Sir James Ramsden (1822–1896) was a British civil engineer, industrialist, and civic leader, who played a dominant role in the development of the new town of Barrow-in-Furness, serving five successive terms as mayor on its first achieving municipal borough status, from 1867 onwards.

Most probably born at Bolton, Lancashire (although the census records are inconsistent on this point), James Ramsden was one of several children of William Ramsden, an engineer. He served an apprenticeship with the Liverpool firm of Bury, Curtis and Kennedy before becoming locomotive superintendent for the new Furness Railway Company in January 1846. He very soon rose to become company secretary, and later served as managing director between 1866-1895.

Ramsden's home was Abbotswood, a large new mansion on the outskirts of the town, rented from the railway company. From here, he took an active interest in virtually all local developments, including the early Barrow Shipbuilding Co; the new Port of Barrow, and the massively expanded iron and steel industries. He was also a notable benefactor, contributing towards many new social and civic facilities within the town.

Ramsden was knighted in 1872, and a statue by Matthew Noble was unveiled that same year in what was to become Ramsden Square, Barrow-in-Furness. However, he remained a largely local figure, declining calls to stand for Parliament in 1885 when the borough was seeking its first Member of Parliament.

Ramsden was married in 1853 to Hannah Mary Edwards from Wallasey, Cheshire. Their only child Frederic James Ramsden (1859-1941) also served as superintendent of the Furness Railway. He died on October 19th, 1896 and was buried at Barrow Cemetery.
Colonel Frederick Clifton Briggs was commanding the Garrison in Barrow, and lived in an imposing house in Prospect Road. Most recently this was used by the Health Service, but is currently up for sale (June 2013). After a successful career in the Regular Army, and having retired, he volunteered at the beginning of the war.

The West Indian Club Ltd: An early 20th century West Indian Interest in London by David Clover (2007), explores the role of a gentlemen’s club in London, active from 1898 to the 1970s, and makes reference to Briggs:

Mrs Whitfield was the only woman amongst the founding members and the only member with an Irish address. She was also the largest founding donor, giving £5 on the formation of the Club. Mrs Whitfield, who also had a residence in London, was the widow of George Whitfield, Esq., JP of Modreeny, county Tipperary, Ireland, who died aged 71, in London, in 1892. In 1870 his estate at Modreeny was 443 acres. We know that Mrs Whitfield donated £20 to the West Indies Mansion House Hurricane Fund in 1889, and that her children married well: her eldest daughter Jessie marrying Frederick Clifton Briggs, Captain of the Devonshire Regiment and youngest son of the late Hon. Augustus Briggs, of Barbados; her youngest daughter Kathleen, marrying Sir Francis Osborne, Baronet, and her son George, marrying Violet Stoney, daughter of the late Deputy Surgeon General of Frankford, Ireland. http://www.caribbeanstudies.org.uk/papers/2007/Clover%2007.pdf

The Barrow Guardian Saturday January 6th 1917 reported his funeral:

**COLONEL F. C. BRIGGS**

**SUDDEN DEATH OF GARRISON COMMANDER**

**THE FUNERAL : AN IMPOSING SPECTACLE**

We deeply regret to chronicle the death of Colonel F. C. Briggs, Commander of the Barrow Garrison, which occurred early on Saturday morning in a Barrow Nursing Home. The sad news created a feeling in the town for the deceased had only been ill a week, and the end came with tragic suddenness, following an attack of appendicitis. Colonel Briggs only took up duty in Barrow two months ago as Commander, in succession to Colonel Turner, but he won the highest esteem of all who met him. It was only after the Mayor had attended Church, on November 12th, that Colonel Briggs was introduced to the town by His Worship, in the Town Hall. His was a most unassuming personality and yet he was beloved of (sic) all with whom he came in contact, and those under him whilst giving due regard to the exigencies of duty, looked upon him as a true friend to them. It is only a few weeks ago that the deceased officer delivered a most stirring and inspiring address on the war, at the local Volunteers Prize Distribution, in which he called for a more vigorous effort on the part of the individuals in the prosecution of the present war to a successful termination. He was an officer of ripe experience, and had had a most distinguished military career. He saw active service in the Afghan and South African Wars, being in command of the 2nd Devons during the latter campaign. In November 1909 he retired, but on the outbreak of the present war he gallantly, despite his age, joined up again and commanded the 8th Norfolks, with whom he proceeded to France. He served with great distinction there, being mentioned in despatches, and in November 1915, he returned to this country, where he has performed useful and manifold services in connection with the troops in training and recruiting. Profound regret has been occasioned by the gallant officer’s sad demise, and flags are flying at half-mast on the Town Hall, and various other institutions in the town. Colonel Briggs leaves a widow (who recently presented the prizes at the Girl’s (sic) Secondary School Prize Day) and a family of two daughters, who have been the recipient of many messages of condolence in their sad bereavement.

There followed a long list of mourners, mention of almost 1500 soldiers being in attendance. It ends:

After the ceremony the troops, headed by the band playing martial music, marched via Devonshire-road, Ainslie-street and Abbey-road, to Ramsden-square, where they returned to their respective headquarters.
3 David Melville d 26 Jan 1904 buried 29 Jan 1904

One of a number of monuments that indicate esteem from work-mates/employees for the deceased. See also Harris, Lyon, MacGregor, Whitwell.

Would this happen in the 21st century?

Where is the grave?
It is a large square plinth, immediately behind the Crematorium. The scroll from his work-mates is at the foot.

The stone records his wife, who died aged 39, and several of their children.

The Evening Mail of Saturday 30th January 1904 wrote:
We deeply regret to record the death of Mr David Scott Melville, manager of the Barrow Jute Works, which occurred at his residence, Duke-street, on Tuesday after a lingering illness. Mr Melville took to his bed in May of last year, when he went through a painful operation, and has never since been able to resume his duties. He came to Barrow on the 1st January 1878, as Manager of the Barrow Flax and Jute Works, having previously been connected with the Baltic Jute Works at Glasgow. He remained in this position with the Barrow Company until the works were taken over by the late Mr. T. Briggs of Manchester, and then served in the same capacity under Mr Briggs, and in later years under the Barrow and Calcutta Jute Co. Ltd., the present owner of the works.

Mr Melville was of a retiring disposition, but when the Corporation took over the Barrow School of Art he was appointed as one of the outside representatives of that institution, and held office for a few years. He was one of the Managers of the Trinity Presbyterian Church, but owing to ill-health, ultimately resigned from this post.

Mr Melville, who was 65 years of age, leaves a family of three sons and three daughters, with whom the greatest sympathy is felt. Mrs Melville died in Barrow in 1880. The interment took place at the Barrow Cemetery on Friday in the presence of a large gathering of friends and employees of the Jute Works (which was closed for the greater part of the day) who had followed the remains to their last resting place. The chief mourners were the deceased gentleman’s three sons, Mr David Melville of Tsolo, South Africa, Mr. W. Melville and Mr. Jas. Melville. Amongst others present were the elders, managers and members of the Trinity Presbyterian Church, Mr. R. F. Miller, representing the interests of the late Mr. T. Briggs. The coffin was borne to the grave by officials from the Jute Works and the funeral service was impressively conducted by Mr. George Paterson, formerly of Barrow. (There follows a list of floral tributes & the donors).
Christopher Wilson: Salvation Army Bandmaster d 1889

This memorial first attracted my attention because of the magnificent cornet at its head. In the Barrow News of 1889 I came across an account of his tragic death (see below).

The gravestone reads:

IN MEMORY OF MY DEAR HUSBAND
CHRISTOPHER WILSON
LATE BANDMASTER 177TH CORPS SALVATION ARMY
WHO PASSED TO THE HIGHER LIFE AUG 8 1889
AGED 38 YEARS
A FIRM FRIEND, FAITHFUL SOLDIER
AND A DEVOTED HUSBAND
AWAY FROM HIS HOME AND THE FRIENDS OF HIS YOUTH
HE HOISTED THE STANDARDS OF MERCY AND TRUTH
FOR THE LOVE OF HIS LORD AND TO SEEK FOR THE LOST
SOON ALAS! WAS HIS FALL, BUT HE DIED AT HIS POST

ELEANOR SWIFT
BORN NOV 18TH 1857 DIED JUNE 14TH 1933
ALSO RICHARD SWIFT
DIED FEB 9TH 1952 AGED 83 YEARS

Eleanor Wilson married Richard Swift in 1891.

Barrow Herald Saturday 10 August 1889

A BARROW SALVATIONIST BANDMASTER KILLED

An inquest was held at three o’clock this (Friday) afternoon, at the Barrow Arms, Cavendish-street, on the body of Christopher Wilson, bandmaster of the Salvation Army, who died at noon on Thursday. The deceased was 38 years of age, and resided at 49 Preston-street, Barrow. He was a sawyer by trade, and was employed at Mr. Walker’s saw mill, North-road. On Tuesday morning he was engaged in cutting across a large square piece of wood with a steam circular saw. The wood was on a travelling bench, and was not quite straight to the saw, when deceased struck at it with a tomahawk to put it straight, but the iron head of the tomahawk came into contact with the teeth of the saw, and the handle was violently knocked against his stomach. This occurred at about half-past nine o’clock. He appeared to be badly injured, and was taken home. Medical aid was obtained, but the internal injuries sustained proved fatal.

Evidence was given at the inquest by George Etherington, 231 Rawlinson-street, who witnessed the accident, and also by Captain Thompson, of the Salvation Army, in whose presence the deceased died. At the direction of Mr. Coroner Poole, the jury (Mr. S. Swindlehurst, foreman) returned a verdict of ‘Accidental death.’

Where is the grave?

30m past the lighthouse memorial to James Gall.

Walking up the main driveway, pass the Thorncliffe Road/ North Lodge exit on your right. Take the next pathway on the left and follow it as it bends to the right. Take the next left, then first right. The lighthouse memorial is 100m along, next to the path on the left-hand side. The Wilson grave is 30m further on, again on the left, facing Walney Channel.
5  James Gall. Survivor of the SS Forfarshire.

Origin of the Grace Darling story 1838

James Gall

The Barrow News of Thursday Dec 27th 1888 reported that James Gall had died at the age of 84, having lived in Egerton Buildings. It was thought that he was the last survivor of the SS Forfarshire. He had been a ‘fireman’ on board the ship.

‘Gall had the good fortune to be rescued through the heroism of Grace Darling, but he had three ribs broken, and had to stay at the lighthouse for some little time where his injuries were tenderly ministered to by Grace Darling and her father, …’ From information available, it appears that Gall survived on the ship’s lifeboat, rather than being taken off by the Darling’s efforts.

Death notice Barrow News 5 Jan 1889

The Story of the SS Forfarshire

SS Forfarshire set off from Hull for Dundee on 5 September, with a mixed cargo and 60 people (passengers and crew) on board. In the early hours of 7 September 1838, her engines failed after a boiler leak.

Grace Darling, the keeper’s daughter, spotted the wreck from an upstairs window of the Longstone lighthouse on the Farne Islands, with survivors of the Forfarshire on Big Harcar, a nearby low rocky island. The Forfarshire had foundered on the rocks and broken in half: one of the halves had sunk during the night. The weather was very poor, and Grace’s father, the lighthouse keeper, judged it too bad for the launching of the lifeboat at North Sunderland.

In their rowing boat, William Darling and his daughter Grace rescued nine people from Big Harcar rocks. Her heroism in managing the rowing boat while her father landed on the rock earned her national acclaim. Nine other people, included James Gall, survived the wreck in the ship’s lifeboat and were taken ashore.

Grace Darling (b. 24 Nov 1815 – 20 Oct 1842) died of tuberculosis and is buried at Bamburgh, where there is a memorial to her.

Sources: Wikipedia; Grace Darling factsheet - RNLI Grace Darling Museum, 1 Radcliffe Road, Bamburgh, Northumberland, NE69 7AE Tel: 01668 214910 Fax: 01668 214912 Websites: rnli.org.uk/gracedarling http://www.gracedarling.co.uk http://www.ncl.ac.uk/library/specialcollections/services/exhibitions/maritime/maritime.pdf

Where is the grave?

The lighthouse monument is directly below the crematorium on a path parallel to the main driveway into the cemetery.

Walking up the main driveway, pass the Thorncliffe Road/ North Lodge exit on your right. Take the next pathway on the left and follow it as it bends to the right. Take the next left, then first right. The lighthouse memorial is 100m along, next to the path on the left-hand side.

30m further on, again on the left with its back to the path, is an interesting memorial to Christopher Wilson, a Salvation Army bandsman killed in an accident at work.
John Macgregor does seem to have attracted genuine respect.

The *Barrow Herald* Saturday September 24th 1898 reported:

**SUDDEN DEATH OF MR JOHN MACGREGOR**

We regret to record the death of Mr. John Macgregor, works manager in the engineering department of the Naval Construction Works, Barrow, which occurred at his residence, Michaelson Villas, Barrow Island, at about three o’clock on Wednesday morning. Mr. Macgregor had been in somewhat weak health for sometime past, and had only recently returned from a holiday in search of health. On Tuesday last he was engaged as usual in directing matters in the engine works until between ten and eleven o’clock, when he went home. He complained of feeling unwell later in the evening, and suddenly expired at three o’clock on Wednesday morning. Mr. Macgregor leaves a widow and two daughters and a son, and for them expressions of sympathy have been extended from all directions.

Mr. Macgregor, who came to Barrow with Mr. Bryce Douglas in 1888, was a very highly-esteemed official of the company, and Mr. Adamson, the managing-director of the works, has lost a valuable lieutenant in the death of Mr. Macgregor. He was thought much of by those under him, and when news of his death reached the yard there was a general expression of great regret. The flag of the works was run up half mast.

The funeral takes place this afternoon, leaving the house at 2.15 prompt.

The *Herald* Tuesday September 27th 1898 gave a detailed account of the funeral mourners and floral tributes, including the information that “The hearse containing the coffin (which was covered in beautiful wreaths) was drawn by four black horses, and was followed by a number of mourning and private carriages, and a very large number of mourners walked. Michaelson-road was lined with sympathetic bystanders.”

Apart from those from individuals/couples, floral tributes included those from “Messrs. Vickers, Sons, and Maxim, Ltd., … the Shipyards officials, the Shipyards foremen, the Shipyards blacksmiths and hamermen, the boilermakers, the engineers (a marble memento), &c. The Shipyards Temperance Band desired to play the ‘Dead March’ in procession to the cemetery, but the wishes of the family for a quiet funeral were respected. ……

We believe the foremen at the Shipyards purpose (sic) erecting a monument over the grave to deceased’s memory.”
Rino Pepi became a theatre entrepreneur in the north of England, and owned the Tivoli Theatre in Forshaw St.

It was one of the theatres commissioned by the famous entrepreneur, Signor Pepi:

He started building a chain of theatres. After Barrow came Blackpool (acquired by ABC as the Hippodrome and rebuilt in 1963 as the ABC – ‘Europe’s most luxurious theatre’ and from where many lavish live shows were televised) and then Carlisle. Then, early in 1907, in partnership with the Birmingham theatre specialist George Ward, he began work on an “Opera House and Empire” on some recently-cleared land in Parkgate, Darlington. Within seven months, the theatre was complete and, named the New Hippodrome and Palace Theatre of Varieties, it opened on September 2.

Even as Pepi received the opening night acclaim, building was beginning on another of his hippodromes, this one in Middlesbrough, on top of an old Quaker burial ground. After Middlesbrough came Bishop Auckland Hippodrome in 1909 followed by Shildon in 1910.

But even as it was growing, Pepi’s empire was crumbling at its peripheries. He sold off Middlesbrough after just eight months, losing £10,000 in the process. Shildon lasted a year, its disposal coinciding with the Bishop Auckland Hippodrome being declared bankrupt in 1911. By the outbreak of the First World War, our principal character owned just two theatres: Darlington and Barrow. To make matters worse, on December 7, 1915, his wife Mary, Countess de Rossetti, died at their modest mid-terrace home in Barrow. She was only 46.

Signor Rino Pepi was one of the leading quick-change artistes of the late 19th century and at the age of 30 bought the Star Theatre of Varieties in Barrow – later the Tivoli in Forshaw Street. He came to Barrow as a performer on a tour of the provinces but found out the theatre was for sale and embarked on the building of what would become a theatrical empire. He had strong links with the development of the theatre in the North East and his story is told in Of Fish and Actors: 100 Years of Darlington Civic Theatre by Chris Lloyd. (2007) Signor Pepi was born in 1872 as the son of a merchant in Florence, Italy. By his early 20s he was a star across Europe. Queen Victoria liked him so much she gave him a diamond scarf pin. Along the way, he fell in love with Mary, Countess de Rossetti, a widow who was half-Italian and half-Irish. She taught him English and 1898 he came to London and for three months he topped the bill at the Pavilion in Piccadilly Circus – now the Trocadero shopping centre – with a 15-minute sketch called Love Always Victorious. He played all seven characters in this show, male and female. Signor Pepi took his show to Austria, Belgium and Holland, before starting the British tour which brought him to Barrow in September 1902.

This article is an abridged version of a chapter in Chris Lloyd's book, Of Fish and Actors: 100 Years of Darlington Civic Theatre Copyright not sought yet
One of Barrow’s best loved football personalities, Mr Jack Baggett, a former trainer at Holker Street, died on Saturday in North Lonsdale Hospital.

Mr Baggett, 76, of Dundas Street, was admitted to the hospital 12 weeks ago following a stroke.

A former professional footballer, Mr Baggett played for Bolton Wanderers in the 1920s. And while he rarely talked about his football achievements one of the biggest disappointments of his life was being left out of the Bolton side that won the famous “Policeman on a White Horse” FA Cup Final of 1923.

Jack played in the earlier rounds and in the semi-final but was named as a reserve for the Final (sic. This was before substitutes were allowed, so he would only have played in the case of injury/illness before the game) once the great David Jack had recovered from injury and was fit to play.

Coached abroad
Football later took Jack to Greece, Turkey and Cyprus, training and coaching players in the 1930s. He was working as a coach in Greece when he had to escape from the German forces in 1941.

He moved to join Barrow in 1954 when they were in the Third Division North. Later he looked after the treatment of injuries and he only finished his service with the club last Boxing Day after acting as the Holker Street odd job man for a spell.

A close friend of Mr Baggett, former Barrow secretary Wilf Livingston, said: “He was always regarded as a gentleman by everyone who came into contact with him. He was a friend to all and helped many young players with their football careers.”

Don McEvoy, who had two spells as manager at Holker Street, said: “He was a real gentleman - the best I ever came to know in my years in football. You could not find a more sincere person.

“He was devoted to the Barrow club.”

Jack’s health suffered after the death of his first wife. He remarried over a year ago and leaves a widow, Mary.

A requiem mass will be held at St. Mary’s Roman Catholic Church, Barrow at 9.00 a. m. on Wednesday.

**Where is the grave?**
Walk up the main path past the Crematorium. At the Catholic chapel, turn right and right again. It is a few steps along on the left, but not directly next to the path.

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The story in the local paper appears to be entirely mythical: he wasn't even at Bolton at the time of the 'White Horse Final', and only made 2 appearances in the following season. He didn't play in the 1925/6 Final, which Bolton won.

Peter Holme from the National Football Museum kindly replied to my enquiry: The only Baggett we have in the record books (Football League players by Michael Joyce) is Walter John (“Bill”) Baggett who I assume is the same man as he played for Bolton and Reading and died in 1978. I attach his full playing record, from 1923 to 1932, including all League games played and goals scored, taken with kind permission from the online English National Football Archive, www.enfa.co.uk.

He played at inside right or inside left and was born in Potterspury (Northants) on 29th May 1902. He first played for Victoria Ironworks (I cannot say where that is) then Wolverhampton Wanderers, but he played no first team games for them. He transferred to Bolton Wanderers and played for 4 seasons in Division 1 and then on to Reading for 5 seasons, playing in divisions 2 & 3 (south). In between he may have played an odd game for non-league Colwyn Bay. After Reading he played for non-league Tunbridge Wells Rangers.
A music hall artist, known as Lorenzo, died in his lodgings on Sunday October 17th 1880. Originally, the local press suspected foul play, but this proved to be untrue. The headstone names William Connor, known as Will Lorenzo, and goes on to record that This stone was erected by a few Manchester friends.

The Barrow Herald of Tuesday October 19th 1880 reported:

**SUSPICIOUS DEATH AT BARROW**

About eight o’clock on Sunday morning a professional named Will Lorenzo died at his lodgings in Barrow, under what appear to be very suspicious circumstances. On Saturday evening he was at the Star Music Hall where he was playing his part as a negro delineator¹, and having sung two songs in capital style to a large and enthusiastic audience, appeared for a third time in a trick that he was very clever in, viz. balancing twelve chairs on his chin, and it was noticed that he staggered and let fall the chairs, yet no person suspected anything was wrong. However, he failed in the next attempt and fell before the footlights. He got up, and reeled to the side wings, where he was found lying on his back. On being interrupted as to his state he replied that he had been drugged. Mr. Kinsella, the lessee, had him at once conveyed to his lodgings, and early on Sunday morning, matters appearing serious, a doctor was sent for, but too late to be of service.

The above was repeated in the report of the inquest, which appeared in the Herald of Saturday October 23rd. An inquest was held on the body on Wednesday evening at Mr. Scott’s, Cavendish Arms, before Mr. John Poole, Coroner, and a jury, of which Mr. Beck, Dalton-road, was foreman. After the body had been viewed the first witness called was Mr. Kinsella, who said he lived at 15, Lord-street, and was lessee of the Star Music Hall. He knew the deceased Wm. Connor, whose professional name was Lorenzo, and lodged at 25 Crellin-street. He was a low comedian and chair-balancer in his employment. He had been with him for six nights, and he was informed that he was 32 years of age. He was addicted to drink or to spells of intemperance, but in his employ he was very steady. He took ill on Saturday night last whilst performing. He gave two songs very successfully, but before the chair-balancing he was suddenly taken ill. Witness was at the box when word came that Lorenzo was drunk and falling about the stage. He went round to the side, and shouted, ‘Billy wake up.’ On hearing the remark he winked, as much as to say he was jesting. After watching minutely the impression he felt was that he had taken drink and in consequence of what took place after, deceased left the stage and witness apologised to the audience. He was quite sober on going on. He had complained to Mrs. Kinsella on the Thursday previous about his hands being bloodless and cold. He saw him both before and after his death. The last time he saw him alive was about half-past seven on Sunday morning. He saw him dead about eight o’clock.
- Dr. Settle, surgeon, said that he made a post mortem examination on the body of deceased about ten o’clock, and he found the brain diseased and a large clot of blood with the substance of the brain amply sufficient to account for death. The immediate cause for the effusion of blood would be strong exertion, which would have ruptured a vein. Deceased’s intemperate habits would predispose towards this. He had found no post mortem appearances to show that poison was taken. In fact the deceased died from effusion of blood arising from natural causes.
- After the doctor’s evidence the Coroner did not think it necessary to call any further witnesses, nor in fact was it necessary to hold an enquiry, the cause of death being so evident, were it not for the statement made by deceased when taken ill, as to his being drugged. It was quite natural for a man taking drink to imagine such a thing; but from the doctor’s evidence it was quite clear that no foul play had taken place.
- The jury recorded a verdict that deceased died from natural causes, arising from effusion on the brain.
- Deceased was a native of Wednesbury, and in the profession was highly respected.
Yet another victim of an industrial accident. While some accidents are mentioned on the memorial stone, many will have no stone, or the manner of death will not be recorded.

The *Barrow Herald* Saturday March 19 1881 reported:

**A MAN KILLED AT BARROW**

On Wednesday last a sad and fatal accident took place in Mr. Charles’ siding at the Furness Railway Company whereby a young man named George Francis Driver, a stoker, was run over by an engine whilst shunting some wagons, which caused his death.

An inquest was held on the body yesterday, before Mr. John Poole, coroner, Mr. Messenger, Dalton-road, being the foreman of the jury.

- John Driver, 5, Egerton Buildings, assistant engineer, said that deceased was his son, and was 20 years of age, and resided with him. He was a fireman in the employ of the Furness Railway Company. He had not seen the deceased previous to the accident, but saw him after he was killed. – John Moore, 6, Lower Lumley-street, said that he was an engine-driver. He knew the deceased who was working with him as fireman, on the 16th, on the same engine. They were shunting in Charles’ Yard, near the docks, about 6.40. They had been at work since half-past five in the morning. At the time of the accident they had seven empty and five full wagons attached to the engine. They went in to attach the laden wagons, and also the empty ones that were in the same row. The rails being greasy the engine would not fetch them out. There were a pair of points at the place where the accident occurred to the deceased. Witness said, “George, get off and hold the points and we will have another try.” He got off to do so and they went down the same road again in order to bring them out, and at the time of doing this the accident happened. After passing the place where the deceased was he heard someone cry out. He at once reversed the engine and went across the footplate to apply the brake, but the guard had got hold of it before him. Witness got off to see what was wrong and saw the deceased lying under the wagon adjoining the engine. Deceased told him that his arm and his leg had been run over. They conveyed him on a board to the hospital immediately afterwards.

- John Kemp, 19 Lumley-street, said that he was with deceased and last witness the day of the accident. He saw the deceased holding the points and afterwards making a spring to get on the engine. Before doing so he was standing beside the point whilst the engine was passing. He could not say whether his foot slipped or the point handle caught him. He fell down, and the engine wheels passed over him.

- By the Coroner: It was usual to get on whilst the engine was in motion. The speed was between 10 and 12 miles per hour.

- By the Foreman: It was not necessary for him to get on to the engine, as the train was coming down the next line. He would have stopped him if he thought he intended getting on. He was only set on that duty on Monday morning.

- By Mr. Cook: He had been an occasional fireman for a considerable time.

- Dr. L. P. Booth, surgeon at the hospital, said that deceased was admitted at half-past seven on the date named, and died from his injuries about half-past twelve o’clock. Deceased had received a fracture to both thighs, and a compound fracture of left leg and right shoulder.

- Mr. Forrester said that, as a member of the jury, he would like to hear something further in reference to the greasy state of the rails, as described by the engine driver.

- The engine driver, on being re-called, said that he only referred to the effects of the rain, which made the rails slippery.

- The Coroner, in summing up, said that it was evident to all that the deceased by want of caution had contributed to what had happened, as there was no apparent necessity to go on to the engine at the time he had done, and the cause of his death was purely accidental.

- The jury brought in a verdict of “Accidental Death”, and exonerated all connected with the accident from any blame.
Seamen lost when Italian submarine torpedoed the HMCS Saguenay 1st Dec 1940

<table>
<thead>
<tr>
<th>Surname</th>
<th>Forenames</th>
<th>Age</th>
<th>Memorial?</th>
<th>Rank</th>
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<td>M.P.K.(Torpedoed)</td>
</tr>
<tr>
<td>Hare</td>
<td>Harvey William</td>
<td>21</td>
<td>Halifax</td>
<td>n/k</td>
<td>RCNVR V227</td>
<td>M.P.K.(Torpedoed)</td>
</tr>
<tr>
<td>Le Gare</td>
<td>Hector</td>
<td>21</td>
<td>Barrow in Furness</td>
<td>Able Seaman</td>
<td>RCNR A2084</td>
<td>Killed.(Torpedoed)</td>
</tr>
<tr>
<td>Lynch</td>
<td>Budd Frederick</td>
<td>30</td>
<td>Halifax</td>
<td>Vict.Ass. (Vicualling Assistant?)</td>
<td>RCNVR 40613</td>
<td>M.P.K.(Torpedoed)</td>
</tr>
<tr>
<td>Maziere</td>
<td>George</td>
<td>N/K</td>
<td>Barrow in Furness</td>
<td>Able Seaman</td>
<td>RCNVR V5309</td>
<td>Killed.(Torpedoed)</td>
</tr>
<tr>
<td>Morrison</td>
<td>David Adamson</td>
<td>19</td>
<td>Halifax</td>
<td>Ordinary Seaman</td>
<td>RCNVR V7587</td>
<td>M.P.K.(Torpedoed)</td>
</tr>
<tr>
<td>Purvis</td>
<td>Henry</td>
<td>19</td>
<td>Barrow in Furness</td>
<td>Ordinary Seaman</td>
<td>RCN 3585</td>
<td>Killed.(Torpedoed)</td>
</tr>
<tr>
<td>Sheppard</td>
<td>Henry Joseph</td>
<td>20</td>
<td>Halifax</td>
<td>Able Seaman</td>
<td>RCN 2996</td>
<td>M.P.K.(Torpedoed)</td>
</tr>
</tbody>
</table>
Spencer Frederick 20 Barrow in Furness Ordinary Seaman RCNVR V16051 Killed.(Torpedoed)
Strickland Stanley George 19 Halifax Able Seaman RCN A1657 M.P.K.(Torpedoed)
Sweeney Charles Henry 33 Halifax Leading Seaman RCN 2164 M.P.K.(Torpedoed)
Tweedie John Samuel David 25 Halifax Ordinary Seaman RCNVR V7417 M.P.K.(Torpedoed)
Tyndall William David 19 Halifax Ordinary Seaman RCN 3607 M.P.K.(Torpedoed)

The Ship
**HMCS Saguenay (D79/I79)** was a River-class destroyer that served in the Royal Canadian Navy from 1931-1945. She was similar to the Royal Navy's A-class.

She was built by John I. Thornycroft & Company at Woolston, Hampshire and commissioned into the RCN on 21 May 1931 at Portsmouth. Saguenay and her sister Skeena (D59) were the first ships specifically built for the RCN. Her first two commanding officers went on to become two of the most important Admirals of the Battle of the Atlantic. She arrived in Halifax, on 3 July 1931.

For the first month of Second World War, HMCS Saguenay was assigned to convoy duties in the Halifax area. In late September 1939, she was assigned to the American and West Indies Squadron based at Kingston, Jamaica. On 23 October 1939, the German-flagged tanker Emmy Friederich scuttled herself on encountering Saguenay in the Yucatan Channel, and thus became the Canadian destroyer's first war conquest. In December 1939, Saguenay returned to Halifax to join the local convoy escort force, with which she remained until 16 October 1940, when she was transferred to Greenock, Scotland to serve as a convoy escort on the North Atlantic run. On 1 December 1940, Saguenay was torpedoed 300 miles (480 km) west of Ireland by the Italian submarine Argo while escorting Convoy HG-47, and managed to return to Barrow-in-Furness largely under her own power, but with 21 dead and without most of her bow. (See picture top right)

After repairs at Greenock, she returned to sea on 22 May 1941. Saguenay was assigned to Escort Group C-3 escorting convoys ON-93, HX-191, ONS-104, SC-90, ON-115, HX-202, ON-121, SC-98, ON-131, HX-210 and ON-141 prior to a collision while escorting SC-109.[2] On 15 November 1942, Saguenay was rammed by the Panamanian freighter Azra off Cape Race, Newfoundland. The impact of the collision set off Saguenay's depth charges, which blew off her stern.

The photograph of the damage to HMCS Saguenay's bow at the top of the page was kindly sent by Jane Naisbitt, Head, Military History Research Centre, Canadian War Museum, Ottawa, who also provided the information from Douglas et al.
Volunteer W Whelan, 1st County of Lancaster bn.  
Home Guard, formerly the Border Regt.  
6 March 1942 aged 31.

The Barrow News 7 March 1942 wrote

RAMPSIDE FIRE TRAGEDY
TWO MEN LOSE THEIR LIVES

Two members of the Home Guard were found dead in a shelter near Rampside yesterday, apparently having been overcome by fumes. They were:
Herbert Coop (62) of 66 Cheltenham-street; and William Wheelan (sic) (31), of 38, Lord-street, Barrow.

Discovery of the men’s fate was made about 9.30 a.m. when Walter Rainey, of 24, Mount Pleasant, Barrow, saw smoke coming from a ventilator of the shelter. He found a fire blazing in one of the compartments of the shelter, and although he attempted to gain admittance was beaten back by the flames.

Barrow Fire Brigade was called and on entry being made both men were found to be dead.
Coop was kneeling by the side of a bunk, but Wheelan had apparently attempted to reach the exit before being overcome, and had sustained burns.

There was a combustion stove in the compartment were (sic) the bunks were, but the fire apparently occurred in a separate compartment and its origin is a mystery.
Coop, who was a married man, was a corporal, and Wheelan, a private, was single.
Pilot Officer Pawel Struniewski was based at Rednal Shropshire. He was in the 61 O.T.U. (Operational Training Unit) where pilots practised in Spitfires and Mustangs.

Starszy sierżant (Flight sergeant) Leon Trzebatowski was based at Walney Airfield, where the 10 Air Gunnery School (AGS) was based. He died in an accident at Fleetwood.

Tadenski Krol was based at Walney. His plane (Boulton Paul Defiant N1811) crashed somewhere between Ocean Road & Biggar Village on Walney Island. [http://aviation-safety.net/wikibase/wiki.php?id=1537](http://aviation-safety.net/wikibase/wiki.php?id=1537) reports that it crashed after hitting telegraph wires & hedge during air gunnery exercise.

E Ciurkot also died in an air accident.

Boulton Paul Defiant planes were prone to accidents. All but the Lindal crash below were of Walney planes. Other RAF Squadron's had similar experiences (See link to 96 Squadron below).

28-JUL-1942 RAF 10 AGS N1612 Walney Airfield Stalled rolled & crashed on take-off with prop in course pitch. 2 dead
20-AUG-1942 RAF 10 AGS N3449 1m north of Millom Crashed into sea after engine failure. 2 dead
06-OCT-1942 RAF 10 AGS T3943 Walney Airfield DBR in overshoot on landing.
01-FEB-1943 RAF 10 AGS N3507 Askam-in-Furness Lost control & crashed. 2 dead.
08-FEB-1943 RAF 10 AGS T4119 Walney Airfield Hit & DBR by N1579 while parked.
14-FEB-1943 RAF 6 FPP N1551 Lindal Abandoned after loss of control in cloud while being ferried.
24-FEB-1943 RAF 10 AGS AA299 Walney Airfield DBR in bellylanding after undercarriage failure.
19-MAR-1943 RAF 10 AGS N3428 Forcedlanded after undercarriage failed to lower & DBR.
27 March 1943 RAF 10 AGS N3459 Biggar Bank, Walney DBR in forced landing after engine failure.
18-APR-1943 RAF 10 AGS N1630 Walney Airfield Overshot landing in bad visibility, swung & undercarriage collapsed, DBR
21-APR-1943 RAF 10 AGS N1735 Walney Airfield DBR after engine cut on approach & aircraft swung on landing collapsing undercarriage.
28-APR-1943 RAF 10 AGS T4074 Fleetwood DBR in forced landing on beach after engine failure.
[http://aviation-safety.net/wikibase/dblist.php?AcType=dfnt](http://aviation-safety.net/wikibase/dblist.php?AcType=dfnt)

Where are the graves?
At the far end of the Cemetery, go past the Catholic Chapel and turn left down the furthest path. At the furthest point, they are in a row on the right, near other CWGC headstones.
Chief ERA Harry Jenner (a war grave) unfortunately killed in a bombing raid on Barrow on 14 April 1941 whilst ‘Standing By’ HMS UNBENDING (P37) which was building in the Yard. He was possibly staying in the Trevelyan Hotel, on the corner of Abbey Road and Dalkeith St or High Street and Dalkeith Street. It is listed in the Cemetery Log Book as 1 Dalkeith Street. An Ada Charlotte Jenner (wife?) also died in the raid, aged 56.

Nella Last’s Diary records: Easter Monday, 14 April 1941: One Hotel had gone and a little street. The former and four houses of the latter are just rubble, and no one was saved from them. I could not have believed so few bombs could do so much damage. Bulging walls, gaping windows, crazily leaning chimneys, dirty tired wardens, ordinary citizens in demolition gangs working like men possessed, crowds of quiet, white faced spectators.

http://www.bbc.co.uk/history/british/britain_wwtwo/nella_last_part2_01.shtml

Jenner had been awarded the Distinguished Service Medal 31st December 1940: published in the Supplement to the London Gazette 1st January 1941. The Submarine Museum, Gosport, told me that his honour was for services on HM Submarine H44. H44 was an old submarine of the Holland H602 Class, built by Armstrong Whitworth on the Tyne and launched on 17 February 1919.

21 Jun 1940
HMS H 44 (Lt. E.D. Norman, RN) torpedoed and sank the small Danish merchant Alfa (844 GRT, built 1921) off Texel, Netherlands.

At 1750 hours HMS H 44 spotted a merchant ship of about 3000 tons at 4000 yards. At 1810 hours two torpedoes were fired from 3500 yards. One torpedo was seen to hit the target amidships three minutes after firing. Four of the crew of the Alfa died in the attack.

http://uboat.net/allies/warships/ship/3653.html

Sources
http://www.naval-history.net/xDKCas1941-04APR.htm
Dec 2011 Submariners Newsletter Barrow in Furness Branch
http://www.london-gazette.co.uk/issues/35029/supplements/26
www.submarine-museum.co.uk

Where is the grave?
Walk up the drive past the Crematorium, then immediately sharp left past the building, bend downhill to the right. Carry on downhill, bearing right, and it is on the right before another path joins from the right.
It is unusual for couples to be buried together under Commonwealth War Graves Commission memorial stones. This is the only one in Barrow Cemetery.

Leading Aircraftman John Waite & Joan Waite had been married for a week when he was called back to his base less than three weeks after D-Day. V1 flying bombs had started landing in London on 13th June 1944, and the Waites were killed by one that landed in Westminster on Saturday 24th June. On Tuesday 27th June, this made the front page in the North Western Evening Mail, alongside news of the fall of Cherbourg:

BARROW MAN AND BRIDE KILLED BY FLYING-BOMB
Recalled to his base in the South of England whilst honeymooning in Barrow, a 23 years old member of the RAF and his 19 years old bride, are both reported killed by enemy action.
There deaths are believed to have been caused by a flying bomb.
This is the tragic news received by Mrs. Timmington, of 41 Anchor-road, of her son, L.A.C. John Frederick Waite and his bride, formerly Miss Joan Harris, of Littlehampton, Sussex.
‘The news was a terrible blow,’ Mrs. Timmington told an “Evening Mail” reporter, ‘they only married a week last Saturday.’
‘John was on 14 days leave, but was recalled, and with Joan’s home being in Sussex she travelled south with him. They had not completed their journey, when they were killed.
‘We were informed only of John’s death at first, but after we had given the police a description of Joan we were informed yesterday that she was also amongst the victims.’
‘They were so happy when they left us and it is hard to realise they have both been killed.’
L.A.C. Waite was in the Merchant Navy before joining the R.A.F. in 1941, leaving the offices of Messrs. Vickers-Armstrong to join the Monarch of Bermuda as a bell-boy at the age of 15 years.
When his ship was sunk in 1941 he was unable to get another one immediately and applied for transfer to the R.A.F. He has since been serving with an air-sea rescue squadron.
The Hart Brothers: Three brothers who died in World War One

The film _Saving Private Ryan_ (1998) gave a fictionalised account of the US armed forces determination not to allow all the sons of one family to be killed in WWII. The gravestone in Barrow Cemetery reminds us that many families DID suffer multiple losses in the First World War. Poignantly, two of the brothers died 15 days apart in the last month of the fighting.

Where is the grave?
From the main entrance, walk up past the Thorncliffe Rd/North Lodge exit. Take next left, then left again on a wide curving path downhill. This is joined by another path coming in from the left, as it bends right. Keep going downhill. The memorial is a very white stone on the left, next to the path.

Memorial numbered 2025 Fairbairn & Hull

The Hart Family

The 1911 Census has the following members of the Hart family living at 30 Lyon St, Hindpool:
Emma (55). Born at Dudley, Staffs.
Stephen (18) Labourer, Rail mill, Barrow steel works.
Unice (sic) (15), Factory operative (spinner), Barrow Jute mill.
George (13)
The account says 5 children born alive; 3 still living (sic). Only 3 were still living at home. The family also had a lodger: Albert Price (24), cousin, Plater at Vickers, Sons & Maxim.

The 1911 Census has a married son living at 39 McClintock St with his family:
John Hart (20) General labourer, Pruss? Foundry, Vickers Sons & Maxim
Nancy (20)
John Thomas (1)
together with Katherine Flemming (72), identified as boarder, widow and seamster.

The 1901 Census records the family at 30 Lyon St, Hindpool
George Henry (45) Fitter & turner, Iron & steel works. Born at Thrapston, Northants
Emma (45). Born at Dudley, Staffs.
Florine (sic: mistake for Florrie) (14)
Eliza (13)
Jno (sic: John) (10)
Stephen (7)
Eunice (5)
George (2)

The parents & family
George and Emma married in ****
They had at least 9 children:
Elizabeth b 1879 m Thomas Tart 1897 St James’, 8 children: see below (parents of Albert)
George Henry b 1881 d 1882
George Henry b 1883 d 1887
Florence b 1886 m 1906 Joseph Prosser Barrow Reg Off or Reg attended (d 1922?)
Remarried 1923 George H Harrison
Eliza b 1888 m 1906 Edward Davies St Mark’s B/W
John b 1890 m Nancy Fish 1909 St James’, B/W 3 children: John Thomas 1910; Emma 1913; William James H 1915
Stephen b 1893
Eunice b 1896 m 1914 Percy Speight Barrow Reg Off or Reg attended. Two children: George Levison (1915) and Gladys (1916)
George Henry b 1898
Note that 3 sons were called George Henry, and none of them outlived their father, who died 8 Nov 1940, aged 85.

Emma died on 23rd Nov 1922 aged 67.

**The boys**

**John Hart** b 1890 d 26 Oct 1918 presumably during the battle for Querenaing (in the Pas de Calais), which was taken the following day.
Lance Corporal 1st Batt King’s Own (Royal Lancaster Regiment)
Service no 200800. Enlisted Ulverston
Buried Denain Communal Cemetery Plot C 41. See image at http://twgpp.org/information.php?id=2333566

Denain was a German hospital centre during the greater part of the War; and from the 1st November, 1918, to the 12th March, 1919, the 33rd Casualty Clearing Station was posted in the town. The Communal Cemetery, was used by the Germans to bury their soldiers and (in 1917 and 1918) 153 British prisoners. A British plot was made at the South-East end, after the capture of the town; and after the Armistice the graves of the prisoners and other British graves were regrouped beside it. There are now over 300 1914-18 war casualties commemorated in this site. Casualty Details: UK 238, Canada 70, Australia 1, Total Burials: 309 (http://www.ww1cemeteries.com/ww1frenchcemeteries/denain.htm)
More information about the Cemetery @ http://www.inmemories.com/Cemeteries/denain.htm

The Curator of the King’s Own Royal Regiment Museum, Lancaster provided the following information: He (John Hart) was originally with the 1st/4th Battalion of the King's Own with the number 3144, and this was changed to 200800 as part of the Army wide renumbering of the Territorial Force Battalions in 1917. He enlisted on 20th January 1915 at the age of 27 years. He went overseas to the British Expeditionary Force on 27th February 1917. He was home again from 28th June 1917, and .... was back overseas again on the 5th May 1918, .... this is may be when he joined the 1st Battalion, with whom he was killed in action on 26th October 1918.

**Stephen Hart** b 1893 d 27 June 1916 (Died of wounds – Ancestry)
Private 10th Batt The Loyal North Lancashire Regiment
Service no 22697. Enlisted Preston
Listed as son of George H. and Emma Hart, of 1, Crookland Terrace, Dalton-in-Furness, Lancs.

**George Henry Hart** b 1898 d 11 Oct 1918 (Listed simply as G Hart in the Commonwealth War Graves Commission list)
Private 3rd Batt King's Own (Royal Lancaster Regiment)
Service no 49822 (49827 (sic) Ancestry). Enlisted Barrow in Furness
Records of the King's Own Royal Regiment Museum, Lancaster show that he died at home, probably never having served abroad. The 3rd Battalion was the pre-war Special Reserve/Depot battalion and George Henry Hart is showing as being with them when he died.
Buried Barrow in Furness Plot II. 2025

**The Grandson: Albert Parham Tart**
I initially thought that Albert Tart was a spelling error: Albert Hart could easily be misheard for Albert Tart. However, Elizabeth Hart, eldest daughter of George & Emma, married Thomas Tart at St James’, Barrow in 1897. They appear to have had the following children:
1897 Thomas d 1897
1899 Albert P (d 1921 – on the Hart gravestone)
1901 Comfort (d 1902)
1903 Joseph E (d 1924)
1905 Elizabeth
1907 Emma
1910 Sarah
1913 William

Albert is on the RAF Muster Roll for 1918

**Sources**
Ancestry.com
CWGC website (Commonwealth War Graves Commission)
Cumbriabmd.org.uk (Births, deaths & marriages in Cumbria) Find My Past
Kings Own Royal Lancaster Regiment Museum, Lancaster (http://www.kingsownmuseum.plus.com/ )
Barrow’s shipyard was building the *Rurik* (Рюрик) for the Imperial Russian Navy in 1906, laid down in August 1905 and launched on 4 November 1906. She has been described as one of the best armoured cruisers built, with advanced sprinkler protection for the magazines. She was designed by KA Tennison and AP Titov, and the contract was arranged by Basil Zaharoff. The ship had a prolonged work-up while defects were rectified. Rurik was commissioned in 1908. She carried out a deployment to the Mediterranean in company with the battleships *Tsesarevich* and *Slava*, where she represented Russia at the coronation of King Nicholas of Montenegro. She was the flagship of the Baltic Fleet during World War I and saw much action, being damaged by mines on several occasions. The ship was worn out by 1918, she was hulked in 1922 and sold for scrapping in 1930.

http://en.wikipedia.org/wiki/Rurik_%281906%29

The memorials proved difficult to translate, being written in old Russian. Thanks to Pat Blackburn & Malcolm Mancey-Jones for their work in making sense of them:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Date Died</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dmitry Vavelevich Tyrinz</td>
<td>Chief Inspector of the Artillery Unit</td>
<td>17/30 March Year 1915</td>
</tr>
<tr>
<td>N.I. Dobronravov</td>
<td>Mining Engineer</td>
<td>Passed away on December 13th Year 1907</td>
</tr>
<tr>
<td>Andrei Kopitin</td>
<td>Crew member of 1st class cruiser “Bogatyr”</td>
<td>Passed away in Barrow 30th October 1906</td>
</tr>
</tbody>
</table>

**THE RUSSIAN FLEET**

**VISIT TO BARROW**

The London correspondent of the ‘Glasgow Herald’ says:- A Russian naval squadron, which is now making a cruise for the instruction of cadets, will steam around the north of Scotland and down the West coast this week: but although it may put into some of the harbours on the Scotch coast, the visits will be private, and thus there will be no formal receptions. As it is desired that should have an opportunity of seeing through one of the most modern British naval construction works, I learn from the Embassy here that arrangements have been made for an anchoring of the squadron at some convenient point near Morecambe Fleetwood, probably in the Lune Deeps, and for the debarking of the officers and cadets to visit the Vickers Works at Barrow-in-Furness and the gun ranges of the company further up the coast. The ships comprising the squadron are the battleships *Slava* and *Tsarevitch* and the fast cruiser *Bogatyr*. These are respectively of Russian, French and German construction. The *Bogatyr* belonged to the Vladivostock Squadron during the recent war, made many successful sorties, and although she grounded badly on the rocks when escaping from an attack by Japanese armoured ships, was salvaged and repaired.

**BARROW HERALD Tuesday October 23 1906**

This visit was eagerly anticipated, with an article in the Barrow Herald on Saturday October 27 1906 (the day of their arrival) describing the Squadron being met by the Furness railway boat *Lady Evelyn* and their itinerary, which as well as a visit to the shipyard and armament works, included a visit to the firing range at Eskmeals and to the River Don steelworks in Sheffield to view the manufacture of armour plate. The launch of the *Rurik* was imminent.

A further, lengthy article on Tuesday November 6 1906 covered two columns describing their visit to the shipyard, including the ‘splendid luncheon’, which included *Whitstables on Half Shell; Real Turtle; Sole a la Percy; Sweetbreads a la Financiere; ....*

At the time of writing (April 2013), this last dish sounds especially repulsive!
Russian Squadron’s visit
STOKER DIES AT THE HOSPITAL

A melancholy event in connection with the visit of the Russian Squadron to this district has occurred in the death of Andreas Kopjikin, aged 24, who was a stoker on board the cruiser Bogatyr. He was conveyed to the North Lonsdale Hospital on Monday week after the arrival of the squadron in Morecambe Bay. The deceased, who died on Monday afternoon, had been ill eleven days before going to the Hospital, and he died of heart disease. A touching story was told by Mrs Jas. Dunn, when opening the new balconies at the Hospital on Saturday afternoon. The Admiral of the Squadron jokingly told the deceased as he left the ship to go to the Hospital that he had chosen the wrong time to be ill, as he might have had three or four days pleasure in Morecambe Bay. The stricken sailor, however, reverently replied, ‘It is God’s will.’ He seemed quite resigned, and though absent from his friends passed peacefully away.

IMPRESSIVE FUNERAL

On Thursday afternoon an impressive funeral took place of the Russian stoker, Andreas Kopjitin, aged 24 years, who succumbed from an illness whilst lying in the North Lonsdale Hospital on Monday afternoon. It was unfortunate that unfavourable climatic conditions prevailed for the funeral. At about 10.15 the cortege left the hospital and proceeded to the Barrow cemetery, where the Ven. Archdeacon Campbell officiated at the graveside. Amongst those at the ceremony were Lieut. Col. Newman, Naval Constructor Tennyson, Mrs. Tennyson, Lieut. Ovander, Mrs. Ovander, Capt. Barrowski, Mr. Scar, Mr. Tromimoff, etc. Six members of the crew of H.M.S. Thames also attended to show their sympathy with the deceased.

BARROW HERALD Saturday November 17 1906

Note that the gravestone indicates October 30th, 1906 as the date of death: the news article above suggests November 12th. This is explained by the difference between the Russian Julian calendar, and the British Gregorian calendar, 13 days.

<table>
<thead>
<tr>
<th>Name:</th>
<th>Bogatyr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operator:</td>
<td>Imperial Russian Navy</td>
</tr>
<tr>
<td>Builder:</td>
<td>Vulcan Stettin</td>
</tr>
<tr>
<td>Way number:</td>
<td>BauNr. 247</td>
</tr>
<tr>
<td>Laid down:</td>
<td>22 December 1899</td>
</tr>
<tr>
<td>Launched:</td>
<td>30 July 1901</td>
</tr>
<tr>
<td>Commissioned:</td>
<td>August 20, 1902</td>
</tr>
<tr>
<td>Decommissioned:</td>
<td>1918</td>
</tr>
<tr>
<td>Renamed:</td>
<td>1918</td>
</tr>
<tr>
<td>Fate:</td>
<td>Scrapped 1922</td>
</tr>
</tbody>
</table>

Wikipedia says that Bogatyr comes from Russian mythology, meaning folk hero, folk warrior or ‘epic hero’ (my translator). Wikipedia suggests Hercules as an acceptable Western alternative.

PAINFUL DEATH AT BARROW
RUSSIAN INSPECTOR SUCCUMBS

We regret to learn that Colonel Dobronvavoff, one of the Russian overseers at present with H.I.M. cruiser Rurik, died on Tuesday night in the North Lonsdale Hospital after a painful illness. The distinguished officer was held in high esteem by his colleagues, and his demise is deeply regretted.

BARROW HERALD Saturday December 28 1907

I have been unable to find any news report of the third death (Tyrinz) in March 1915. It is possible that he was part of the crew of an ice-breaker visiting at the time. Alternatively he was in Barrow examining the latest armaments, with a view to buying for the Russian Imperial forces.
Initially I was not certain whether it had Chinese or Japanese script. Ships for both Chinese (The Ying Swei launched December 1911¹) and Japanese (The Kongō launched May 1912²) navies were being built by Messrs Vickers Ltd. in Barrow Shipyard in 1911/12. The embassies of each country responded to my request for assistance, confirming that it was the grave of a Chinese sailor. However, Mr Zhao Lei, First Secretary and Consul at the Chinese Embassy (2012), helpfully said that the grave was of a sailor on the Chinese ship Hai Chi³. The Hai Chi had arrived in Portsmouth on 24 April 1911 to celebrate the Coronation of the new king (King George V); went to the US in July, returning to the UK in September. Its crew were assisting in the training of the crew of the Ying Swei.

Mr Zhao said that it was the grave of Mr. A-dong Zhang (张阿东), born in Zhen-hai County (镇海县), Zhejiang Province (浙江省) China. This is a coastal town near the city of Ningbo. The name in the following account is anglicised in a different way: conventions have changed in the last hundred years.

The Barrow News of 27 Jan 1912 reported: CHINESE FUNERAL – On Saturday (Jan 20th), the body of a Chinese stoker, named Chang Ho Tong, of the cruiser Hai Chi, was interred at the Barrow Cemetery with full burial rites of the Church of England. The deceased, who was 57 years of age, expired on the 19th inst., and the same day the body was removed to the mortuary, from where the funeral cortège left shortly after 2.30. On the top of the coffin, which was enveloped in the Chinese ensign, were a couple of wreaths, and the open hearse in which it was placed was immediately followed by a cordon (sic) of about 20 members of the crew, and the rear was brought up by two mourning coaches containing the following officers from the Hai Chi:- Engineering Lieut. Commander Chang, Lieut Wong, Lieut. Engineers Liu and Lin, Flag Lieut. Tchin and Sub-Lieut Hau. An interested concourse of people assembled in the vicinity of the mortuary, and likewise at the graveside, where the committal ceremony was witnessed by a number of spectators. The burial service was taken by the Rev J.W. Adams, of St James’s Church, and Messrs Henry Swarbrick and Sons carried out the funeral arrangements. Italics inserted

It is not known whether Mr A-dong was an Anglican, but Christian missionaries were very active in China until the 1920s.

The Barrow Herald reported on 2 December 1911: NEW CHINESE CRUISER – The Chinese cruiser, under construction at the Naval Construction Works, Barrow, leaves today for the Clyde, where she will undergo her steaming and gun trials. Part of her crew was brought from China on board the cruiser Hai Chi, which is at present birthed in Ramsden Dock, Barrow, and will remain there until the new vessel is ready to proceed to her Eastern home.

On 9 December the Herald reported that ‘In every respect the results were completely satisfactory.’

¹ http://en.wikipedia.org/wiki/Chinese_cruiser_Ying_Swei
² http://en.wikipedia.org/wiki/Japanese_battleship_Kong%C5%8D
³ http://en.wikipedia.org/wiki/Chinese_cruiser_Hai_Chí
Wassall was born in the West Midlands, probably in Aston, and after leaving the army became an electrician in the Shipyard. He lived at 34 Lyon Street.

Where is the grave?
Take the first left from the Devonshire Road entrance, and follow the bottom path along to the second ‘roundabout’. Turn right, and the grave is a few yards up on the left.

One of three VCs from Barrow that I have read about: the other two (Forshaw and White – no relation) from WW1 are not buried in Barrow.

Wassall was 22 years old, and a private in the 80th Regiment of Foot (later The South Staffordshire Regiment), during the Anglo-Zulu War when the following deed took place on 22 January 1879 at the Battle of Isandlwana, Zululand, South Africa, for which he was awarded the VC:

For his gallant conduct in having, at the imminent risk of his own life, saved that of Private Westwood, of the same regiment. On the 22nd January, 1879, when the Camp at Isandhlwana was taken by the enemy, Private Wassail retreated towards the Buffalo River, in which he saw a comrade struggling, and apparently drowning. He rode to the bank, dismounted, leaving his horse on the Zulu side, rescued the man from the stream, and again mounted his horse, dragging Private Westwood across the river under a heavy shower of bullets. *The London Gazette; no. 24734. p. 3966. 17 June 1879* [http://en.wikipedia.org/wiki/Samuel_Wassall](http://en.wikipedia.org/wiki/Samuel_Wassall)

Wassall is referenced in the Royal Welsh Regimental Museum (Brecon), where there is an interesting room devoted to the Anglo-Zulu Wars.

Wikipedia reports that his Medal is in the Regimental Museum of the Staffordshire Regt, at Whittington Barracks, near Lichfield, Staffs.

Further information:
[http://www.rwassell.com/samindex.htm](http://www.rwassell.com/samindex.htm)
[http://www.rorkesdrifvc.com/forum/viewtopic.php?t=2343&sid=7f66a832be579292198eb0f1e9438107](http://www.rorkesdrifvc.com/forum/viewtopic.php?t=2343&sid=7f66a832be579292198eb0f1e9438107)
19 Finch Brothers: killed in a road accident in 1928

In researching this memorial stone I had to look very closely at newspapers from 1928 & 1929. It became clear that motor cycle accidents and consequent deaths were a common occurrence. Pillion passengers appeared particularly at risk. Helmets were not compulsory until 1973, though the victims in this case died of other injuries. In the days before antibiotics operations were more dangerous than today.

The events:
As may be expected, the North Western Daily Mail (NWDM) covered the story fully. On Friday Aug 24th 1928 they reported: Bardsea Road Accident. Inquest resumed on Brothers Finch. Thomas Booth charged with manslaughter.

Before Coroner F. W. Poole and a jury, of which Mr. Albert Barnes was the foreman, the adjourned inquest was held this morning at Ulverston Police Court, concerning the deaths of the brothers, James Finch (28), married, of 14 The Strand, Barrow, and John Thos. Finch (25) single, of 32, McClintock-street, Barrow, who, along with two other brothers, Tom Booth, (21), of Pretty Wood, Heap Bridge, near Bury, and Wm. Booth, of Canal Foot, Ulverston, were involved in a motor-cycling collision on the Bardsea-road, near Ulverston, on Sunday the 12th inst. James Finch succumbed to his injuries at the Ulverston Cottage Hospital on the 14th inst, and John Thos Finch died at the same institution on the 17th inst.

Mr. Frank Jackson appeared for Thos. Booth, and Supt. Crapper was also in attendance.

Miss Cornforth, assistant matron of the Ulverston Cottage Hospital, said about 7.10pm on the 12th inst., she was present when Jas. Finch and John Thos. Finch were admitted. The latter was suffering from a fractured right leg and right arm, and Jas. Finch from a very badly fractured right leg. Both these men were operated upon immediately by Dr. Howman, and were left in his charge, and being serious cases, were afforded special attention.

EXCESSIVE SPEED

William Sawrey, a leather worker, 45, Soutergate, Ulverston said that about 6.30pm on Sunday 12th August, he was walking in the direction of Bardsea, on the right hand side of the road. When passing the cemetery gates a motor-cycle travelling in the direction of Bardsea passed him at an excessive speed. He could not estimate the speed, but would say about 40 miles an hour. On this machine were two male persons, and as they flashed past him, he noticed that they were about two yards from the offside kerb, their wrong side of the road. The road in front was clear. He watched them travel on the wrong side of the road for a distance of about 100 yards, and as they were taking the bend beyond the cemetery the machine was still on the wrong side. The took the bend on the wrong side, and at a very high speed, and passed out of his sight. Almost immediately he heard a crash, and a cry of ‘Oh’, followed by loud moaning. Witness left his wife and ran to the bend in the road where he found two men lying on the cemetery side of the road close to the gutter. A motor-cycle was lying beside them. Further on he noticed the motor-cycle he believed had passed him, also lying on the cemetery side of the road within a few yards of the kerb and the two riders lying near the footpath close to the machine. There was a space of 30 or 40 feet between the two groups …. In his opinion the accident was due to the motor-cycle which passed him being driven on the wrong side of the road.

This amounts to half the column inches from August 24th. Wm. Booth suffered from ‘severe concussion of the brain’, and remained unconscious for about a week, but was by now getting better.

P.T.O.
On Thursday August 30th committal proceedings took place at Ulverston Police Court, and the NWDM again reported at length. Various witnesses reported information consistent with Mr Sawrey’s account.

P.C. Worth …. saw Thomas Booth at the hospital. Booth said, ‘About 6.30pm on the 12th, I was driving my motor-cycle along Bardsea Road in the direction of Bardsea, with my brother William riding pillion, on my own side of the road, at a moderate speed. When nearing the Toll Bar, I noticed another motor-cyclist, with pillion rider, coming in the opposite direction, on their own side of the road, at a moderate speed. On nearing this motor-cycle my back wheel skidded, and I was unable to avoid colliding with the other motorcycle.

Thos. Booth pleaded ‘Not Guilty’, and was committed to trial at the next Assizes at Lancaster, bail being allowed in accused’s surety of £50 and another surety of £50.

The trial took place on Friday October 26th in Lancaster, and the NWDM reported more succinctly on the Saturday::

THE COAST ROAD SMASH: MANSLAUGHTER CHARGE AT THE ASSIZES

Thomas Booth, dyer, of Bury, was sent to 12 months’ imprisonment at Lancaster Assizes on Friday, for the manslaughter of James Finch, aged 28, and John Thomas Finch, aged 25, two Barrow brothers, who were on a motor-cycle with which Booth, driving a motor-cycle with his brother on the pillion, collided on August 12th on the Bardsea new coastal road, Ulverston.

For the prosecution it was said that Booth rounded a corner at 40 miles an hour on the wrong side of the road and collided with the motor-cycle ridden by the Finch brothers, who were thrown violently against a wall. They were so terribly injured that they died within a few days.

Booth said that as he approached the corner he slowed down and sounded his horn. As he took the corner he suddenly saw the Finch brothers, but his machine skidded and he knew nothing more until he felt a bump. He denied that he was speeding. He did not apply his brakes he said, because he did not see the two men soon enough.

Mr. Justice Humphreys said that nothing could be more dangerous than dashing round the corner on the wrong side of the road, which was the beginning and end of a case of wicked negligence.

Where is the grave?
Low down in the Cemetery, close to the baby graves.
From the Devonshire Road entrance, turn left and get to the lowest path along the bottom of the cemetery. At the second ‘roundabout’, turn right and it is on the right, below some large bushes.
Koninkrijk der Nederlanden means Kingdom of the Netherlands.

Matroos means Ordinary Seaman.

K.V. is a military decoration, the Kruis van Verdeinste, or Cross of Merit. It was a decoration instituted by the Dutch (strictly speaking, the Netherlands) Government in Exile in 1941.

I have been unable to find out why Leung Kan was in Barrow, about the time of the D-Day landings. He was probably from the Dutch East Indies, now Indonesia and other independent nations. Censorship regulations during the war meant that some things would not be reported: the death of a foreign sailor apparently being one of them. Presumably there was a post-mortem.
21 Corporal Gilbert Fell: accidentally killed 28 Feb 1918, Formby

Most of the war dead buried in Barrow died in local hospitals: North Lonsdale, Devonshire Road and Cambridge Street (The school children were sent to other premises, and the school buildings used as a hospital). Most died of illness rather than of battle injuries. Here is an exception:

Reading the inscription

In loving memory of
GILBERT FELL
CORPORAL 2/5TH K. O. R. L. REGT
ACCIDENTALLY KILLED AT FORMBY WHILST
ATTENDING THE WESTERN COMMAND
SCHOOL OF MUSKETRY FEB 28™ 1918
AGED 25 YRS

a fearful accident on the firing range is brought to mind. The truth is more prosaic:

BARROW NEWS SATURDAY MARCH 9, 1918

BARROW SOLDIER KILLED
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KNOCKED DOWN BY EXPRESS

A verdict of ‘Misadventure’ was returned at the inquest conducted by Mr. Samuel Brighouse at Formby, on Monday, touching on the death of Corporal Gilbert Fell (25) of the King’s Own Royal Lancaster Regiment.

Deceased, whose home was at 51, West View-road, Barrow, was knocked down by the 10.20p.m. train from Southport to Liverpool, on the Lancashire and Yorkshire Railway, last Thursday night, between the Formby Power House and Altcar Station. From the evidence it appeared that Corpl. Fell, who was attending a course on instruction at a School of Musketry, was returning to camp after a visit to the Wesleyan Club for soldiers at Formby, when, by a crossing, he was caught by the train, travelling at 45 miles an hour, receiving injuries to the head from which he succumbed immediately.

Another non-commissioned officer, who had been accompanying him, escaped, having become separated by a few yards from his companion. A heavy gale was blowing at the time, and the Coroner remarked that probably the general unfavourable weather conditions confused the soldiers as to their precise position, being strangers to the district, and that the heavy wind rendered hearing difficult.

The deceased father, who described himself as an electrician connected with the Furness Railway, living at West View-road, was invited by the Coroner to take a seat near him for the convenience of asking questions.

Coroner : You don’t see anything in the evidence for which to blame anybody?

Mr. Fell : No, sir. I am quite satisfied.

The jury returned a verdict as stated.

The Wesleyan Club is likely to have been teetotal, so drink is unlikely to have caused the accidental death of Corpl. Fell.

Corporal Fell’s parents were Thomas Robinson Fell & Mary Ann Fell of 51 West View Road CWGC
The funeral of James Fisher reads like a list of the great and the good of Barrow society. The *North Western Daily Mail* Friday December 3rd 1915:

**THE LATE MR. JAMES FISHER J. P.**

**FUNERAL AT BARROW**

One of Barrow's oldest and most prominent citizens was laid to rest in the Borough Cemetery on Friday afternoon, when the remains of the late Mr. James Fisher, J. P. of "Drumard", were interred in the presence of a large assembly of mourners. The deceased gentleman was held in highest esteem and affectionate regard by all who knew him well, whilst his true gentlemanly characteristics were manifested in many ways during his long public life in Barrow. The beautiful wreaths, of which there were a large number, also testified to the widespread grief and sympathy which his demise has created. The Mayor and Corporation attended, the deceased gentleman having sat on the Council for number of years, while he also occupied the position of Mayor in 1902-03., so that the attendance of the civic authority in a corporate capacity was a fitting tribute to the memory of one who was in every sense a public-spirited gentleman, and one who served his town faithfully and well.

The coffin was borne from the residence of the deceased to the hearse by members of the staff of Messrs. James Fisher and Sons, the coffin, hearse, and several coaches being covered with choice flowers, shaped into solemn emblems. The Mayor and Corporation and other mourners preceded the hearse to St. Paul's Church, where the cortege was met by the Rev. W Berry (the vicar) and the Revs. J. C. Montgomery (brother-in-law of the deceased) and C. E. Curson, also a relative. These gentlemen conducted the service in the church, where a number of other sorrowing friends had assembled, deceased having been churchwarden for a good many years.

The chief mourners were: Mrs. Fisher (widow), Misses Isabella and Alice Fisher (daughters), Lieut. James Fisher (son), Dr. and Mrs. Stokes (son-in-law and daughter), Commander and Mrs. Turner (son-in-law and daughter), Mr. R. B. D. Bradshaw (brother-in-law) and Miss Bradshaw, Rev. J. Montgomery and Mrs. Montgomery (sister and brother-in-law), Rev. C. E. Curson (cousin), Miss Clapham (cousin) and Mr. J. E. Fisher (cousin).

Amongst the general mourners present were: The Mayor (Ald. A. Barrow), who wore his robes and was attended by Mr. S. Hooper (the mace bearer), Mr. L. Hewlett (the Town Clerk), Mr. W. W. Waite (the Borough Treasurer), Aldermen Smith, Heath, Hardy, Toottill, Councillors Mawson, Barrow, Palmen, Fairbairn, A. Brown, Johnstone, Pearson, Barben and Archer.

The shipping firm of which the deceased was the head was represented by the following members of the staff: Messrs. G. A. W. Wilkinson, G. Lucas, W. Forrester, and W. Taylor.

The magistrates present were Messrs. Coulton Hunter, S. Taylor, J. Clarkson, R. Crossfield, and S. E. Major (the Magistrates Clerk).


After the service the mournful procession proceeded to the cemetery, where the usual sad rites were performed.

(There followed a detailed list of wreaths and donors)
The announcement of the death of Alderman Fisher at noon on Sunday came as a great shock to the people of Barrow and surrounding the district. It appears that he was seized with chill … (original illegible) … when his case was judged somewhat serious, pneumonia having … (original illegible) … but death was ultimately due to … exhaustion, owing to sleeplessness. He died at his residence, Fairfield. He was 51 years of age, and it is a coincidence that his father died at exactly the same age. He was the senior partner of the firm James Fisher and Sons, shipping agents, Barrow, and was also senior partner of the firm of John Fisher and Co., miners, of County Antrim. He was thoroughly well known in the commercial and shipping world, and was universally respected. His local firm, established by his father the late M. James Fisher, are the managing owners of between 30 and 40 vessels, and do a very large shipping business with other vessels throughout the world. He was Lloyd’s Agent at Barrow and Mexican Vice-Consul. In 1882 he was elected without opposition to the Barrow County Council as a representative of Newbarns Ward, and retained his seat without a contest until he was created an alderman in November, 1898. He was Mayor of Barrow for three years, from November, 1894 to November, 1897, and we all know how thoroughly well he discharged the duties of his high office, how generously he spent his money in the various civic responsibilities that fell to his lot, and how popular he was with the people, a popularity he retained to his death. He took a very active part up to the time of his death in municipal work, and his vote and his influence were always given with honesty and breadth of purpose, and a desire to promote the well-being and progress of the borough. He was vice-chairman of the Finance Committee and took a great interest in the work of the Watch Committee. He was a member of the Council of the Chamber of Commerce, and was of much service to that body. The late Mr. Fisher was the only Mayor of Barrow who was a native of the borough, and he did the honours of his office greatly to the credit of the place that gave him his birth. Naturally he was associated with Barrow throughout practically the whole of his life, and his firm throughout the career of the town has been and is still one of the mainstays of the place. He always displayed great interest in sport and athletics, was a keen angler, and was fond of shooting. He was a bachelor, but always evinced a keen delight when in the presence of children, and was much beloved, indeed, by all who knew him. Possessing great urbanity of character and a very kindly and courteous disposition he was a man who was highly respected by everybody, and by those who knew him most intimately especially. The funeral is fixed to take place tomorrow at the Barrow Cemetery, the cortège leaving Fairfield at a quarter to three o’clock in the afternoon. There will be a short service at St. Paul’s, to be concluded at the graveside. The members of the Corporation, the School Board, the Board of Guardians, and other public bodies will be present, as well as tradesmen, friends, and others. Mr. James Barrow has charge of the funeral arrangements. Flags are flying half-mast high at the Town Hall, and on many public and private buildings, and on the shipping in the docks.

His funeral was reported at length in the Barrow Herald June 23 1900, with virtually a full column length. It ended with

AN UNFORTUNATE INCIDENT

An unfortunate mishap occurred as the coaches were returning from the cemetery. The two horses attached to the vehicle containing Messrs. MacIlwaine, Wm. Postlethwaite, T. Fisher, and T. Cox bolted while in the cemetery grounds. The driver successfully steered them through the gates, but at the bottom of Highfield-road the animals dashed in to wall of the house of the Rev. W. Walker, knocking over a good portion of it. The animals sustained some nasty injuries, but luckily the occupants of the carriage and the driver escaped unhurt.

James Fisher’s son, also James, died in the post-war flu epidemic, as did many others. The NWDM Monday Feb 24 1919 recorded:

BARROW OFFICER’S DEATH
CAPT. FISHER SUCCUMBS TO PNEUMONIA.

The death is announced of Captain Jas. Fisher, third son of the late Mr. James Fisher, of “Drumard,” Abbey-road, Barrow, which occurred yesterday afternoon, after only ten days illness, at his residence, 18, Walmer-road, Waterloo, Liverpool. Death was due to pneumonia, following influenza. The deceased was only 24 years of age. Prior to the war he was serving his apprenticeship as an engineer at Vickers. On the outbreak of hostilities he immediately joined his battalion, the 4th King’s Own, with whom he went to France. He was invalided home suffering from shell shock, and, being unfit for foreign service, he was subsequently attached to the 5th South Lancashires, and served under Colonel Keane in this battalion, which had to do with the loading and unloading of ships at Liverpool.

Captain Fisher was a partner in the well-known shipping firm of Messrs. James Fisher and Sons, although he took no active part in the business. He was a popular officer, and every sympathy will go out to his young widow, to whom he was only married last August, and to his relatives.

The funeral service will take place at St. Paul’s, Barrow, on Thursday, at noon, after which the body will be interred in the family grave at the borough cemetery.

The report of the funeral NWDM Thursday February 27 1919 noted that the body was brought from Liverpool on the morning of the funeral, arriving at Barrow Central station and then to St. Paul’s church. His death had followed his demobilisation by only two weeks.