of the minute book, it is apparent that the meetings of this Rural District Council are unusually lengthy, and that by reason of the long lists of nuisances, complaints etc that have to be considered. There can be no doubt that the district is crippled by years of apathy and neglect on the part of the sanitary authority in the past. Nor can it be said now that the District Council is otherwise than slow in action. A good deal of useful work has been done, and the Council deserve credit for their part in the provision of a public water supply by the extension of the South Essex Company's mains to various places. But the Council are to blame in having failed to undertake or contract for the emptying of cesspools. Had this been done, I believe much illness would have been prevented. The Council do not seem to have conferred with and sought the advice of their officers as to the permanent removal of the many recurring nuisances in certain localities. They would seem for the most part to have been content with measures of a temporizing nature, not calculated to lead

to any permanent improvement. Often these matters seem to be left to the Inspectors to be carried out as they best may be. It is quite clear that nothing but efficient schemes of sewerage can now avail to remove the innumerable filth nuisances in the southern portion of the district.

#### RECOMMENDATIONS

1 The Rural District Council should endeavour to obtain the extension of the water mains of the South Essex Water Company to Havering and Noak Hill.

2 A systemic examination of all wells should be undertaken, and when the surroundings of a well are found to be of such a nature as to indicate the probability of contamination, and subsequent analysis shows the water to be polluted, such well should be closed.

3 Until an efficient system of sewerage is available, the Rural District Council should undertake to contract for the emptying of cesspools as well as privies, in the parishes of Rainham, Dagenham and Wennington.

4 The bye laws concerning the removal of offensive matter as well as those concerning nuisances should be duly enforced to prevent annoyance from the dropping of manure and filth upon the roads, or in connection with its deposit and storage on land.

5 The provision of receptacles for house refuse should be generally enforced.

6 The Rural District Council should provide themselves with some suitable form of disinfecting apparatus, portable or other.

7 If an outbreak of diphtheria should again occur, the Rural District Council should use every effort to secure the daily examination of the throats of children attending schools in the locality of such outbreak.

8 Great care should be taken to inquire concerning the existence of throat illness in houses adjacent to any house in which a case of diphtheria is notified.

9 Bacteriological examination should be made in order to decide whether diphtheria convalescents may leave the isolation hospital without fear of conveying infection.

On Tuesday afternoon, a special meeting of Romford Rural Council was called to consider the report of Dr Mivart, which was felt by every member to be one of a most serious character. On presenting himself at the Council Chamber at the appointed time, our representative was informed by the Chairman, Mr W J Gay, that the council had decided to consider the report in Committee, and to deal with each item seriatim. It was their intention to call upon the various officers individually to present a report to the Council, and he hoped that, as an authority, they would be able to draw up a complete answer to the charges laid against them. Their reply would be laid before the Rural Council at an early date, and would then be forwarded to the Local Government Board. Mr Gay added that personally he felt very much aggrieved at the action of the Local Government Board in putting them upon their trial without giving them an opportunity of offering any defence. However, he believed it would be seen eventually that Dr Mivart had presented his report without being in possession of many facts which particularly concerned the district.

#### **120 27 August 1904**

At the Guildhall, Rochester, on Saturday, **Joshua Joseph Page**, barge captain, Burnham, was charged with attempting to murder **Charles Gurr** by throwing him from his barge into the river Medway on August 17<sup>th</sup>. Prisoner was committed for trial at the Assizes. He was refused bail.

#### **121 17 September 1904**

##### ACCIDENT AT SOUTHEND LOADING PIER

MAN, HORSE AND CART IN THE SEA On Saturday morning, considerable excitement was occasioned at the loading pier, Marine Parade, Southend, by an accident which happened to George Williams, a carman employed by Mr Jacob, contractor, Southend. Williams was driving his cart to the pier where the barge *Australia* was unloading tar paving by the steam crane. He had to pass two horses and carts (both belonging to Mr Jacob) standing abreast near the electric crane, by which timber was being removed from the barge *Essex Farmer*. In trying to pass these, Williams' horse

caught its leg in the “camp shear” of the pier, stumbled, swerved and fell into the water, dragging the cart and its occupant with it. **George Smith** and **Walter Smith**, respectively mate and captain of the barge *Ethel Ada*, went to the assistance of Williams, whom George Smith pulled out of the water. The horse and cart were taken ashore, and the horse subsequently died from the effects of the immersion. We are informed that the animal was quite blind, and that much amusement, therefore, has been caused by a report in a contemporary stating that it shied at the crane.

### 122 17 September 1904

“Accidental death” was the verdict returned at a Stratford inquest on Saturday respecting the death of a man named **Hadlow**. Deceased and his father were taking a barge through Bow Creek, when it came in contact with a dredger. Deceased tried to get it clear, but fell into the water and was drowned.

### 123 22 October 1904

GRAYS PETTY SESSION

EXTRAORDINARY COINCIDENCE Frederick Halling, who was before the Court last week, was again charged with stealing various articles, the property of **James Saveall**, barge captain of Grays, on the 12<sup>th</sup> October. The case was adjourned in order that enquiries might be made with regard to certain stockings which prosecutor swore were his, but which defendant said were given to him by a woman at Ongar. Prosecutor now positively swore that the stockings were his, as he cut off the feet and sewed them up, as he had an artificial foot. The woman referred to by the defendant, Mrs Alexandra Cooper of Ongar, now stated that the stockings produced were given to the defendant by herself. She was positive about the stockings. She cut off the foot and sewed them up with thread just above the ankle, as the feet were worn very badly. After considering the matter for some time, the Bench dismissed the case. The Chairman remarked that the coincidence was a most extraordinary one.

### 124 5 November 1904

TILBURY MAN SUFFOCATED ON A BARGE At the inquest on Tuesday at Stepney on **Albert James Warren**, 34, of Tilbury, captain of the sailing barge *Grange*, it was stated that he was found dead in the forecastle. The barge carried a cargo of manure, and it was said that the fumes penetrated into the cabin. The mate and the deceased complained of the stench. Witness added that men who worked on manure barges “often had to run up to get their breath”.

Death was due to asphyxia from carbonic acid gas, and the medical officer of the Port of London urged that all barges carrying offensive cargoes should have gas tight and water tight bulkheads.

The jury returned a verdict of death by misadventure in consequence of carbonic gas poisoning, and asked the coroner to inform the owners of the barge that alterations should be made by the fore and aft cabins being effectually cut off from the hold while such barges were being used for carrying offensive matter.

### 125 26 November 1904

GRAYS PETTY SESSION

ASSAULTING THE DOCKS POLICE **John Pocock**, lighterman, was charged with assaulting PC Mills of the Docks Police, whilst in the execution of his duty, at Tilbury Docks on November 12<sup>th</sup>. Mr Williams, barrister, defended. PC Mills said defendant knocked at the Docks gate shortly before eleven pm and wanted admission. He was under the influence of drink. Witness shut the gate, and defendant commenced abusing him from outside the gate. Three other men afterwards arrived, and defendant then made a rush at him and kicked him on the leg, throwing him to the ground. He afterwards found the defendant on a barge. **Walter Nibblet**, assistant lighterman, corroborated. Defendant, sworn, said he went to the Docks gate as he wanted to go on his barge, but was refused admission by the police. He afterwards tried to push in with three other men, but the constable caught hold of him by the throat. Witness was quite sober and, in fact, had been a teetotaller for

some six months. Fined £1, costs 4s.