

## TOLL ONE HALFPENNY – THE WIDCOMBE BRIDGE DISASTER OF 1877

I had never heard of the incident of Widcombe Bridge. My cousin and I had been researching the Haine family tree for some years and then we found an unexplained burial record in the parish registers for Ilchester which prompted investigation. We knew that our relative Mary Haine died in her 20s in the 1870s. She is absent from later censuses, though no death shows in the official records. My cousin found her burial record and it stated that she was killed June 1877 in an accident at Widcombe Bridge. It was some years before we followed this up. It turned out it was the time of the June Agricultural Show. It was a bright summer's day and excursion trains arrived at Bath bringing people to the Show. Farmers brought their whole families – the Haine's were just one of hundreds up from the southern counties. At a time when the railways were revolutionising our ancestors' lives and farm produce was still a major export for Somerset. The Bath and West of England Agricultural Show was a key event in the farming calendar. This particular event was salutary in the memory of the town of Bath as it went very badly wrong. We read the story as it unfolded in the Bath Chronicle, which fully reported the day's events.

Thursday 7 June 1877

FALL OF BRIDGE AT WIDCOMBE

SEVERAL PERSONS KILLED

ABOUT FIFTY OTHERS INJURED

A catastrophe of a character and magnitude seldom heard of in this country has just taken place. At the present moment this city is celebrating, in a most hearty and demonstrative manner, the hundredth anniversary of the Bath and West of England agricultural society, and thousands of persons are daily flocking thither to visit the show in connection with the association, and also to see the profuse decorations and illuminations which are nightly made. Excursion trains from all parts of the south and west of England bring immense numbers of visitors, and it was to one of these living freights, or at least to a large portion of one, that the sad event it is our painful duty to chronicle, occurred. This time it is not a railway fatality that has to be told<sup>1</sup>, but a disaster which came upon a crowd of persons who were as quickly as possible walking over a bridge. The river Avon winds through the city of Bath, and to cross from one part of the city to the other there have from time to time been erected, in addition to two free bridges, several structures, for the use of which toll is charged. Of the four toll bridges in the city, two are, or were until this morning, of a remarkably light character. They were used solely for foot passengers, vehicles of any description not being allowed to pass over. One of these bridges is situated just behind the great western railway station, and provides a short cut to the portion of bath comprised in the parishes of Lyncombe and Widcombe. The bridge was said to be the nearest to the show ground of the agricultural association, and consequently large numbers of strangers who came by train went in that direction, little knowing the risk they ran. The notice which directed attention to this fact was as follows: "the nearest way to the show field over this bridge. Toll one halfpenny." The announcement was painted in a large red and blue characters on a piece of canvas, several feet in length, and affixed to a frame work of wood. Yesterday morning, at 10.47, an excursion train, conveying about 900 passengers from Weymouth, Salisbury, and other stations in that direction, arrived safely by the great western

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<sup>1</sup> The storytelling skills are immaculate!

railway, and as the excursionists alighted from the carriages and passed out of the station they were in the best and highest spirits, looking forward to the day's enjoyment, the rain, which began to fall just after the accident, and continued for the rest of the day, not having come on. as they filed out of the station hundreds of them processed in the direction of the Widcombe bridge, which they essayed [sic] to cross, but which many of them were fated never to pass over. At the opposite, or Widcombe end of the bridge, is situated the toll-house, and as there is but one attendant (Henry Tanner) to receive the fees from the passengers, there was considerable delay in allowing the crowd to proceed. The stoppage of the flow of people, which is said by some to have arisen from a dispute concerning change of money, and by others to the want of sufficient facilities for allowing the people to pass the pay-gate, caused them to accumulate on the bridge. This structure, which was constructed on the bow-string girder principle, was above 100 feet in length, 9 feet in width, and something like 20 feet above the level of the water, was built 16 years ago by a private company, of which Mr. H.W. Hicks, of 10, Miles's-buildings, is the secretary. At the time of the accident, it has been variously estimated, there were on the bridge from two to three hundred people. Whilst these unfortunate persons were waiting their opportunity of paying the toll and going about their pleasure, a sudden cracking was heard, and the bridge, it is believed, immediately parted in the centre. The effects of this was to tear it away from the supports at the ends, which do not appear to have been a particularly solid character, and allow it to fall into the water, the persons on the bridge uttering a terrific shriek. It appears that the Widcombe termination of the bridge was the first to give way, and that it rested for a few seconds on the towing path which runs underneath; allowing some valuable time by which many were enabled to save their lives. The other end fell clear in to the water. Had it not been for the fortunate stoppage of the falling bridge the loss of life would have been appalling; indeed nothing could have saved any of them. As it was, however, the number who actually were precipitated in the water was comparatively small, though it is not known how many there are who were cast struggling into the water. The scene of the accident being near to the railway station and hundreds of people on the spot, besides workmen at the new bridge being erected by the great western railway, there was plenty of ready help, and many of those who were on the bridge at the time were rescued. The sight was a heart-rending one, and the cries of the drowning and wounded persons, for some had their legs broken and were injured in other parts of the body, to be taken out were most unnerving. Everything was done that was possible, and soon afterwards five dead bodies were recovered. They were removed to the Widcombe police station and to public-houses in the vicinity, whilst the injured, upwards of fifty in number, were taken away in cabs and carriages (many of whom were lent by the owners), to the Royal United Hospital, and various public and private houses. one of the first to arrive after the accident was Mr. H.C. Hopkins, surgeon, of Gay-street, whose attention was first attracted by hearing a loud crash and shrieks. He was at the time on the up platform of the G. W. R. station, waiting to meet a train, and at once crossed the line, and looked over the parapet. Seeing the sight which met his eyes he describes as being of the most frightful description. Persons were climbing up the sides of the bridge, and others were so completely jammed between the pieces of timber as to be unable to stir. A few men had arrived, and were doing their utmost to rescue the unfortunate persons, some of whom were dragged up by the hair of their head. Mr. Hopkins stayed a short time to render what assistance he could, but finding that he could be of greater service on the other side, he crossed over and superintended the removal of several injured persons to the hospital. Mr. Louis King

and Dr. Coates were early at the accident, and were succeeded by Drs. Brabason and Tuckett, Mr. R. Biggs, Mr. G. E. Lawrence, &c. the men who assisted in getting out the sufferers worked most energetically, and with the aid of ladders, boats, barges, and rafts, saved many lives. Drags were brought into use, and various articles of wearing apparel were picked up. About 60 hats and caps, besides a large number of coats and umbrellas, have been left at the Widcombe police station. Two other persons died after they were taken out of the water and another was not expected to live last night. Almost the whole of those hurt were strangers to the city, the only persons belonging to Bath that we heard of being Mr. Bracher, auctioneer, and Mr. Milson, both of Widcombe, who latter gentleman, who had been to the railway station to meet his son, was a slight distance behind him when crossing the bridge, and unfortunately received some injury to his head, whilst the son escaped. The body of Miss Haine was taken to the Boatmans' Arms, where it was identified in the course of the afternoon, by her brother and another relative; that of a young woman at the police station was at first believed to be Miss Dampney, Sutton Bingham, near Yeovil, but later in the day a relative saw it and said it was not. A pocket handkerchief found in the jacket pocket had the initials "E.H." worked upon it<sup>2</sup>. It is believed that there still remain in the river several bodies, and with a view to their recovery steps were taken last night to draw off the water. By this time I will probably have been ascertained whether the suspicion was well founded, and the number of those who lost their lives definitely known. The police, who were under the direction of Major Wilkinson, assisted by Inspector Berry, were indefatigable, and the greatest credit is due to them, to the members of the medical profession present, and many willing helpers, for their efforts to rescue and relieve. Nor must mention of the staff of the hospital be omitted, for they were one and all unremitting in their attention to the cases as they were brought in. For some time after the accident, persons arriving by the excursion trains, passed on, not knowing what had occurred so close at hand, but when it became known thousands flocked to the spot amazing and lined the bank for some distance. This continued throughout the day and until late in evening. A different effect, however, was created upon many of those who came by the train which conveyed the sufferers to Bath, for many of them returned home by the half past two ordinary train, rather than wait for the excursion. The scene of the catastrophe was visited during the day by Colonel Blousfield, M.P., Colonel Hayter, M.P., and Mrs. Hayter, who made frequent inquiries for the sufferers. The Archbishop of Canterbury and the Baroness Burdett Coutts telegraphed to the mayor of Bath, who was at the hospital, for information respecting those who were hurt. Below we give a list of the killed and of the injured, so far as they were known up to last night (*omitted here – but shown under Friday June 8 as well*)

THE BATH CHRONICLE  
THURSDAY JUNE 7, 1877

The Widcombe bridge tragedy – the success of the agricultural festival, which we have been holding this week in Bath, has been woefully marred by the catastrophe at Widcombe bridge yesterday morning. Our sorrow at the dreadful occurrence is all the keener from the suspicion that by the exercise of a little forethought, and by the adoption of some very simple measures for regulating the traffic over the bridge, it might not, and probably would not, have happened.

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<sup>2</sup> One can only imagine the awful separation and the waiting process

As the matter must necessarily be investigated by the coroner, and as it may possibly become the subject of serious inquiry in the law courts, we refrain from commenting on it. We are more concerned to insist that there shall be a close and rigid inquiry into the disaster than to impute blame to this or that man or set of men before the inquiry has been begun<sup>3</sup>. The sentiment, we know, is very prevalent among us that the case is one which might well be taken in hand by a Government Inspector, as the best means of securing a full and searching investigation of it. Meanwhile it may be expected to incite the proper authorities to see that other foot bridges, open to the public, are equal to the use required of them, and that we are safe from a similar catastrophe at any other part of the river. A warning, such as we have now had, may well teach the most heedless and alarm the most confident. Lamentable is it that it should have come to us when we were making holiday and congratulating one another on the brilliant [success] which was rewarding our efforts to do honour to our visitors and to the occasion which had brought them among us.

THURSDAY JUNE 7, 1877

PRELIMINARY LIST OF THE KILLED.

AT WIDCOMBE POLICE STATION

John Thorne, road surveyor, Charminster near Dorchester

Edwin Lintern farm labourer Sutton near evercreech about 30

Young lady (name unknown) apparently 17 years of age; rather short in stature; light brown hair; wears dark clothes, small gold eardrops, and neck ornament of white lace and blue ribbon.

AT THE BOATMAN ARMS

Mary Haine, South mead farm, Ilchester, about 21. a brother of the deceased was injured.

Sarah Jane Gibbs, Sutton near Castle Cary wife of a farm labourer

ROYAL UNITED HOSPITAL

Andrew Harford, West-parade Weymouth, shoemaker.

James Ford, Beerhackett, near Sherborne

Two names were added the following day:

Emily Elizabeth Harford, West Parade, Weymouth, single woman [ was she the 17 year-old girl mentioned on the 7th?]

John Gifford Male, East Chinnock, farmer

THE BATH CHRONICLE – FRIDAY JUNE 8, 1877

The following is a list of the wounded now under treatment

INJURED

Mr. Milton, draper, Widcombe, severe injuries to the head

Miss Creed, Wincanton, injury to ankle

Mr. J. A. Smith, farmer, Bradford Peverell, Dorchester, fractured collar bone, and the misses Smith, his two daughters, contusions

Charles Rossiter, Marston, Frome

Mrs. Rossiter, mother of Charles Rossiter

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<sup>3</sup> They seem remarkably prosaic and even-tempered about this disaster which had happened – to their eyes – only the day before. Would that our ugly modern tabloids would follow suit! It's interesting to note that thousands went to the spot where it happened – they were not complacent about this event.

Frederick Francis, Sutton, Castle Cary  
Miss Jewel, Widcombe, severely  
Mrs. Pitman Castle Cary, ditto  
Man, name unknown (taken to Fryer's Temperance Hotel), fractured arm  
Mr. Norman, Lovington, Castle Cary, injured knee  
Mr. Carey, Norton, injury to forehead and back  
Mr. Mitchell, Manor Farm, Mere  
Mr. Warren, 24, farmer, Sparkford, near Sherborne

The following persons are in the Royal United Hospital:

#### MALES

Harry Sims, Shepton Montague, Castle Cary, contusions  
William Dyer, Long Sutton, near Langport, severe contusions  
Henry Andrews, Nether Compton Rectory, near Sherborne, fractured ankle  
Rev. Benjamin Ayres, Trent, Sherborne, contusions  
Albert Young, East Chinnock, near Yeovil, contusions  
Samuel Tree Stafford, aged 51, Apsley Farm, Heywood, Westbury, broken thigh  
George Pittard, Somerton, contusions  
John Hobbs, aged 23, Shepton Montague, compound fracture of thigh  
Frampton Bradford, aged 25, Bladon Farm, Kingsbury, contusion of spine  
George Harrison, aged 40, Chiselborough near Ilminster, contusions of back  
James Brown, aged 27, South-street Yeovil, injury to spine (bad)  
John Milborne, Yeovil, compound fracture of leg (amputated by second day)  
George Thorne, Charminster, Dorchester, injury to spine  
Frank Curtis, Weston Bampfild, near Ilchester, broken thigh  
William Brooks, Trent, near Sherborne, Somerset, ditto  
Daniel Bealing, Chetnole, Sherborne, broken leg  
Charles Thomas, Somerton, ditto  
Wm Gundry Flambert, Trent, near Sherborne, broken thigh  
Geo. Henry Edwards, Netherbury, Bridport, contusions  
Avon Bissett, Brookfield villa, Berkeley road, Bishopston, Bristol, fractured thigh and injury to spine  
John Rood, Bruton, broken thigh and leg  
Henry Herbert Champion, East Woodlands, Frome, injury to back  
John Walton, Mere, Wilts, contusions  
Benjamin Thomas, Somerton, ditto  
John Oliver, 86 Coldharbour Lane, London, S.E., broken thigh  
Wm Singer, Brewham, near Bruton, injury to foot

#### FEMALES

Elizabeth Linton, Sutton near Castle Cary, broken leg; believed to be sister of the man Linton who was killed  
Mary Duddridge, Longload Farm, near Martock, injury to spine [Mary Duddridge]  
Ann Breake, Yateminster [i.e. Yetminster], both legs broken<sup>4</sup>  
Ann Stafford, Apsley Farm, Heywood, Westbury; broken leg  
Ellen Haine, Southmead Farm, Ilchester, ditto  
Margaret Jeffries, Westbury Union, ditto

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<sup>4</sup> There were two women of the name Ann Brake – a farmer's wife who died in 1913 and a washerwoman.

Sarah Cook, Queen's Hotel, Weymouth, contusions  
Lucy Warren, Charminster, near Dorchester, ditto  
Emily Singer, Brewham, near Bruton, broken leg.

There were also listed the first day (but not on the 7th):  
William Cox, Somerton, near Taunton, contusions  
Alfred Osborne, Somerton, left arm broken [brewer]  
Job Brown, Trent, Somerset, injury to spine  
John Cox, aged 54, Somerton, ditto [carpenter and wheelwright]  
A man believed to be T.G. Male, Yeovil, dying<sup>5</sup>  
Mr. J. Bracher, land surveyor, Bath  
Elizabeth Thomas, The Loes, Frome, contusion; left hospital  
These all left hospital with the exception of John Gifford Male, who did indeed die.  
Others had only their clothes wetted?

I have added their occupations where known

THE BATH CHRONICLE – FRIDAY JUNE 8, 1877

#### THE WIDCOMBE BRIDGE DISASTER – ANOTHER DEATH OPENING OF THE INQUEST

The excitement created in this city by the sad accident which occurred on Wednesday morning has in no sense abated. The greatest regret that such an event should have happened in our midst is felt by all classes of the community, and the deepest sympathy is expressed on every side for those who are injured, as well as for the friends of those unfortunate persons who met with so sudden and unexpected an end. A searching inquiry, both local and governmental, will be made into the causes which led to so disastrous a result, and nothing but a rigid examination of the circumstances which had such a terrible sequel will satisfy the public mind. At the hands of the city coroner, and those of colonel yolland, we are sure to have the matter seriously and minutely investigated, and everything brought to the fore which can throw light on a calamity that cannot be regarded otherwise than as a discredit, and must, we fear, be injurious to the city. Since we wrote last night one more death has taken place, making altogether eight killed – five males and three females - through the falling of the bridge. The last sufferer who succumbed to the injuries he received was Thomas G. Male, of East Chinnock Yeovil, who from the first was considered to be in a very dangerous condition. This poor fellow, who was suffering from severe compression, died in the Royal United Hospital this morning. Another very serious case, about which the medical authorities are very anxious, is that of John Milborne, of South-street, Yeovil, how having received a compound fracture of one of his legs underwent the operations of amputation. The dreadful nature of the accident may be gathered from the statement that, out of the 45 persons who were admitted to the hospital [...] the accident, 17 had their legs or thighs broken, and one, a woman named Ann Breake, of Yateminster, both her legs fractured. Several others had spinal injuries, James Browns's (of Yeovil) being described as a bad case. Two out of the 45, however, were only thoroughly wetted, and were able to leave as their clothes had been dried.

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<sup>5</sup> I nearly missed this tragic entry – at the foot of the page.

Elizabeth Thomas, of The Lays, Frome, who received some contusions, went home on Wednesdays, as did also Albert Young, of East Chinnock. Yesterday, Alfred Osborne, of Somerton (whose arm was broken); and William Cox and John Cox, of the same place, who had only been bruised, left the hospital, so there remains now under treatment, 26, of whom nine are females. In addition to these there are patients at various private houses. The most seriously hurt of these is, perhaps, Mr. J.A. Smith, of Bradford Peverell, Dorchester, who is now at Dr. Brabazon's, in Darlington-street and whose collar-bone is fractured, leg broken, and head injured, besides a number of contusions. Two of his daughters are also hurt, one in the spine, but no serious results in these cases are anticipated. Mr. Bracher, auctioneer, of Bath, is reported to be much better.

The water was considerably drawn off, and a search made in the bed of the river, from the old ridge to the scene of the accident, but no more bodies were found, and the person who was engaged endeavouring to find them says he is confident that none remain in the water. This assurance is satisfactory, for many persons felt that the number of drowned must have been much greater than it appears to have been. We give below narratives of persons who were in or at the scene of the accident, and in addition to them we have heard from a reliable source a remarkable story which will explain the cause of the delay on the bridge a friend of one of the medical practitioners of this city, and who was the last person to leave the bridge before its collapse, states the passenger were kept waiting ten minutes in consequence of a dispute about the payment of the toll, and that he and others fully foresaw the danger they were in. So strongly impressed were they with the conviction that the structure would give way, that one of them drew from his pocket a couple of sovereigns and some silver and said he would sooner pay the toll for the all the persons on the bridge than there should be any further delay. This gentleman was picked up afterwards on the towing-path with it is said, the money in his hand. Yesterday an inquiry into the circumstances attending the accident was opened, but very little evidence beyond that of identification of the bodies was forthcoming, scientific testimony being promised at the adjourned inquest, which is fixed for Monday week. In the meantime Col. Yolland, government inspector, will hold an inquiry, which it is believed, he will commence to-day. Large numbers of persons visited the scene of the accident yesterday, and the greatest interest was displayed. As an instance of the feeling excited throughout the country, we may mention that Mr. K. D. Hodgson, M.P. for Bristol, telegraphed from the house of commons to Mr. George, at the Bath station of the Great Western Railway, on behalf of numerous members of parliament, asking for details, the council of the Bath and West of England Agricultural Society, it will be seen from our report of the show, have voted £100 to the hospital, in recognition of the attention paid to the sufferers in the accident. We hear, from a good source, that the great western railway company contemplate supplying the place of the fallen bridge with a substantial structure, which shall be wide enough for carriage as well as foot traffic.

*Upwards of 10,000 persons had arrived in Bath by railway on the sixth and the landlord of a nearby pub estimated that there were 300 on the bridge at the time of the accident – normally there are no more than 40. It is remarkable that there were so few casualties.*

*The bridge was full from end to end, a witness, Mrs. Elliott, said – you could scarcely put a pin between the persons. When it broke the bridge assumed shape of a V.*

The duty of the jury was to find if the bridge had been improperly constructed or had been poorly maintained. First they went to view the 8 bodies and also to see the condition of the bridge. This took an hour. On their return evidence was taken from the witnesses.

Robert Parsons, carpenter and joiner, Dewlish, near Dorchester, said: I knew the deceased, John Thorne, who was 57 years of age, and resided at Burtongate?, Charminster, near Dorchester, and was a road surveyor. Eight of us came up in the train which reached bath a few minutes before eleven, and seven went into the water. The son of the deceased, George Thorne, and Mrs. Warren, two of the party, were injured and are in the Royal United Hospital.

Eliza Lintern, in service at ?Bedford House, Bath, identified the body of Edwin Lintern as that of her brother, who lived at Sutton, near Evercreech, and was aged 30. William Harford, of West-parade, Weymouth, blacksmith's apprentice, spoke to the identity of Andrew Harford and Emily Elizabeth harford, his father and sister. The former was a shoemaker, of west-parade, Weymouth, and aged 47, and the latter a dressmaker, living at home, was 19 years old.

Mr. Ernest Field, house physician at the Royal United Hospital said: the deceased, Andrew Harford, was brought to the hospital about mid-day on Wednesday quite dead. He died from drowning, and beyond a slight bruise over one eye there were no injuries on the body.

Mr. William Paul, of Pimperne, near Blandford, farmer, said: the deceased, John Gifford Male, who died in the hospital this morning, was my brother-in-law, having married my sister, and was a farmer. His age was 31, and he lived at East Chinnock. Richard Gibbs, agricultural labourer, of Sutton, near Evercreech, deposed: the deceased, Sarah Jane Gibbs, was my wife, and her age was 25. I arrived in Bath with her yesterday, and attempted to cross the suspension –bridge at the back of the station. We were a little beyond the middle of the bridge when the accident happened. [The man] shut the gate because a man had not got change of a shilling to pay the toll. The bridge gave way both sides, and my wife and I were thrown into the water. The witness continued: He said his wife was taken out by the men about 10 minutes after the accident. She was then dead, having he believed, been killed by a blow.

Identification of the body of Mary Haine was given by Mr. Thomas Haine, farmer, of Madbrook farm, Westbury, his wife' sister. Deceased, who was 21 years of age, and unmarried, managed her father's house, Southmead farm, Ilchester.

Witness: I saw the last witness (Gibbs) trying to pull his wife out but he seemed dumb-founded.

Mr. Robert Conway, of Lillington, was called to identify the body of Mr. James Ford, farmer of Beer Hacket, Dorset, who the witness believed was 40 years of age. The publican, Isaac Gay, went down to the towing path to render what assistance he could, and found a lot of persons clinging to the bridge: some were lying on top of others. On the railway side there were some who did not get into the water at all. The depth of the river at this point was from six to seven feet in the middle, and three feet on the side. The middle part of the bridge was submerged, and the heads of some of the persons were just above the surface.

Edwin Trott in the Lyncombe Brewery with another witness said he thought there were 100 people in the water, many of whom were fixed in the wreck and could not extricate themselves. One fellow had got his head through the lattice work and was in this position for twenty minutes.

Mr. H. C. Hopkins, surgeon was waiting for a friend at Bath station and saw. I saw a mass of people clinging to the broken bridge, and struggling in the water. On the part of the bridge [on the far side] people were very numerous. I saw them hanging on to the rails, some were partly in the water, others were jammed in the woodwork of the bridge, and a few could be seen kept under by the wreck. A lot of people got into one of the boats, and in their eagerness to escape they nearly overturned it. I saw a pretty-looking girl taken out ; she was quite dead. She was apparently very respectably connected, judging from her apparel<sup>6</sup>. Those who were hanging to the side of the bridge were up to their necks in water, and it was with the greatest difficulty that they could keep themselves up. The sight was one of the most distressing that I ever witnessed. I saw one man with his head streaming with blood holding up another man, who had his legs doubled up beneath the planks, for quite a quarter of an hour.

Some notes on the victims and their families from a look on the internet:

Many of those named are shown living perfectly happily in the 1881 census – who would have guessed what they had seen?

Richard Gibbs died a dozen years later – I don't think he ever remarried.

Ellen Haine survived this incident but ten years her life was claimed in childbirth of an only son.

William Harford was only 14 when he testified to the loss of his father and sister. He became a farmer in Walton-on-Thames and died in his 40s. His mother Emily had married again in 1879.

John Gifford Male's only grandchild John Gifford Male was made a Member of the New Zealand Order of Merit in 2002 for his services to the peace and human rights movement.

Samuel Tree Stafford lived on until 1902 'a poor tenant farmer'

From the 1881 census, John Oliver's occupation is revealed as master builder and John Walton as draper & generalwarehouseman; Henry Andrews was coachman to the rector

Walter Mitchell was aged 25 and living at Manor Farm Mere in 1881 – he could have been the gentleman listed above.

Hugh Gundry Flambert was 2 weeks old when his father died in the Widcombe Bridge accident and his mother died soon after. He later owned the mill at Lyme Regis and was interviewed on tape about this in 1967. This interview survives and is held by the mill.

The GRO lists the following deaths for June 1877: James Ford (40), Sarah Jane Gibbs (25), Mary Haines (21\*), Andrew Harford (43), Emily Elizabeth Harford (19), Edwin Lintern (30), John Thorne (59)

Later deaths are given too: Evan Bisset (63), William Gundry Flambert (64), John Gifford Male (31), John Milborne (62)

Notes:

- 1) This has not had a final proof-reading yet
- 2) The bits **in red** could perhaps be among those omitted or heavily abridged

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<sup>6</sup> Might this have been Mary Haine?