John MOWLEM (1788-1868)

Born	12 Oct 1788 Swanage, Dorset	
Baptised	9 Nov 1788 Swanage	
Married	29 Feb 1812 St George's Hanover Square, London	Susannah MANWELL
Died	Mar Qt 1868 Wareham, Dorset	
Father	John MOWLEM (1751-1837) son of John MOWLEM (1716-) and Elizabeth SMALL (1715-)	
Mother	Hannah FROOM (c1765-1836)	

Susannah MANWELL	
Baptised	27 Dec 1788 Swanage, Dorset
Died	Dec Qt 1849 Wareham, Dorset
Father	George MANWELL
Mother	Ann COLE

The Times 2 Apr 1809 Notice and Caution

A report having been industriously circulated, that Messrs Pickford & Co. had had Theodore Jones and Co.'s Patent Iron Wheels in use for some months, and finding them defective, had abandoned them, and restored the use of wood wheels in their place, this is to give public notice, that such report is not only unfounded, but Messrs Picford and Co. have expressed their satisfaction by increasing their orders for the iron wheels. Theodore Jones and Co. have permission to refer to the under-mentioned gentlemen, who have adopted the use of the Patent Iron Wheels… J. Mowlem, Paddington… and sundry others, whose names may be known on application at the Patent Wheel Works, Vauxhall.

The Times 21 Sep 1838 Repavement of Oxford-street

Yesterday, in pursuance of a requisition signed by several members of the Marylebone vestry (opposed to the reception of a tender recently made to repave Oxford-street with Aberdeen granite for 27,000*l.*), an extraordinary special meeting of that body was convened at the Court-house, for the purpose of considering the propriety of rescinding the resolution come to on Saturday last to accept the tender of Mr John Mowlem to that effect. After some discussion there appeared on a division – For the motion, 39; against it, 30; majority in favour of rescinding the resolution to accept the render for repaving Oxford-street, 9.

The Times 27 Aug 1840

We are requested to call the attention of the public, and especially of the different paving committees, to the paving of the carriage way now in progress on Blackfriars-bridge. It is the first time the narrow paving has been tried in this metropolis, and it is considered a very great improvement, as a horse will not be so liable to slip as on wider stones. The blocks are principally of Guernsey granite, 9 inches long, only 3 inches wide, and square at the top and bottom. The substratum is formed of a concrete 12 inches thick, of stone-lime and Thames ballast. The contractor is Mr John Mowlem, of Paddington, who has, we hear, met with very great difficulty in obtaining the granite from Guernsey. It is considered the best piece of paving in London, and it is supposed that the bridge will be open in about a week.

The Times 1 Mar 1847

Stone Merchant's Stock, South-wharf-road, Paddington; the property of Messrs Mowlem, Freeman, and Burt; In consequence of the lease of their wharf expiring at Lady-day. Mr H. Biers will sell by auction, on Monday and Tuesday, the 8th and 9th of March, the whole of this very valuable stock; comprising many thousand feet of York paving, landings, steps, kerb, and coping, Portland, Mansfield, and Bramley Fall, in block, slab, steps, and landings, Purbeck Portland sinks of very superior quality, granite kerb and spur stones, moulded Portland stone stairs, a small quantity of Sienna and other marbles, a very powerful stone truck, with patent boxes, to carry 10 tons, a strong spring cart, a quantity of Suffolk facing bricks, and other useful articles. May be viewed on Friday and Saturday next, when catalogues may be had on the premises, or, on application, will be sent to any part of the kingdom. Landings and blocks will be loaded free of expence, and an unusual facility presents itself for water carriage, the wharf having a frontage on the Grand Junction Canal. Approved bills at three and four months. – 13, Broad-street, Golden-square.

The Times 21 Apr 1849 The Strand

The wood pavement between St. Clement's Dane's and St. Mary-le-Strand has within the last week been removed, to the great satisfaction of all who had to ride or drive over it slippery surface. It has been replaced by the best description of stone pavement, the contractors being Messrs. Mowlem and Burt, whose work on Blackfriars-bridge has now stood the test of several years' wear. Indeed, such a pavement, if left undisturbed, would resist any amount of traffic. We trust that it may have such a trial, and that it will not, according to the usual practice, be torn to pieces as soon as laid down by the gas and water companies.

1851 Census Swanage, Dorset

John MOWLEM	Head	62yrs	Stone Merchant [widower]	b Swanage, Dorset
Susannah BURT	Niece	21yrs		b Swanage, Dorset
Elizabeth RANDELL	Visitor	27yrs		b Guernsey
Elizabeth GREEN	Servt	30yrs	House servant [unmarried]	b Corfe Castle, Dorset
Jemima COLLINS	Servt	21yrs	House servant [unmarried]	b Swanage, Dorset

The Times 9 Sep 1852 Improvements at the West End

It having been resolved by the commissioners connected with the paving board of the parish of St. James, Piccadilly, to relay and improve the carriage ways in that locality during the present Parliamentary vacation, Mr S. Carey, the patentee of the concave and convex wood pavement, of the same kind as that laid in Lothbury, by the Bank, in Cornhill, and other places in the city, has received instructions from the commissioners to take up the existing wood pavement in Piccadilly (which he had laid down about eight years ago), and to relay the same in Jermyn-streetm which thoroughfare was previously paved with wood by the Metropolitan Wood-paving Company. It is expected that the whole of the work will be completed previously to the opening of the houses of Parliament, in November next. The whole of Piccadilly will also, during the same period, be laid with four-inch granite cubes of stone by Mr Chadwick, the City pavier, and that portion of the same line of road leading from the mansion of the Duke of Devonshire to Apeley-house, previously macadamized, is now nearly covered with stone, laid by Messrs Mowlem and Co., by order of the parochial authorities connected with the parish of St. George, Hanover-square.

The Times 26 Oct 1853 A Custom-House Grievance – to the Editor of the Times

Sir, As I have never taken up one moment of your time through my long life, I hope you will glance over a circumstance which took place here on Saturday afternoon, wind blowing hard. Three passengers landed here in a pilot boat (from Calcutta), with a small quantity of baggage, having left the ship under the lee of St. Alban's-head, Dorset. The Custom-house officer being superannuated, the baggage was taken charge of by the Coast-guard, and then to the Victoria Hotel, where each (and one was a lady) anticipated the comfort of a change of dress, having had to contend with very bad weather. But, what was their surprise when the officer in charge would not allow even a hatbox to be opened ! "You and your baggage must go to Poole to be examined, and I must accompany you at 4d. per mile." Passengers have landed here for upwards of 20 years from every part of the world I have myself done so. I enclose you my card. My name is well known in London, being at the head of the firm of John Mowlem and Co. I have no wish to give you trouble. I leave myself in your hands, knowing that if you can confer a favour on the public you will be glad to do so. I am, Sir, your humble servant, John Mowlem. Swanage, Oct. 24.

The Times 17 Nov 1853 To the Editor of the Times

Sir, Through your powerful aid the evil has been removed with regard to passengers' wearing apparel being examined on their landing at this place from foreign ports. I enclose you a copy of a letter I have this day received from the Commissioners of Her Majesty's Customs. I am, Sir, your very humble servant, John Mowlem – Swanage, Nov. 15….

The Times 14 Jun 1856

The Prince's Meadow Estate, Sections 1 to 4 – Valuable Leasehold net. Improved Gound Rents of £427, £635, £432, and £865 per annum, with Reversions to the rack rentals of some portions at early periods, issuing out of and arising from various Wharves and Waterside Premises, situate on the southside of the Thames, between Waterloo and Blackfriars bridges, held on lease of the Duchy of Cornwall. Messrs Farebrother, Clark and Lye by Order of the High Court of Chancery, will sell, at Garraway's Coffeehouse, Cornhill, on Wednesday, the 30th day of July at 12 o'clock, in four lots, valuable Leasehold Ground Rents, well secured, arising out of and from 10 of the most important wharves and water-side premises situate between Waterloo and Blackfriars bridges, with entrance from the Commercial-road viz: a wharf, with dwelling-house, premises, and new brick-built stabling, in the occupation of Messrs Braby and Son, contractors. The adjoining wharf, called Pitfield Wharf, with the extensive and admired workshops and buildings of Messrs Lawrence, builders. The extensive wharf, known as Lett's Timber Wharf, with a water-dock, saw mills, other wharves and premises, in the occupation of Messrs Mowlem and Burt, and others. The Shot Tower Wharf, with the capital brick-built tower, Commercial Wharf, and numerous buildings, Waterloo Dock, Kelsey's Stone Works, the very extensive timber yards occupied by Messrs Dowson and Messrs Gabriel, the coal wharf occupied by Messrs Cory and Son, and the water-side premises occupied by Messrs Saunders and Harrison, oil merchants. The foregoing are let on sub-leases, expiring at various periods up to 1888, at rents amounting together to £5,575 per annum, and are held of the Duchy of Cornwall, for a term, expiring 1909, at ground rents, leaving the net improved rents as above mentioned. Particulars with plan, will be ready in due time, and may be had of Messrs Holme, Loftus and Young, solicitors, 10, New-inn; Orlando Webb, Esq., 44, Bedford-row; of Messrs Thompson, Debenham, and Brown, Salters'-hall, St Swithin's-lane; Edward Lett, Esq., 3, New-inn; at Garraway's; and of Messrs Farebrother, Clark, and Lye, 6, Lancaster-place, Strand.

The Times 16 Jun 1860 To Stone Merchants, Contractors, Wharfingers and others

Messrs Glasier and Son have received instructions from Messrs Mowlem, Burt and Freeman to sell by auction, on the Premises, Letts Wharf, Commercial-road, Lambeth (the wharf being let), on Monday, June 18, at 12 for 1, in lots the capital ten ton jenny with chain, fall blocks, &c., complete, the capital travelling horses, &c., wrought iron rails, timber, stone, bases, &c. On view, and catalogues, &c., at Garraway's; and of the auctioneer, No. 41, Charing-cross.

The Times 9 Feb 1861 Fatal Accident in the City

Yesterday morning four men were suffocated in a sewer in which they were at work in the vicinity of the Old Bailey. Their names are John Devaney, 45 years of age, Long's-buildings, Whitecross-street; Daniel Horigan, aged about 50, Bell-court, Milton-street; Patrick Ryan, 32, of Hackney-road; and Alfred White, 20, of Charles-street, Kingsland-road. They were all employed by Messrs Mowlem, Burt, and Freeman, of Smithfield, contractors for sewage works under the Commissioners of Sewers for the city of London, within whose jurisdiction the calamity occurred. The scene of the accident is the Fleet-lane sewer, which follows the line of the little narrow street so called, running at right angles from the Old Bailey to Farringdon-street, a little on the north side of the site of the old Fleet Prison. This particular sewer, which empties itself into the great Fleet ditch in Farringdon-street, was constructed about two years ago, principally for the accomodation of the new wing then added to the prison of Newgate, and has superseded an older one, which was on a higher level. Throughout its whole length it is 4 feet high by 2 feet 6 inches wide, and is said to have an average fall from the Old Bailey towards Farringdon-street of 3½ inches in 10 feet. As it approaches the Fleet ditch it takes a slight curve to the left in the direction of Blackfriars-bridge, and in that curve the unfortunate men were engaged removing a quantity of

gravel which is said to have accumulated from the point of junction with the ditch a short way up the sewer. It is thought by practical men acquainted with the whole system of sewers in the city that the flux and reflux of the tide along the Fleet ditch has a constant tendency to leave a deposit at the junction, which serves as a sort of eddying place to the current; and there a heap of ballast, about 18 inches high, at the mouth of the sewer, and tapering upwards to nothing, is said to have formed, partly choking up the outfall into the ditch. Yesterday morning, between 3 and 4 o'clock, the four men entered the sewer for the purpose of removing this obstruction. They descended by a trap door into a sewer in Seacoal-lane, which runs at right angles with Fleet-lane, parallel with Farringdon-street, to Skinner-street, Snow-hill. The Seacoal-lane sewer, which communicates with that of Fleet-lane, is 4 feet 6 inches in height and 2 feet 6 inches wide, and is ventilated by air shafts, at short intervals, in the ordinary way. It may be stated, in passing, that similar air shafts occur at short distances in the Fleet-lane sewer, between the Old Bailey and the corner of Seacoal-lane, but from the latter point to the junction with the Fleet ditch, a distance of about 280 feet, there is no such air shaft. After the men entered the Seacoal-lane sewer they would have to proceed some distance along it until they reached that of Fleet-lane, and then, turning to the right, would have to follow that until they arrived at the point where they had to operate. As the tide flows up the Fleet-lane sewer a little distance, they were obliged to adapt their work to the state of the tide. They had been engaged in the sewer at the spot in question, pitching ballast into the Fleet ditch, on Thursday from about 1 o'clock in the day until 9 in the evening, and for two hours on Wednesday afternoon. They resumed work yesterday morning between 3 and 4 o'clock, but not returning to breakfast at 8 o'clock Thomas Foley, a foreman, descended into the sewer in quest of them. As he went along that of Seacoal-lane he felt a strong sulphurous smell, as he describes it, which grew stronger as he proceeded; and he became still more alarmed as he passed a number of dead rats – a rare circumstance, it is said, in a sewer. On reaching the Fleet-lane sewer he called to the men, but there was no answer; and groping his way until he came to the curve near the junction he saw a solitary candle burning against the wall; two of the men lay upon their backs, apparently dead, the head of one resting on the lap of the other; and a third, also on his back, lay near them. He retraced his steps as quickly as possible to the place of exit in Seacoal-lane, at times almost fainting from the difficulty he felt in breathing, and, summoning five men to his assistance, returned, to the spot and brought out three of the men – namely, Devaney, Horigan, and Ryan, all of whom were dead; but White was nowhere to be found, and the conclusion was that he had fallen into the Fleet ditch and been carried by the receding current into the Thames. The three bodies were conveyed to the deadhouse of St. Bartholomew's Hospital, where they await an inquest, which will be opened this day by Mr Serjeant Payne, the coroner for the district. Later in the day Dr Letheby, the medical officer to the City Commissioners of Sewers, was engaged with other officers of the commission in collecting specimens of the air and water in the sewer, with the view to an analysis. Foley and another made a third descent into the sewer during the afternoon in search of the missing man, White, wading for that purpose along the Fleet ditch as far as Bride-lane, Bridge-street, but without success. A subsequent search, however, resulted in the dead body of White being found, and last night, about 9 o'clock, it was drawn up by ropes through a trapdoor in Union-street, Blackfriars. The position in which the three men were found and other attendant circumstances forbid the notion that they were drowned, and it remains to be seen what light will be thrown by the forthcoming inquiry on the calamity and its causes.

The Times 11 Feb 1861 The Fatal Accident in a City Sewer

On Saturday, at 2 o'clock, Mr Serjeant Payne, coroner for the city of London, and a jury of 14 gentlemen, of whom Mr George was chosen foreman, opened an inquest at St. Bartholomew's Hospital on the bodies of John Devaney, Daniel Horigan, Patrick Ryan, and Alfred Ward (not White), the four men who were found dead in the Fleet-lane sewer on Friday morning…

1861 Census Swanage, Dorset

John MOWLEM	Head	72yrs	Stone Merchant [widower]	b Swanage, Dorset
Anne WHITCOMBE	Niece	39yrs	Fundholder [widow]	b Mans… London
John M. ARBON	Nephew	6yrs		b Tingsbury?, Middlesex
Jemima PAYNE	Servt	29yrs	Cook [married]	b Swanage, Dorset
Elizabeth HATCHERD?	Servt	16yrs	Housemaid [unmarried]	b Langston?, Dorset

The Aberdeen Journal 14 Feb 1866 Complimentary Dinner

On Saturday last, on the occasion of Mr John Mowlem Burt attaining the age of 21 years, Messrs John Mowlem & Co. gave a dinner in the Lemon Tree Hotel to the leading workmen employed at Dancing Cairn, Persley, and Tillyfourie quarries. Mr H. A. Buttsall, their manager, occupied the chair; Mr Wm. Gray, foreman, Tillyfourie quarries, was croupier. The visitors included Messrs Dunn, Batten, Alexander, Ganson, Fyfe, Joss, M'Boyle, T. Henderson, S. Coutts, A. Moir, Symmers, &c. The various toasts were given with the greatest possible heartiness; and after a pleasant evening, the party broke up at eleven o'clock.

The Times 24 Dec 1867 Police

At the Guildhall, Philip Henny, who gave the false name of Michael Donovan, a soapmaker, living at 6, Rolls-buildings, Fetter-lane, and Ulrick Brown, living at 23, Field-lane, watchman, in the employ of Messrs Mowlem, Burt and Freeman, the contractors, were charged before Alderman Causton, with loitering about Fetter-lane for an unlawful purpose…

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Mowlem and Burt [page 67 includes photo of John Mowlem (1788-1868) and George Burt (1816-1894)

The Mowlems almost certainly descend from the DE MOULHAMs, commemorated by a streetname in modern Swanage. John Mowlem (1788-1868) was born in a cottage at Carrant's Court, Swanage, on the north side of today's Court Hill, though his house is long demolished. His father, also John (1751-1837) married Hannah FROOM (1764-1836) of Ulwell Mill, near Swanage, in 1782. This John was friendly with Robert BURT, a fellow Swanage quarryman, who carried on a stone, coal and bakery business and then established himself as a stone merchant. Mowlem and Burt senior both had sons of the same age who married MANWELL sisters in the same year; 1812. John Mowlem junior married Susannah (1788-1849) but they were to remain childless. Robert Burt junior (1788-1847) married Laetitia (1785-1861), who were to have six children, one of whom, George (1816-1894) was to be described by the novelist Thomas HARDY as the King of Swanage. John Mowlem left Swanage at 17 and was recommended to Henry WESTAMACOTT, a sculptor-mason in London. Soon John was put in overall charge of some of Westmacott's contracts, those at Somerset House, Greenwich Palace and the Royal Mews at Charing Cross. The firm of John Mowlem & Co. first appears in a public document in 1823, in connection with paving London streets. He began importing Purbeck limestone by sea to a wharf at Pimlico on the site of today's Victoria Station. Relaying Blackfriars Bridge with Guernsey granite sets caused so many problems that he went to Guernsey and bought his first quarry, a one-acre hillside field of good blue granite. He spent much time supervising on Guernsey, leaving his London company in the hands of George Burt. In middle age his thoughts returned to his native Swanage. He bought a 3-storey lodging at 2 Victoria Terrace, owned by Robert Burt, in 1845. He also built and moved into the castellated Herston House a mile inland in 1859. John Mowlem lies buried in Northbrook

Road cemetery, Swanage, beneath a 20 foot pyramid made of Guernsey granite. The maker's mark is H. BISSON at Vale. Sources: John Mowlems Swanage Diary 1845-1851, ed David Lewer, Dorset Publishing Co. 1990. The Book of Swanage, Rodney Legg, Halsgrove Publishing 2001.

Lowe Templeman

Henry Joseph LOWE was born 1837 at Vale, Guernsey. He married Eliza Ann WOODBURY, a Guernsey lady. Henry was a quarryman at St Sampsons, perhaps the quarries of John MOWLEM of Swanage? Perhaps too, Henry's father came over from Somerset or Dorset to work there? Their daughter Anne Eliza Lowe was born at St Sampson's 1877 and married John William Templeman (born 30 Dec 1878 Yeovil) at the Wesleyan chapel, Vicarage Street, Yeovil 14 May 1902. John's father Henry had been born Yeovil in 1848, his mother Matilda had been baptised in Guernsey. Intriguing! John was an outfitter by profession, as was his son, my father, George Edmund (1911-2001). David Templeman, 1 Seaward Gardens, West Bay Road, Bridport DT6 4EJ.

John Mowlem – A Dorset Man in Guernsey

The 1841 Guenrsey census records that John MOWLEM of Swanage, Dorset, together with his young wife Susanna BURT and a companion, Jane RANDALL, was resident in a house on The Bridge in the parish of St. Sampson. He owned several quarries, one of which was in the parish of The Vale, managed by Thomas LE MAITRE, and regularly shipped the evacuated granite to London, where it was used for building and paving projects, including the construction Blackfriars Bridge. During 1842 a sailing ship was built at the North Quay, St. Sampson's harbour by shipwrights John SAUVARY and Son, as a granite transport for John MOWLEM. The launch of the ship was reported in The "Star" Newspaper, Guernsey on 16th September 1842:- "Launched at St. Sampson's, Guernsey on Wednesday 15th September 1842 from the building yard of Mr SAUVARY, a beautiful schooner, called the 'John Mowlem' of 270 tons burthen. She is considered by many competent judges, to be a fine vessel, combining beauty, strength and superior workmanship. She was built under the close inspection of Lloyd's surveyor and Captain S. FOWLER, who is to command her. As she glided into the water, she was christened by a young lady (the niece of the gentleman from whom she takes her name) amidst the loud cheers of numerous spectators." Over the next four years the 'John Mowlem' carried granite to Weymouth, London and other ports, returning to Guernsey either in ballast or with miscellaneous cargoes. Unfortunately, during an early January storm in 1846 the schooner was lost on Cosy Sand, Kent and this misfortune was mourned by John Mowlem in his diary. Thankfully all the crew were saved. In his diary entry he recounted vividly the 1842 launch by thirteen year old Suzy BURT, standing on an up-ended tar barrel. He described the schooner as being 'a rakish looking craft and like a cork in the water, an excellent sea boat, in a breeze not one vessel in 500 could beat her.' John Mowlem had a new boat built at Hartlepool but his diary entries indicated less enthusiasm for the new craft. Although it is not known how long he owned that vessel, he continued to quarry and ship granite from Guernsey for some years before returning to Dorset where he remained for the rest of his days. Sources: Priaulx Library, Guernsey, 1841 Census, Guernsey; The Star Newspapers, Local Directories and Shipping Lists, John Mowlem's Swanage Diary 1845-1851 by David LEWER 1989. Jane Davey (nee SAUVARY), Les Goubeys Farm, Vale, Guernsey GY6 8BG.

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More Mowla(e)m… John Mowlem's diary, previously mentioned, contains details of journeys to and from Guernsey. For example. 21 Jan 1849 The brig 'John Mowlem' is now sailing across Swanage Bay with Henry Mowlem's son John on board, bound for Guernsey to school at my expense. 23 Apr 1850 Miss Anne BONDELL is arrived here from Guernsey. She is to instruct George BURT's children. 14 Aug 1851 Vessel from Guernsey in Swanage Bay with his dead wife's monument in 85 packing cases and Henry BISSON and his wife. He is a granite worker. Monument erected at Kingston near Corfe Castle because Swanage graveyard is overcrowded. In 1854 it was moved to its present site at Northbrook cemetery, Swanage. 'Henry Bisson, Vale, Guernsey' is inscribed on the base. Daphne Ostafew, 20 Walrond Road, Swanage BH19 1PB.

I have traced my MOWLAM (note the a rather than e) ancestors line in Langton Herring (near Weymouth) to the 1780s, together with a connection to the parish of Owermoigne in 1755. I am hoping someone can help connect me to the Swanage Mowlems and further back to the de Moulhams. Peter Mowlam, 19 Thackeray Avenue, Clevedon BS2 7JL petermowlam@supanet.com

I have among my family papers a letter from John Mowlem to his nephew Gideon of Brooklyn, New York. His brother James' wife, Jane nee COLEMAN was my ancestress. In the National Archives of Washington DC is the passenger list for the Bark 'Philadelphia' on which James' family came to the States, arriving in July 1833. I have several pieces of Purbeck marble fashioned into small dishes, which I assume my father or grandfather brought home in the early 20th century. I am preparing a monograph of the Mowlem family which includes branches in Mexico, New Zealand, Australia, USA and England. I would be delighted to hear from descendants. Charlotte Hix, PO Box 487, Wolfeboro Falls, NH 03896-0487 USA cjhix@mohawk.net

I have Purbeck stone trade ancestry and an interest in John Mowlem. In the days when he owned granite quarries in north Guernsey, he undoubtedly ran a triangular shipping route, granite from Guernsey to London, coal London to Swanage, Purbeck stone Swanage to Guernsey. I descend from the BURT family of Swanage, one of whom was the partner of John Mowlem. However, in a huge family chart drawn up by John Mowlem Burt, the last of the family to work for the Mowlem Company, the monied Burts appear on the left – and there are a few gaps on the far right where mine fit in! In the 1881 census is John Burt 53 stonemason b England and his wife Mary 56 b St Saviours, Guernsey, living at 28 Fountain Street, St Peter Port. At 11 East Side, St John Street, St Peter Port is Joseph Burt 22 stone cutter born England and his wife Sarah 20 born St Aubins, Jersey. In 1861 in Swanage is John Burt, widower, 33, stone cutter born Swanage and his children Nathaniel W. 9, also a stone cutter, Sarah A. 7, Matilda 4 and Joseph 2, all born Swanage. They were not in Swanage in 1871, no doubt working in the stone quarries at Guernsey by then. John seems to be the John baptised at Swanage 30 Nov 1828, son of Thomas and Jane, who also had William Webber (Burt) baptised there 10 April 1831, William 9 Dec 1832, Nathan 22 March 1835 and Ann 13 Nov 1836. Mike Norman, 3 Princes Road, Clevedon BS21 7SY m_v_norman@compuserve.com