

# WELLS LOCAL HISTORY GROUP

MEMBERS NEWSLETTER No. 20 - APRIL 2002

## CHAIRMAN'S CORNER

*The A.G. M. will be held on Wednesday, May 8th, and I would remind members that nominations for the Executive Committee membership should be submitted in writing to the secretary at least 21 days before that date.*

*We look forward to another successful 2002/3 season*

**Mike Welland**

## Help

**HELP! The Jackson Family Tree.**

***Following the September 2001 display of local families when we put up the Jackson family tree, we would like to ask for help in our search for information about the Jackson family and stories about them. -***

We know that Eliza and Alfred John Jackson (her son) were born in Great Snoring in 1842 and 1862 respectively and later moved to Sculthorpe. There, in 1873 Eliza married Samuel Armiger and in 1874 had a daughter Jane.

In 1884 Alfred John married Susanna Bell who was shown in the 1881 census as being employed as a nursery-maid. Susanna was one of a staff of six employed by Margaret Orde at Hopton House, Hopton in Suffolk.

By 1891 Alfred John had been promoted from Agricultural Labourer to Groom and had 3 children WILLIAM JOHN, ANNIE and ALBERT EDWARD and was still living in Sculthorpe. He was known as John Jackson. At some stage thereafter he moved to Warham to be Farm Steward for Mr. W. Green at Grove Farm.

***Does anyone know when?***

(Alfred) John joined the Adult school in Wells. (Alfred) John and Susanna are both buried at the Friends Meeting House, Wells. (Alfred)

John's funeral in 1924 was a big affair that even had a long obituary in the EDP and an address by Mr. Samuel Peel.

WILLIAM JOHN JACKSON married Jane (Aunt Ginny) and lived in Staithe Street and later in Freeman Street where the car park now is. Both are buried in the Market Lane Cemetery. William's son Gordon had a grocery shop in Holkham and later a drapery shop in High Street, Wells, as well. He went on to start 'Jackson's of Wymondham' the furnishing store. William's daughter Barbara married Lesley Eaton who managed the Gas Works in Wells.

ANNIE married Barry Swancott from Wales and lived in Wells at St. Michael's. Alfred died there and Susanna Jackson lived with them afterwards.

***But was it St. Michael's Cottage or St. Michael's House?  
Can anyone help please?***

Annie and Barry were wardens of the Friends Meeting House and Annie is buried there. Barry went back to Wales after Annie's death.

ALBERT EDWARD JACKSON was the youngest of the family and ran a bicycle repair shop in the garden of their house 34 Freeman Street, next door to Hewitt's Bakery. He married Emma Eliza Scott who was in service at Mr. Smith's, Maysheil, Staithe Street, Wells in 1919. Albert reputedly had the first car in Wells and would drive Dr. Hicks and Sam Peel about in it.

***Any chance of these momentous occasions being caught anywhere in a photo?***

Albert also drove Herbert Dawson's car for him. When working for Tom Grange he drove a Morris lorry.

***These are the bones of the story so far, we'd love to receive you're memories of any of these folks!***

***Thanks.***

***Neville and Cynthia Jackson***

## Warham Camp

In the note in the last Newsletter (No. 19) acknowledging the gift of reprints of two articles about the Camp we mentioned that, contrary to their findings, it is now thought by some that the banks and ditches originally made complete circles, rather than being interrupted at the river. Coincidentally, Wells Discussion Group has recently been given a very comprehensive talk on the Camp by Trevor Ashwin of the County Archaeological Team, from which it became clear that current thinking is that this was so.

We now know that the second article, in the 1939 (or 1940) Archaeology Journal, was by the celebrated Norfolk archaeologist Rainbird Clarke. He did not then query the findings reported in the first article, by H. St. George Gray in 1933, but in 1959 he directed further excavations, by the Norfolk Research Committee, which included a cutting to the south west (the "wrong" side) of the present course of the river. Two ditches were located, shallower than on the west of the fort, which were presumably associated with low banks, on the expected lines which would have completed the circuit of the whole. Possibly these were in the area of the main entrance of the fort, from or near to the original course of the river which would have provided an extra obstacle to intruders.

Maps also provide evidence of what happened during the 18th Century. One of 1712 shows the fort defences complete and the river flowing through meandering channels, while another of 1783 shows the river diverted and directed into its present course by removal of the earthworks.

If you are not familiar with Warham Camp and you've not followed the story go and have a look. You are bound to be impressed, and all will be clear!

*Brian Scott*

## Town Walks

### A New Town Walk

The fourth walk booklet was available to Group Members for purchase at our March meeting, and at our local outlets soon after. We had thought of it as Town Walk **Three**, but the **Committee has decided to call this one**

"East End" Walk. A "West End" Walk will follow, probably not till a year hence, because of the cost of printing. Walk One is now out of print, and when supplies of Walk Two are getting low we intend to combine the two (obviously with some omissions) and reissue them as **one** "Town Walk".

Thanks are due to all the people who have helped in the preparation of the most recent booklet - testing the route, providing information, reading and descriptions and checking the instructions, and especially to Hew Purchas for the illustrations and to John Christmas for many hours spent setting up and re-arranging the text:

Please recommend the booklet to your friends, - but do not lend them your copy - suggest they buy their own!

*Brian Scott*

## Documents Course

In November four members of the Wells Local history Group attended a two day beginners course at Blakeney Methodist Rooms on "Reading & Understanding Old Documents". It was with trepidation that they started the course as they had been led to believe that the course might involve Latin.

The course was arranged by Pam Peake of the Blakeney Area Historical Society and tutored by Paul Rutledge from Norwich.

The course commenced with basic rules of translation such as Roman Numerals, Signs and Abbreviations and old styles of Alphabet. Did you know that handwriting of about 1530 was late medieval bastard, then later Secretary, Elizabethan, Italic and Renaissance? The 17<sup>th</sup> century gave rise to the use of Round Hand, Secretary, Italic, and Court or Legal Hand. In the 18<sup>th</sup> century it was Formal handwriting or Set handwriting. Current handwriting is round hand.

A total of 14 "students" on the course were asked to translate aloud to the class one line each from the distributed documents. The documents covered various styles of handwriting, different types of documents and progressively harder to translate as older documents were produced.

The documents, with comments, are listed below:-

1. Kitchen account for Hunstanton Hall (in bastard hand).(1533)

The list included "Kapons", "Hérons" a "Green-Goose" and "Dotterels" as well as "Pyges". (Is there much meat on a dotterel?)

2. A letter written by Queen Mary in italic hand. (before she was queen)

3 A portion of Blakeney Parish Register dated 1549 and 1550 (it may be that Pam wants someone to translate the Blakeney parish registers !!)

4. A petition by prisoners in Norwich gaol about the bad deeds in gaol of one of their cellmates and giving them all a bad name !!

5. A copy of a Will. (1651)

6 A Final concord in the House of Common recovery in the morrow of the Holy Trinity in 1651.

7. Part of a Manor court document (1654)

8 A list of accounts for Aylsham in 1673

9. An Indenture dated the fourth year of the reign of James 11 (1688)

10. A verdict made by the town of Roydon (1707)

11. Inventory of Chattels for probate (1736). This was a weavers inventory so it included yarn and stockons, tods (28lbs) of wool. What about one pair of dog irons, two speets and two heaks and gallabok ?

12 Articles requested by the Market Inquest (1769)

13. A Poem written in Yarmouth Gaol (1819). This is an extract:-

Tis eight o'clock the keys declare  
To our cells we must repair  
Go to bed ye prisoners all  
From the felon's gloomy hall  
Cursing, swearing, singing thinking  
Tir'd with nonsense blear'd and winking  
Hubbub, bustle, kids and keys  
Usher all to Beds of ease  
In our beds, coarse sacks of straw  
Blankets small and rugs so raw  
There we pine till eight again  
Full of anguish full of pain  
Hung'ry, thirsty, longing, moping  
Oft despairing, sometimes hoping  
Jingle, jingle, comes the keys  
Bids us leave our beds of ease .....

Finally students were handed a "Calendar of dates" book which gives all the religious and legal named days of a year with the day of the week they occurred in each year of the reign of the monarch and were then asked to find the date and day of the week for the Feast of Epiphany in the 11<sup>th</sup> year of

Charles I. (Answer- Wednesday 6 Jan 1636)  
All thought the course worthwhile and  
breathed a sigh of relief that they didn't touch  
on Latin-this time!!!

**Bob Brownjohn**

## Archives

A list of donated items is tabulated on a separate page.

## Times Past

### Notes from Wells Parish Records

#### Remark

In the year 1757 by a list collected from house to house there was in the Parish of Wells about

2400 persons, so that in the year 1758 a sixteenth part of the inhabitants died, and of those a hundred out of 163 were taken off by the Small pox. This Distemper appeared in 1757 but in so few families that only one Child died of it in that year. In the Spring of 1758

it began to spread apace but did not become general till Michaelmas Quarter. In the beginning of August Inoculation was introduced and practised as long as the Serum

would permit with such success that only Four inoculated Patients died out of One hundred and four. The S.P. after the name of the persons buried will show it what months it was most fatal but the following table is more particular

Anno 1758 Died of the smallpox in the Parish  
100 Persons

Married Persons	24
21 years of age upwards	12
Under 21 years of age	<u>64</u>
	100

*J. Robinson Rector*

## Meetings Comment

At the December meeting we were addressed by John Davies of the Norfolk Museums Service on the history of Norwich Castle. Originating as a Norman fortress and prestige structure, it later served for 600 years only as a prison and site of execution.

The Victorians turned it into a museum, and tended to lose sight of its importance as a structure. The recent expensive refurbishment was intended to redress the balance, and the new presentations will it is hoped do so. Those of us who grew up with it, as what it was, a wonderful but "old fashioned" provincial museum, may well have misgivings-the test is to come at our Group visit on 24th April.

### **Murder most Horrid!**

The gratifying number of members and visitors who braved the icy weather on Wednesday 3rd January were rewarded by Mike Welland's painstakingly researched talk on the Market Lane murder of 1817, when one Robert Baker (a breeches maker and glover of High Street, Wells) was found by a boy, bludgeoned to death near what is now the perimeter fence of Alderman Peel High School's playing field. His body had lain there for two days.

Mike and Tom Sands had carefully followed his movements on the day of his death and those of his three assailants, who, their pockets lined with his money, had bought new clothes and caroused their way through most of the public houses in the area.

Their route was illustrated by old maps, newspaper reports and modern day slides.

Finally we were glad to be told that they were apprehended .... James Jones four days later ...William Hardiment four years later.

These two met their just deserts at the hand of the public executioner. Benjamin Neale was found not guilty.

Baker's small, lonely tombstone in St Nicholas Churchyard is the only reminder of this momentous happening.

*Judith Fowler and Jane Dessouza*

### **THE WELLS HARBOUR PROJECT**

Over the last nine months three lively and well-attended public meetings have taken place in the Wells Maltings. The meetings were jointly sponsored by the Wells Town Council and the Wells Harbour Commissioners and were called to consider proposals for improvements to Wells Harbour. Ian Scott, the Project Adviser, explained, to the public attending the meetings, the plans proposed. The views and concerns raised at those meetings were among the factors that led to changes in the original proposals, including the abandonment of a lighthouse type structure on Wells Quay in

favour of a new building west of Beach Road.

The project now envisaged will be developed in two phases, the first phase will include:

- The restoration of the Old Lifeboat House on Wells Quay. The first level of the restored building will be modernized to provide harbour users with improved services and facilities (including boat access for the disabled, a pump out station, showers, toilets and laundry). The second level will provide a meeting room.
- The construction of a Maritime Heritage Centre on the west side of Beach Road that will do justice to 'the distinctive heritage of the saltmarsh coast. The new centre will incorporate the artifacts now in the Wells Maritime Museum, provide space for others and will feature space for classes, lectures and meetings.
- An interpretative Harbour Walk in which recorded local voices will guide listeners from the East End to the current Lifeboat House.
- The creation of pontoon moorings north of the Old Lifeboat House.

The Wells Harbour Commissioners, as sponsors for the project, have received considerable support from the North Norfolk District Council and the Norfolk County Council, funding approaches to the East of England Development Authority, the Rural Development Fund, Objective II European Funding and English Heritage have been most encouraging and final preparations for the project are now underway.

*Jean Terrington*

*Now is the time to get the cameras out (Ed.)*

## **EDITOR'S SOAP BOX**

We are nearing the end of another very successful season.

Jean Terrington has continued to produce the Newsletter on her computer and having taken her advice on copying, I believe we have a quality product. Thank you Jean.

*D. A. Perryman*

### Extract written a few years ago :-

The Dutch 'Northseaklipper' "**ALBATROS**" is the last cargo carrying vessel in regular trade under sail in Europe, and therefore a unique enterprise continuing in an old seafaring tradition.

She was built in 1899 for Johannes Muller from Middelhanis, Holland, at the shipyard Kalkman in Capelle aan de IJssel and sailed the Dutch river and coastal waters including Danish waters, until she was sold to Denmark in 1918.

In the thirties an engine was installed and the rigging was reduced to steady sails. As such she sailed as a tramp until after World War 11. In the mid seventies she was laid up in Copenhagen and it was there she was bought by her present captain/owner; Ton Brouwer. 1983 was the year she was restored completely, fully rigged, engine overhauled and with new comfortable crew quarters accommodating seven trainees, with bunks also available for individual paying guests who want to, experience a trip on board a sailing cargo vessel.

During the last few years the ship has made voyages with different types of cargo to several ports in Germany, Poland, Scotland and is a regular sight in Wells-next-the-Sea in Norfolk, bringing soyameal from Ghent in Belgium.

flag..... Dutch  
port of registry..... Amsterdam  
year of construction-:..... 1899  
length: ..... 331 m  
beam: ..... 6.2m  
draft: ..... 1.90 m  
sailarea' ..... 360 sm  
cargo capacity: ..... 125 tons  
gross tonnage: ..... 127 brt  
classification: : ..... Germ. Lloyd 100 A 4 K  
main engine:..... Hundested 2 cylinder, 160 hp  
navigational aids: ..... compass, radar, echo-sounder, decca navigator, SBB receiver, VHF and electronic log.

### Latest News :-

A foundation has been set up to enable the Albatros, which became the last sail-driven vessel in Europe to deliver a cargo when it unloaded soya at Wells in 1996, to function as a charter vessel and an educational and training centre.