

# Descending from THOMAS LILLYWHITE in 1545 AD

Book 6 - History of the Modern LILLYWHITE FAMILY of Sussex, England



Researched by John Graham Ward

**SECOND EDITION**

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## TABLE OF CONTENTS

<b>INTRODUCTION:</b>	<b>5</b>
<b>IRENE GEORGINA</b>	<b>6</b>
<b>The Merger of the Clans</b>	<b>8</b>
<b>ORIGIN OF THE LILLYWHITE FAMILY NAME</b>	<b>11</b>
<b>TILLINGTON - Home of the Lillywhite Ancestors</b>	<b>13</b>
<b>HORSEGUARDS INN, Tillington, Sussex</b>	<b>14</b>
<b>The Great French Armada of 1545 &amp; The Battle of The Solent</b>	<b>15</b>
<b>ARCHERY IN MEDIEVAL ENGLAND</b>	<b>19</b>
<b>INVASION OF THE ISLE WIGHT IN 1545</b>	<b>20</b>
<b>Mary Rose Exhibition, Portsmouth, Hampshire, England</b>	<b>22</b>
<b>HISTORY of the CITY OF PORTSMOUTH (290 AD - 1990 AD)</b>	<b>26</b>
<b>THE LILLYWHITES IN THE ELIZABETHAN ERA</b>	<b>34</b>
<b>The TUDOR QUEENS of England: MARY I &amp; ELIZABETH I</b>	<b>35</b>
<b>Lillywhite FAMILY TREE from 1545 AD - 2020 AD</b>	<b>36</b>
<b>The Earliest Modern LILLYWHITE FAMILY ANCESTORS ...</b>	<b>38</b>
<b>1. THOMAS LILLYWHITE (1545-1607)</b>	<b>38</b>
<b>FLAMBOROUGH HEAD Light House, Yorkshire, England</b>	<b>39</b>
<b>2. JOHN THOMAS LILLYWHITE (1565 - 1607)</b>	<b>40</b>
<b>3. THOMAS LILLYWHITE (1595 - 1678).</b>	<b>42</b>
<b>4. JOSHUA LILLYWHITE (1669 - 1744)</b>	<b>43</b>
<b>5. PETER LILLIWITE (1706-1752)</b>	<b>44</b>
<b>ST MARTIN'S ANGLICAN CHURCH, CHICHESTER, SUSSEX</b>	<b>45</b>
<b>6. JOSEPH LILLYWHITE (1742-1818)</b>	<b>48</b>
<b>Mother's Milk and Infant Death in Britain, circa 1900-1940</b>	<b>52</b>
<b>7. JOSEPH LILLYWHITE (1768-1853)</b>	<b>60</b>

<b>The CRADLE OF CRICKET - Broad Halfpenny Down, Hambledon</b>	<b>65</b>
<b>BROADHALFPENNY DOWN</b>	<b>69</b>
<b>THE CRICKETING LILLYWHITES</b>	<b>72</b>
<b>8. WILLIAM LILLYWHITE (1801-1842)</b>	<b>74</b>
<b>9. WILLIAM LILLYWHITE (1831-1899)</b>	<b>77</b>
<b>10. STEPHEN LILLYWHITE (1869-1947)</b>	<b>78</b>
<b>11. ARTHUR ERNEST LILLYWHITE (1901-1955)</b>	<b>80</b>
<b>The Leeds Blitz, March 14, 1941</b>	<b>84</b>
<b>British Army ANTI-AIRCRAFT Gunners</b>	<b>86</b>
<b>WORKING ON THE SOUTHERN RAILWAY</b>	<b>88</b>
<b>YAPTON RAILWAY STATION &amp; LEVEL CROSSING</b>	<b>89</b>
<b>NETWORK RAIL</b>	<b>92</b>
<b>12. DAVID GEORGE LILLYWHITE (born 1934)</b>	<b>93</b>
<b>TRAVELLING IN ENGLAND circa 1700 AD.</b>	<b>94</b>
<b>MAIL COACH ROBBERIES in the 1700 and 1800s</b>	<b>97</b>
<b>INDUSTRIES IN SUSSEX, England</b>	<b>104</b>
<b>AGRICULTURE</b>	<b>104</b>
<b>GLASSHOUSE FARMING</b>	<b>107</b>
<b>FISHING</b>	<b>109</b>
<b>IRON WORKING</b>	<b>111</b>
<b>SILK WEAVING</b>	<b>115</b>
<b>GLASS MAKING</b>	<b>115</b>
<b>FORESTRY</b>	<b>115</b>
<b>WOOL</b>	<b>117</b>
<b>CLAY WORKING (POTTERY, TILES, BRICKS)</b>	<b>118</b>
<b>JOBS FOR SCHOOL LEAVERS in 1900</b>	<b>119</b>
<b>HISTORY OF BRITISH RAILWAYS (1825 - 1993)</b>	<b>122</b>

<b>RAILWAYMEN of SOUTHERN REGION of BRITISH RAILWAY</b>	<b>124</b>
<b>HISTORY of the SOUTHERN RAILWAY</b>	<b>131</b>
<b>RAILWAYMEN of the GREAT NORTHERN RAILWAY (GNR)</b>	<b>136</b>
<b>HISTORY OF THE GREAT NORTHERN RAILWAY (1846 - 1870)</b>	<b>137</b>

## INTRODUCTION:

By John Graham Ward

My wife, **PHYLLIS JEAN MONK** and I were both born in Hampshire, England in the 1930s, prior to the SECOND WORLD WAR. Phyllis was born in the small fishing village of EMSWORTH. I was born in the home of the Royal Navy, the City of PORTSMOUTH. At the start of the War, my Father was conscripted into the British Army and my Mother and I moved to Purbrook, 10 miles north of Portsmouth. In January 1941 we could see the yellow glow over the South Downs as Portsmouth was left burning after frequent air raids by the German Luftwaffe. Incendiary bombs set whole streets on fire and high explosive bombs were dropped out of the night sky into the flames.

Phyllis and I lived out the “war years” separately in our respective family homes (in fact only 6 miles apart) and observed the intermittent turmoil of our childhood in the late 1930s and 1940s along with our Mothers and siblings. Our Fathers had been “conscripted” to join the British War Effort and were away serving in the Armed Forces for 6 years to keep us safe from the existential threat of Hitler’s Nazi Germany, Mussolini’s Fascist Italy, and the bellicose Japanese Emperor. It was a “pandemic” of aggression, oppression, and uncertainty.

Phyllis and I eventually met in “Grammar School” in **PURBROOK PARK COUNTY HIGH SCHOOL** in the 1950s. She held my hand in 1953; we were 15-years and 17-years old respectively. We have been “together” now for 70 years (and counting). We married in 1958 in Emsworth and started our married life in a “Council house” in the Village of Waterlooville, Hampshire.

It was during those post-war years that Phyllis and I grew to know the two groups of Families that were to become the core of our married life for the next 6 decades... the **MONKS** and the **BUCKLANDS** and the **LILLYWHITES** on Phyllis’ side and the **WARDS** and **BECKS** on my side. The Patriarchs and Matriarchs of these assembled groups were our respective GRANDFATHERS and GRANDMOTHERS.

Phyllis’ Grandfather was GEORGE MONK (1878-1967) a Farmer of EMSWORTH, Hampshire, England. George grew up on LORDINGTON FARM in Racton, West Sussex and learned his trade as a dairy farmer from his father, (Phyllis’ Great-Grandfather) WILLIAM MONK (1853-1923) who was the Cowman for the Dairy Farm at LORDINGTON owned by ADMIRAL ROBERT STEWART PHIPPS-HORNBY. Later, GEORGE MONK and his wife IRENE BLANCH MONK (born CHASE) (1880-1969) moved to REDMAN’S FARM, Emsworth where George became the Foreman on the Farm and graduated to “market gardening” with his son WILLIAM GEORGE MONK (1904-1988) who started his own market gardening business delivering their produce to the local vegetable retailers.

Grandfather GEORGE MONK had 6 Children (5-Sons and 1-Daughter) and it is here that we encounter the connection with the LILLYWHITE FAMILY of Sussex... and the reason for this BOOK!



### **IRENE GEORGINA**

In keeping with tradition of the Victorian era, the firstborn daughter was often named after the Mother and the firstborn son was named after the Father.

George Monk's firstborn daughter was IRENE GEORGINA MONK, born in 1902 in HAVANT, Hampshire England.



**IRENE GEORGINA MONK'S Mother was IRENE BLANCH CHASE (1880-1969) born in the Village of Woodmansterne, near Reigate, Surrey.**

[\[Click on the Photo above, then Double-Click on the arrow.\]](#)

# The Merger of the Clans

In 1926, the 24-year-old IRENE GEORGINA MONK (1902-1994) of Emsworth, Hampshire married ARTHUR ERNEST LILLYWHITE (1901-1955) of Partridge Green, West Grinstead, Sussex.

They married in Havant Registry Office, Hampshire, England, then moved to Barnham, Hampshire and eventually had 2-Sons: JOHN LILLYWHITE (1932) and DAVID GEORGE LILLYWHITE (1934).

Thus, the FAMILY HISTORY of the LILLYWHITE FAMILY of SUSSEX was merged with that of the MONK FAMILY of HAMPSHIRE and their unfolding story is recorded for posterity in the following Companion Set of 5-Books.

In late 2019 my wife challenged me to write a book for our Grandchildren about the history of our branch of the WARD FAMILY in England. She felt I needed "something to do" as I had retired my Property Management Company and stopped golfing at the MORNINGSTAR GOLF COURSE in our "backyard"!

So, I first wrote my AUTOBIOGRAPHY. I entitled the book: "WHEN YOU COME TO A FORK IN THE ROAD - TAKE IT." (Reminiscences on "Life as I Found It")

My Grandson asked me: "Grandad, Why did you include pictures of all those CARS you have owned?" I simply explained "Because it is my AUTOBIOGRAPHY..."

Then I researched each of the 4-Families that make up our extended Family, namely the WARDS, MONKS, BECKS and BUCKLANDS and prepared a FAMILY TREE using data from [MyHeritage.com](http://MyHeritage.com), [FindMyPast.com](http://FindMyPast.com), [Wikipedia.com](http://Wikipedia.com) and our Families' verbal input. I was able to obtain enough information to provide a brief SKETCH of each Ancestor's life and his or her related family.

However, the STORY of the individual life of each Ancestor must include the ENVIRONMENT in which they found themselves; the CLIMATE, the landscape, the unfolding POLITICAL events, such as Wars, Invasions, Disease and Evolution. So, I have included snapshots of these factors in "vignettes" and "footnote inserts" as well as photographs that, I hope, add colour and texture to the words.

The stories of each FAMILY are presented in a "Companion Set" of 5-books:

**BOOK #1: DESCENDING FROM JOHN De La WARDE in 1015 AD.**  
"The History of the Modern WARD FAMILY of Hampshire, England."

**BOOK #2: DESCENDING FROM WILLIAM Le MOIGNE in 1000 AD.**  
"The History of the Modern MONK FAMILY of Sussex, England."

**BOOK #3: DESCENDING FROM RICHARD BECKE IN 1554 AD.**  
"The History of the Modern BECK FAMILY of Hampshire, England."

**BOOK #4: DESCENDING FROM RICHARD BUCKLAND IN 1600 AD.**  
"The History of the Modern BUCKLAND FAMILY of Southern England."

**BOOK #5: DESCENDING FROM THOMAS LILLYWHITE IN 1545 AD.**  
"The History of the Modern LILLYWHITE FAMILY of SUSSEX, England."

#### **What, Where, When, Why, Who?**

In researching the FAMILY HISTORY of our 5 groups of ancestors we tried to discover the answers to the above "FIVE W's" but the one question which has proven the most difficult to answer is "WHAT" did each ancestor DO in his or her life that most defines "WHO" they were. It is particularly difficult in early times, when people could not read nor write and there was little documented records of occupations, or jobs or skills with which they earned their living.

In more recent times we have access to National Census data and written records that were produced in increasing variety as people were better educated and able to record the valuable evidence on which we now rely as genealogists.

Therefore, I have included several detailed "vignettes" of the general industrial and economic activity of the era that serves to suggest what many of our ancestors may have done to earn their living as the opportunities come and go with the rhythm of our increasing skills and technology and as the "economic waves" break upon our local shores.

The difficulty in discovering accurate reliable data for birth, marriage and death dates means that the timeline and context of events is often open to dispute. However, I believe that the broad picture I have painted of LIFE in England over the last 1,000 years confirms the warning that:

**"He who ignores HISTORY is doomed to repeat it."**

The major lesson to be learned from the study of our BRITISH history is that INEQUALITY is WASTEFUL of human potential, in that only a privileged few share in the benefits of our "civilization" while others suffer from the privations of poverty and ill-health.

The second lesson is that INEQUALITY is UNSUSTAINABLE and will eventually result in conflict and war in which many people die, including those at the peak of our culture's "PYRAMID SCHEME" which we call "Feudalism" or "the Economy".

In understanding that "a rising tide lifts all ships" we should realize that we all profit from a stable population with shared and equal access to EDUCATION, HEALTHCARE, HOUSING and EMPLOYMENT opportunities.

We can see, today, a global threat by AUTOCRATIC and DICTATORIAL individuals to overturn our truly DEMOCRATIC (even "Christian") principles in governing our future "human journey". We must fight these Political and Military groups to achieve lasting EQUALITY and PEACE.

AMEN to that!

AMEN is an Abrahamic declaration of affirmation first found in the Hebrew Bible, and subsequently in the New Testament. It is used in Jewish, Christian, and Islamic worship, as a concluding word, or as a response to a prayer.

PS: I enjoyed my 4-year project to prepare this anthology for my Grandchildren. I hope that they, and you, and other interested readers will enjoy this set of 5-BOOKS and my other 108-POSTINGS of vignettes and articles that seek to take you on a journey through TIME... in Britain, Australia, North America, and New Zealand over the last 1,000 years.

PPS: Any suggestions you may have in providing additional data on the 35,000 ancestors in the Ward Family Tree will be greatly appreciated.

Visit the WARD FAMILY BLOG at <https://wardfamily.blog>

I know you will find much of interest in the 112 Books, Vignettes and Articles in the Library!

ENJOY THE JOURNEY!

## ORIGIN OF THE LILLYWHITE FAMILY NAME

The Saxon influence of English history diminished after the Battle of Hastings in 1066. The language of the Courts was French for the next 300-Years and the Norman ambience prevailed. However, Saxon surnames survived and the family name was first referenced in the 13th Century.

The surname **LILLYWHITE** was first found in OXFORDSHIRE where they held a family seat as Lords of the Manor.

The English nickname surname was originally used for a woman, denoting one who was "**WHITE AS A LILY**" but it also applied to a man in the sense of "**ONE WHO HAD A FAIR COMPLEXION**".

Spelling variations of this family name include: **LITELTHWAITE, LITTLETHWAITE, LITTLEWHITE, LILLYTHWAITE, LILLYWAITE, LILLYWHITE**, and many more.

The first recorded spelling of the family name is shown to be that of **John LYLIEWHYT**, which was dated 1376, in the "Court Rolls of Colchester" during the reign of King Edward III (1327 - 1377) known as "The Father of the Navy".

On JUNE 1, 1685, one **ELIZABETH LILLYWHITE** was christened in St. Dunstan's, Stepney, London. There have been many more LILLYWHITES christened in the last 336 years...!

The period in which we join the **LILLYWHITE FAMILY** of Sussex, England is the ELIZABETHAN ERA. We arrive in the mid-1500s.

It was a turbulent time of adventure and conflict and change in religious dominance. The Tudor QUEEN ELIZABETH I (1558-1603) was on the English throne followed consecutively by the Stuart KING JAMES I (1603-1625). Both were Anglican (anti-Catholic).

- FRANCIS DRAKE sailed around the world 1577-1580;
- MARY QUEEN OF SCOTS is beheaded 1587;
- The SPANISH ARMADA is defeated by the British Navy led by Lord Howard and Sir Francis Drake in 1588;
- SHAKESPEARE wrote 'Romeo and Juliet' about 1597;
- The East India Company is founded 1600;
- The GUNPOWDER PLOT, a Catholic conspiracy to blow up the English Parliament in Westminster, is discovered in 1605;
- JAMESTOWN, Virginia (named for Queen Elizabeth) the first successful British Colony in North America, is founded in 1607.

The HOME BASE of our LILLYWHITE Ancestors in 1550 was primarily in  
**TILLINGTON, SUSSEX, England (see RedTag)**



**TILLINGTON** is a village, Ecclesiastical Parish and Civil Parish in the District of Chichester in West Sussex, England, 1 mile west of Petworth on the A272.

The Civil Parish includes the Hamlets of UPPERTON, RIVER, and RIVER COMMON.

## TILLINGTON - Home of the Lillywhite Ancestors

TILLINGTON is a Village, an Ecclesiastical Parish and a Civil Parish in the DISTRICT OF CHICHESTER in West Sussex, England, 1 mile (1.6 km) west of PETWORTH on the A272. The Civil Parish includes the hamlets of UPPERTON, RIVER, and RIVER COMMON. Today it has a population of approximately 500.

Upperton and Tillington are designated Conservation Areas. There are many old dwellings, including medieval timber-framed houses, with one-third of the buildings in the Parish being Grade II listed. Pitshill is a Georgian mansion standing at the head of a valley between Upperton and River.

ALL HALLOWS CHURCH with its unusual Scots Crown Tower is a landmark when approaching from Petworth, and is floodlit at night. It was painted by J. M. W. Turner and John Constable. The Church, first recorded in 1100 AD was mostly rebuilt and enlarged between 1807 and 1837, but retains romanesque sculpture and a plain eight-sided 12th Century stone font.



All Hallows Church, Tillington (with Scots Crown Spire)

## HORSEGUARDS INN, Tillington, Sussex

Opposite the Church is the historic HORSE GUARDS INN, thought to get its name from the Royal Cavalry contingent who stayed there overnight while escorting gold bullion from London to the Royal Navy at Portsmouth, Hampshire.



The first record of TILLINGTON is in a title deed dated 960 AD in which it refers to Tullington, [\(the farm or village founded by Tulla\)](#).

UPPERTON ([Upper Village](#)) is first mentioned in 1191AD. GRITTENHAM ([Great Farm Enclosure](#)), once a much larger settlement, is first mentioned in the Domesday Book, 1086 AD, as GRETEHAM, with 34 households, and resources including a mill. RIVER ([On the Slope](#)) has also been called Treve through most of its history. TILLINGTON itself was listed in the Domesday Book in the ancient Hundred of Easebourne having 45 households: 21 villagers, 16 smallholders and 8 slaves; with woodland for pigs, ploughing land, meadows and a mill, it had a value to the Lord of the Manor of just over £8.

# The Great French Armada of 1545 & The Battle of The Solent

by Ben Johnson

One of the most complex operations in the history of maritime archaeology was the raising of Henry VIII's flagship, the *Mary Rose*, from the seabed of the Solent in 1982. The *Mary Rose* sank on 19th. July 1545 while leading the attack against a huge French invasion fleet, much larger than that of the Spanish Armada forty-three years later. The French were attempting to capture the Naval Fortress of PORTSMOUTH and from there, to invade England.

Henry VIII had split from the Catholic Church in 1534. The Pope, furious, demanded that the Catholic monarchs Francis I of France and Charles V of Spain (nephew of Catherine of Aragon, Henry's first wife) invade and remove Henry from power.



KING HENRY VIII



KING CHARLES V

However, in 1544 Henry VIII allied with Charles V and declared war on France. Having captured Boulogne, Charles then betrayed Henry by negotiating a truce with Francis. On January 3, 1545, Francis announced his intention to invade England, *'to liberate the English from the Protestant tyranny that Henry VIII had imposed on them'*. Francis was taking advantage of the fact that the English armies were otherwise occupied in Ireland, France and Scotland.

**His target was Portsmouth, Henry's Naval Base.**

In May 1545, the French assembled a large fleet in the estuary of the River Seine and on 16th. July the huge French force under the command of Admiral Claude d'Annebault set sail for England.

Expecting the invasion, King Henry and his Privy Council came to Portsmouth.

On July 18, 1545, the French fleet entered the Solent unopposed with 150 warships, 25 war galleys and over 30,000 troops ready to attack Portsmouth and the coast. The English had around 80 ships, including the flagship *Mary Rose* and the *Great Harry*.

Vastly outnumbered, the English fleet sheltered in the heavily defended Portsmouth Harbour.

With King Henry watching from SOUTHSEA CASTLE, the French began their attack.



The French fleet of 25 Galleys, each with a single huge cannon in the bow, moved in on the English fleet in PORTSMOUTH HARBOUR.

The French were, however, soon chased off by the ENGLISH ROW-BARGES and little damage was done...! (This says little for the prowess of the French Navy.)



**BRITISH ROW-BARGE (Similar to 1545 version)**

July 19, 1545, was a calm day with little wind, and the attack continued off Spithead with the French using their galleys against the less maneuverable English ships.

The greatest loss of the battle was to be that of the *MARY ROSE*, Henry VIII's pride and joy.

It is thought that having fired a volley from one side of the ship, she was turning when a sudden gust of wind made her suddenly heel over to her side. Water rushed in through the open gun ports and she sank quickly.

Another theory is that she may have been fatally holed by a cannonball fired from a French warship.

**Out of a crew of at least 400, fewer than 35 escaped.**



### **Mary Rose takes on water...**

**Late in the afternoon the wind picked up again and the English warships were able to beat off the French galleys.**

**Unable to get an advantage at sea, the French then invaded the ISLE OF WIGHT.**

**The population of the Isle of Wight was only about 9,000. They were greatly outnumbered by the French force and so should have been easily overcome. However, because of the frequent raids and invasions by the French during the Hundred Years War, the islanders were well prepared. All the men underwent compulsory military training, and even some women were trained as archers.**

## ARCHERY IN MEDIEVAL ENGLAND

It is clear, that there were laws requiring archery practice dating back to at least the 13th Century. The motive was to make sure England had enough men trained to use the LONGBOW, which for Centuries was a crucial weapon for the English. (The most famous example is Agincourt in Northern France, a battle that Henry V won in 1415 and is still glorified.)

The training requirement was usually combined with prohibitions on other kinds of games and sports so that people would focus on archery instead of, for example, "Tennis, football, quoits, dice" and other "games inappropriate." The point was not so much to condemn games as to make sure they did not get in the way of LONGBOW training. In other words, they saw nothing morally wrong with tennis, it's just that it is hard to kill a French knight with a tennis ball, no matter how good your serve is.

In 1511 the requirement was expanded by "*An Act concerning Shooting in Long Bows*," even though by then the importance of the bow was declining. This law provided that: "All sorts of men under the age of 40 Years shall have bows and arrows" and practice using them. The playing of games continued, however, and in 1541 the law was expanded yet again by "*An Act for the Maintenance of Artillery, and debarring unlawful Games*," the preamble to which declares that said games were believed to be the "*Cause of the Decay of Archery*" skills in England. (There was another very important cause by then, namely guns or, more specifically, bullets, but games always seem to get blamed for social problems.)

**THE ENGLISH LONGBOW WAS A POWERFUL MEDIEVAL LONGBOW** (a tall bow for archery) about 6 ft (1.8 m) long used by the English and Welsh for hunting and as a weapon in warfare. English use of longbows was effective against the French during the Hundred Years War, particularly at the start of the war in the battles of SLUYS (1340), CRECY (1346) and POITIERS (1356), and perhaps most famously at the BATTLE OF AGINCOURT (1415).

However, they were less successful after this, with longbow-men having their lines broken at the Battle of Verneuil (1424) though the English won a decisive victory, and being completely routed at the Battle of Patay (1429) when they were charged by the French mounted men-at-arms before they had prepared the terrain and finished defensive arrangements.

The Battle of Pontvallain (1370) had also previously shown longbow-men were not effective when not given the time to set up defensive positions. English longbows have not survived from the period when the longbow was dominant (c. 1250–1450) probably because bows became weaker, broke, and were replaced rather than being handed down generations. More than 130 bows survive from the Renaissance period, however. More than 3,500 arrows and 137 whole longbows were recovered from the MARY ROSE, a ship of Henry VII's navy that sank at PORTSMOUTH in 1545.

## INVASION OF THE ISLE WIGHT IN 1545

The French Admiral CLAUDE D'ANNEBAULT ordered three attacks on the island, at St Helens, Bonchurch, and Sandown.

In the first attack, the cannon at the small fort at St Helens that had been bombarding the French fleet was easily captured. The remaining English forces in the area were forced to retreat while the French laid waste to the villages of BEMBRIDGE, SEAVIEW, ST HELENS and NETTLESTON.

In the second attack, a larger force landed at BONCHURCH. The French landing was unopposed and the invaders advanced inland. The defenders had managed to drive back the first French attack, but after the second assault, the outnumbered English and local militia turned tail and fled the battle.

The English commander, Captain Robert Fischer was too fat to run and is reported to have cried out offering £100 for anyone who could bring him a horse. Believed to have perished in the battle, his last words may have inspired William Shakespeare in his play 'Richard III' where Richard cries:

'A horse! A horse! My kingdom for a horse!'

The third French attack was at SANDOWN CASTLE, then in the last stages of completion. The French landed successfully but before they could dig in, the local forces rushed to the beach. A fierce battle broke out on the beaches and cliffs around the Castle.



The French leaders were wounded, and the French troops retreated, back to their ships. The invasion of Portsmouth had been repulsed and never occurred again, even in 1940 when Nazi Germany made another attempt to conquer the World.

Meanwhile a group of Frenchmen had landed to the north of **SANDOWN BAY**.

Forced back to the ruins of Bembridge, they dug in and successfully held off the English.

The French were now left with a dilemma. Should they leave their ships at anchor supporting their troops at Bembridge, or retreat? They did not have enough supplies or troops to successfully take the island, and the naval battle was at stalemate.

Only three days after the sinking of the **MARY ROSE**, the French decided to abandon the invasion.

The troops on the Isle of Wight were recalled and the French fleet finally returned to France on July 28, 1545.

The event is commemorated by a plaque in the Village of Seaview, Isle of Wight which reads:

*'During the last invasion of this Country, hundreds of French troops landed on the foreshore nearby. This armed invasion was bloodily defeated and repulsed by local militia on July 28, 1545.'*



## Mary Rose Exhibition, Portsmouth, Hampshire, England

In 1545 the *Mary Rose*, the pride of Henry VIII's naval fleet, sank in the Solent during a battle with the French, with the loss of hundreds of men. Since her dramatic recovery, when she was raised on 11 October 1982 in a £4,000,000 operation, the ship has mostly been shrouded in vapour and plastic sheets. But the latest incarnation of this brilliantly immersive Museum, reopened in July 2016 after a £Multi-Million investment, allows visitors to get closer to this Tudor warship than ever before.

The collection of artefacts rescued from the sea floor is extraordinary. There are thousands on display, from LONGBOWS and TWO-TONNE CANONS to personal items such as wooden bowls, engraved pewter mugs, bone dice and musical instruments, all giving an insight into who the Officers and Crew were, what they ate, how they amused themselves and how they went to war.





Public Viewing Hall in MARY ROSE MUSEUM, Portsmouth, Hampshire, England





## **HISTORY of the CITY OF PORTSMOUTH (290 AD - 1990 AD)**

**PORTSMOUTH, PARISH OF ST. THOMAS À BECKET, a seaport, COUNTY BOROUGH, market-town, having separate jurisdiction in the UNION of PORTSEA ISLAND, locally in the HUNDRED of PORTSDOWN, FAREHAM and South Divisions of the COUNTY OF SOUTHAMPTON, 21 miles from Southampton, and 72 from London; containing exclusively the PARISH OF PORTSEA, which is within the Borough.**

**PORTSMOUTH is mainly built upon PORTSEA ISLAND and is the United Kingdom's only island City. The Romans built PORTUS ADURNI, a fort, at nearby PORTCHESTER in the late third century. The City's Old English name "PORTESMUÐA" is derived from PORT, meaning a haven, and MUÐA, the mouth of a large river or estuary. It was mentioned in an ANGLO-SAXON CHRONICLE entry for the year 501 AD.**



**PORTCHESTER CASTLE**

The SOUTH COAST was vulnerable to DANISH VIKING invasions during the 8th and 9th Centuries. In 787, it was assaulted and conquered by DANISH PIRATES, and then during the reign of ÆTHELWULF, KING OF WESSEX in 838 AD, a Danish fleet landed between Portsmouth and Southampton and the surrounding area was plundered.

In response, Æthelwulf sent Wulfherd and the Governor of Dorsetshire to confront the Danes at PORTSMOUTH, where most of their ships were docked. They were successful in defeating the Danes although Wulfherd himself was killed.

In 1001, the Danes returned and pillaged PORTSMOUTH and surrounding locations, threatening the English with extinction.



The Danes were massacred by the Saxon survivors the following year and rebuilding began, although the TOWN OF PORTSMOUTH suffered further attacks until 1066 when the NORMANS invaded. Britain has never been invaded since, although the Germans were only 20 miles away in 1940.

When KING RICHARD THE LION HEART returned from captivity in Austria in May 1194, he summoned a fleet of 100 ships and an army to the port. He granted the Town a Royal Charter, giving permission for annual 15-day free market fair, weekly markets, and a local Court to deal with minor matters, and exempted its inhabitants from an annual tax of £18.

KING HENRY V built the first permanent fortifications of PORTSMOUTH.

- In 1416, a number of French ships blockaded Portsmouth, which housed ships that were set to invade Normandy. Instead, Henry gathered a fleet at SOUTHAMPTON and invaded the Norman coast in August of that year. Recognizing the Town's growing importance, he ordered a wooden Round Tower to be built at the mouth of the harbour, which was completed in 1426.
- In 1539, HENRY VIII built SOUTHSEA CASTLE, financed by the Dissolution of the Monasteries, in anticipation of a French invasion. He also invested large sums of money into the Town's Dockyard and expanded its boundaries to 8-acres. Around this time a Tudor defensive boom stretched from the Round Tower to fort Blockhouse in Gosport, as a protection to Portsmouth Harbour. Over the years, Portsmouth fortifications were rebuilt and improved by successive Monarchs.



SOUTHSEA CASTLE

- On September 11, 1545 - PLAGUE (BLACK DEATH) in Portsmouth,

The BATTLE OF THE SOLENT had ended with the French withdrawal, efforts had been made to recover the MARY ROSE (and failed), but a new shadow was being cast across the Military Encampment at Portsmouth.

A letter was sent to **KING HENRY VIII** from LORD LISLE telling him that Plague "*rayneth sore*" in the English soldiers and the sailors on the remaining ships in the fleet. As nobody was willing to enter the infected ships, The Plague was spreading quickly, and there had been many deaths. Interesting, despite their infected state, they were still going to collect their pay, as there is reference to them "*comen to receyve ther money, full of the markes*". It seems surprising that high ranking officers would allow men with plague to come near them, but they remained unaffected, mainly due to Black Death being transmitted through lice and fleas, rather than through the air as was believed at the time.

#### Effect Of The Pandemic:

It is reported that 903 English seamen on 9-ships were infected with the plague, although unfortunately their fates were unrecorded. The mortality rate for Bubonic Plague was normally between 50-70%, so while some of the infected may have survived, it's more likely that the majority of them did not.

This caused a problem for King Henry VIII, who needed these troops to go to Calais, yet those at Portsmouth were infected and sending them to fight in France would have spread the plague to the whole English Army. The decision was made to move the uninfected soldiers to Southampton, where they could board a ship and be taken to Calais.

Since this was a military report, there is no mention of how this outbreak affected the civilian population of Portsmouth, but as there is little reference to this outbreak outside of these letters, presumably the general public were unaffected.

- In 1563, the City of PORTSMOUTH suffered from another outbreak of BUBONIC PLAGUE (the Black Death) resulting in about 300 deaths (15% of the Town's population of 2,000).

- In 1805, Admiral HORATIO LORD NELSON left Portsmouth to command the fleet that defeated the Franco - Spanish fleets at the BATTLE OF TRAFALGAR. Before departing, Nelson famously told his crew of HMS VICTORY and workers in the Dockyard at Portsmouth that **“ENGLAND EXPECTS EVERY MAN WILL DO HIS DUTY”**.



HMS VICTORY in dry dock in HM Dockyard, Portsmouth, Hampshire, England

- At the turn of the 20th. Century, Portsmouth was considered "the world's greatest naval port" when the BRITISH EMPIRE was at its height of power, covering a quarter of Earth's total land area and 458 million people. In 1900, Portsmouth Dockyard employed 8,000 men, a figure which more than doubled to 23,000 people during the First World War.



## HM DOCKYARD, PORTSMOUTH

During the Second World War, the City, particularly the PORT, was bombed extensively by the German Luftwaffe in the PORTSMOUTH BLITZ.

Between July 1940 and May 1944, the City was hit by 67-air raids which destroyed 6,625 houses and severely damaged 6,549 more. The air raids caused 930 deaths and wounded almost 3,000 people, many of them in the dockyard and military establishments.

Portsmouth was affected by the British Empire's decline in the latter half of the 20th. Century. Shipbuilding jobs fell from 46% of workforce in 1951 to 14% in 1966, drastically reducing the manpower in the dockyard. In the early 1980s, then Defence Secretary John Nott concluded that of the four home dockyards, both Portsmouth and Chatham would be closed.



**HM NAVAL BASE (WAS "HM DOCKYARD") PORTSMOUTH (2019)**

**(HMS WARRIOR IN THE FOREGROUND)**



**THE OLD & THE NEW**



**HMS INVINCIBLE RETURNING TO PORTSMOUTH AFTER THE FALKLANDS WAR.**

# THE LILLYWHITES IN THE ELIZABETHAN ERA

The earliest ancestor we have identified so far is THOMAS I LILLYWHITE, born in 1545 in Drypool, YORKSHIRE, England. Some give him the title of "Sir" but this is not verified.

In England in the 1550s *"It was the best of times; it was the worst of times."*  
(With apologies to Charles Dickens)

It was a TURBULENT TIME...

On January 15, 1559, two months after the death from INFLUENZA of her half-sister, QUEEN MARY I of England, ELIZABETH TUDOR, the 25-year-old Anglican daughter of Henry VIII and Anne Boleyn, was crowned QUEEN ELIZABETH I at Westminster Abbey in London.



## The TUDOR QUEENS of England: MARY I & ELIZABETH I

The two half-sisters, both daughters of Henry VIII, had a stormy relationship during Mary's five-year reign. Mary, who was brought up as a Catholic, enacted pro-Catholic legislation and made efforts to restore Papal supremacy in England.

A Protestant rebellion ensued, and Queen Mary imprisoned Elizabeth, a Protestant, in the Tower of London on suspicion of complicity.

After Queen Mary's death in 1558 from influenza, Elizabeth survived several Catholic plots against her; although her ascension was greeted with approval by most of England's Lords, who were largely Protestant and hoped for greater religious tolerance under a Protestant Queen. Under the early guidance of Secretary of State Sir William Cecil, Elizabeth repealed Mary's pro-Catholic legislation, established a permanent Protestant Church of England, and encouraged the Calvinist reformers in Scotland.

In foreign affairs, Elizabeth practiced a policy of strengthening England's Protestant allies and dividing her foes. Elizabeth was opposed by the Pope, who refused to recognize her legitimacy, and by Spain, a Catholic nation that was at the height of its power.

In 1588, English-Spanish rivalry led to an abortive Spanish invasion of England in which the SPANISH ARMADA, the greatest naval force in the world at the time, was destroyed by storms and a persistent English Navy under Lord Howard and Sir Francis Drake.

With increasing English domination at sea, QUEEN ELIZABETH encouraged voyages of discovery, such as Sir Francis Drake's circumnavigation of the world and Sir Walter Raleigh's expeditions to the North American coast.

The long reign of Elizabeth, who became known as the "VIRGIN QUEEN" for her reluctance to endanger her authority through marriage, coincided with the flowering of the ENGLISH RENAISSANCE, associated with such renowned authors as William Shakespeare and Geoffrey Chaucer.

By her death in 1603, ENGLAND had become a major world power in every respect, and QUEEN ELIZABETH I passed into history as one of England's greatest Monarchs.

## Lillywhite FAMILY TREE from 1545 AD - 2020 AD

Using the [MyHERITAGE](#) and [FIND MY PAST](#) Genealogical records, I was able to generate a SUCCESSION LIST from my wife's cousin, **DAVID GEORGE LILLYWHITE** (born 1934) through his Father, **ARTHUR ERNEST LILLYWHITE** (1901-1955) in the ARUN District of West Sussex, England starting in 2021 AD and going from Son to Father, back in time to the early 1500s.

I had expected to be able to track the Family back 1,000 years to the NORMAN INVASION of BRITAIN in 1066 AD, as I had done with previous research into my two earlier books on the WARD and the MONK Family history. However, I was able to obtain the essential historical records of 14 generations of LILLYWHITE ANCESTORS from Father to Father, only as far as 1545 AD.

This book illustrates that span of almost 500 years and our research will continue until the earlier origins of the LILLYWHITE FAMILY are found.

This is the current SUCCESSION LIST:

1. **THOMAS I LILLYWHITE (1545-1607)**  
Born: Yorkshire, England  
Married: Alyce KIDDALL (1549-1599) on Oct. 30, 1575, in Flamborough, Yorkshire.
2. **JOHN THOMAS LILLYWHITE (1565-1607)**  
Born: Drypool St. Andrew, Yorkshire, England  
Married: Avis MYLTON (1573-1605) on October 29, 1590, in Rotherwick, Hampshire.
3. **THOMAS II LILLYWHITE (1595-1678)**  
Born: Selborne, Hampshire, England  
Married: Joan BETTESWORTH (1596-1636) in Priors Dean, Hampshire
4. **JOSHUA LILLYWHITE (1669 - 1744)**  
Born: Tillington, Sussex, England  
Married: Anne KEEN (1675-1723) on July 9, 1699, in North Chapel, Sussex.
5. **PETER LILLYWHITE (1706-1752)**  
Born: Tillington, Sussex, England  
Married: Elizabeth NEWMAN (1709-1752) in 1729 in Chichester, Sussex.

6. **JOSEPH I LILLYWHITE (1742-1818) (Died in FINDON POOR HOUSE)**  
Born: Findon, Sussex, England  
Married: Elizabeth CAINE (1746-1790) of Findon / in Sompting, Sussex in 1768  
Married: Hannah WELLS (1773-xxxx) in Findon, Sussex in 1796.
7. **JOSEPH II LILLYWHITE (1768 - 1853)**  
Born: Findon, Sussex England  
Married: Elizabeth MOON (1774-1861) in 1794 in Wiston, Sussex.
8. **WILLIAM I LILLYWHITE (1800 - 1842)**  
Born: Durrington, Sussex, England  
Married: Jane Elizabeth BOORMAN (1806-1891) in 1822 in Burpham, Sussex.
9. **WILLIAM II LILLYWHITE (1831-1899) (Agricultural Labourer)**  
Born: Durrington, Sussex, England  
Married: Jane HAYLER (1833-1912) in 1858 in Portsea, Hampshire, England.
10. **STEPHEN LILLYWHITE (1869 - 1947) (Greengrocer)**  
Born: Eartham, Sussex, England  
Married: Nellie SMITH (1869-1953) in 1895 in Westbourne, Sussex.
11. **ARTHUR ERNEST LILLYWHITE (1901 - 1955). (Soldier & Railway Porter)**  
Born: Cowfold, Sussex, England  
Married: IRENE GEORGINA MONK (1902-1994) in August 1926 in Havant, Hampshire.
12. **DAVID GEORGE LILLYWHITE (b. March 4, 1934) (Red Star Parcels Sales Agent)**  
Born: Barnham, Arun District, West Sussex, England  
Married: Glenys Vanessa Smith (b. 1938) in 1958 in Emsworth, Hampshire, England.
13. **ADRIAN MARK LILLYWHITE (b. 1974)**  
Born: Portsmouth, Hampshire, England  
Partner: Sharon Farrelly
14. **CHARLES WILLIAM LILLYWHITE (b. 2017) (Pre-School)**  
Born: Portsmouth, Hampshire, England.

## The Earliest Modern LILLYWHITE FAMILY ANCESTORS ...



### 1. THOMAS LILLYWHITE (1545-1607)



THOMAS LILLYWHITE was born 1545 in Drypool, YORKSHIRE, England. We have not yet reliably identified his Parents, but the search continues...!

[Drypool is an area within the City of Kingston-upon-Hull, England.](#)

On October 30, 1575, the 30-year old THOMAS I LILLYWHITE (1545 - 1607) married 26-year old Alyce KIDDALL (1550-1599) in FLAMBOROUGH, East Riding of Yorkshire, England. Alyce was the daughter of Anthony Kiddall and Ellys Kiddall of Flamborough.

FLAMBOROUGH is a village and civil parish in the East Riding of Yorkshire, England. It is situated approximately 4 miles north-east of BRIDLINGTON town centre on the prominent coastal feature of FLAMBOROUGH HEAD. The most prominent man-made feature of the area is Flamborough Head Lighthouse. The first lighthouse, built by Sir John Clayton, was completed in 1674 and is one of the oldest surviving complete lighthouses in England. Built from chalk, it was never lit. The present lighthouse, designed by Samuel Wyatt and costing £8,000 to build, was first lit on 1 December 1806. It had a distinctive light characteristic of *"two white flashes followed by a red flash"*.

THOMAS I LILLYWHITE and his wife, ALYCE KIDDAL had 4-Children (2-Sons & 2-Daughters):

1. JOHN THOMAS LILLYWHITE (1569-Jan. 20, 1607) born in Selborne, Hampshire, England. **Married AVIS MYLTON on October 29, 1590, in Rotherwick, Hampshire.**
2. ROBERT LILLYWHITE (1576-1625)
3. DOROTHY LILLYWHITE (1577-xxxx)
4. MARGARET LILLYWHITE (1589-1593) **Died young @ age 4-years.**

■ On May 2, 1599, ALYCE LILLYWHITE (born KIDDALL) died in Flamborough, Yorkshire, England at the age of 49-years.

■ In 1607, THOMAS LILLYWHITE died in Drypool, Yorkshire, England at the age of 62-years. His son, Thomas Jr. died same year (1607); possibly just a coincidence? There is no indication of a pandemic in England at that time.

## FLAMBOROUGH HEAD Light House, Yorkshire, England



Local sailors' motto: "Two whites to one red - Indicates Flambro' Head"

## FLAMBOROUGH VILLAGE





## 2. JOHN THOMAS LILLYWHITE (1565 - 1607)



JOHN THOMAS LILLYWHITE was born 1565 in Drypool, YORKSHIRE, England. He was the oldest son of THOMAS LILLYWHITE (1545-1607) and ALYCE LILLYWHITE (1550-1599) (born KIDDALL).

Drypool is an area within the City of Kingston-upon-Hull, England. Historically Drypool was a Village, Manor and later a Parish on the East bank of the River Hull near the confluence of the Humber Estuary and River Hull; it is now part of the greater urban area of Kingston-upon-Hull, and gives its name to a Local Government Ward.

On October 29, 1590, the 25-year old **JOHN THOMAS LILLYWHITE** (1565 - 1607) married 17-year-old **AVIS MYLTON** (1573-1605) in ROTHERWICK, Hampshire, England. AVIS was the daughter of Mr. & Mrs. MYLTON of Rotherwick, Hampshire.

The Parish of ROTHERWICK covers an area of 1,988 acres, and is situated 7 miles Northeast from BASINGSTOKE. The River Whitewater forms part of its eastern boundary, while in the West it is intersected by the Lyde River, which flows into the Loddon at the Northwestern extremity of the Parish. The country is well wooded and fairly level, the greatest height recorded being in Tylney Park—300 feet above the Ordnance Survey Datum.

The Village lies along COWFOLD LANE, which branches off from the Main Road from ODIHAM to READING in the Northeast of the Parish, and is situated about 2½ miles Northwest from Hook Station on the main line of the LONDON & SOUTHWESTERN RAILWAY (LWSR).

JOHN THOMAS LILLYWHITE and AVIS MYLTON had 7-Children (4-Sons & 3-Daughters):

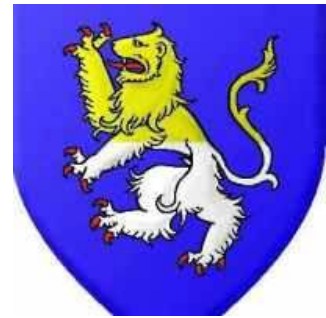
1. AMY LILLYWHITE (1592-1625) born in Rotherwick, Hampshire. **Married Richard Aires (1591-1625).**
2. JOAN LILLYWHITE (1593-1616) **Died young @ 23-years old**
3. DIONIS DINAH LILLYWHITE (1594 - 1657) (born Kirk Ella, Yorkshire) **Married Thomas Place (1585-1657)**
4. THOMAS LILLYWHITE (February 28, 1595 - 1678) **Married Joan Bettesworth**
5. JOHN LILLYWHITE (16 March, 1599 - 5 September, 1599) **Died young @ 6-mth old.**
6. RICHARD LILLYWHITE (June 1, 1603 - xxxx) Born in Selborne;
7. WILLIAM LILLYWHITE (9 March, 1605 - 1678)

- In 1605, AVIS LILLYWHITE (born MYLTON) died in Selborne, Hampshire, England at the age of 32-years.
- On January 20, 1607, JOHN THOMAS LILLYWHITE died in Selborne, Hampshire, England at the age of 42-years.

His Father, THOMAS died same year (1607); this is possibly just a coincidence? There is no indication of a Pandemic in England at that time.



3. THOMAS LILLYWHITE (1595 - 1678).



THOMAS LILLYWHITE was born February 28, 1595, in Selborne, Alton, Hampshire England. He was the son of JOHN THOMAS LILLYWHITE (1569-1607) and AVIS MYLTON (1569-1605)

[SELBORNE](#) is a village in Hampshire, England, 3.9 miles south of Alton, and just within the northern boundary of the South Downs National Park. The village receives visitors because of its links with the world-famous naturalist Reverend Gilbert White, a pioneer of birdwatching.

On October 16, 1624, the 29-year old THOMAS LILLYWHITE (1595 - 1607) married 28-year old JOAN BETTESWORTH (1596-1636) in PRIOR'S DEAN, Hampshire, England. Joan Bettesworth was the daughter of SIR PETER BETTESWORTH (1562-1634) of Bohunt Manor, Milland-Rogate, Sussex and his wife LADY ELLEN BETTESWORTH (1564-1606) (born Uvedale).

[PRIORS DEAN](#) is a hamlet in the Hampshire Downs about 3 miles west of Liss and about 4 miles north of Petersfield, Hampshire, England. Since 1932 it and Colemore have been in a single Civil Parish of COLEMORE AND PRIORS DEAN. The nearest railway station is at Liss.

THOMAS LILLYWHITE and JOAN BETTESWORTH had 2-Children (2-Sons):

1. THOMAS LILLYWHITE (1668-1740) born in Prior's Dean, Hampshire.
2. JOSHUA LILLYWHITE (1669-xxxx) born in Prior's Dean, Hampshire.

**Married ANN KEEN in 1699 in Northchapel, Sussex.**

■ On May 24, 1636, JOAN LILLYWHITE (born BETTESWORTH) died in Colemore, Hampshire, England at the age of 40-years.

■ On February 12, 1678, THOMAS LILLYWHITE died in Prior's Dean, Hampshire, England at the age of 82-years.



#### 4. JOSHUA LILLYWHITE (1669 - 1744)



JOSHUA LILLYWHITE was born on August 29, 1669, in Prior's Dean, Hampshire, England. He was the eldest son of THOMAS LILLYWHITE (1636-1683) and JOAN LILLYWHITE (born BETTESWORTH) (1640-1730).

**PRIORS DEAN** is a hamlet in the Hampshire Downs about 3 miles west of Liss and about 4 miles north of Petersfield, Hampshire, England. Since 1932 it and Colemore have been in a single Civil Parish of COLEMORE AND PRIORS DEAN. The nearest railway station is at Liss.

On July 9, 1699, the 30-year old JOSHUA LILLYWHITE (1669 - 1744) married 24-year old ANN KEEN (1675 - 1723) in NORTH CHAPEL, Hampshire, England.

ANN KEEN was the daughter of Mr. & Mrs. KEEN of NORTHCHAPEL, Hampshire.

**NORTH CHAPEL** is a Village and Civil Parish in Chichester District in West Sussex, England. It stands on the A283 Road just south of the Surrey border, around 9 km north of Petworth.

JOSHUA LILLYWHITE and ANN KEEN had 5-Children (4-Sons & 1-Daughter):

1. MARY LILLYWHITE (1699-xxxx) born in North Chapel
2. EDWARD LILLYWHITE (1701 - 1735) Married Mary Cowper
3. THOMAS LILLYWHITE (1703)
4. PETER LILLIWITE (1706 - 1752)
5. JOSHUA LILLYWHITE (1709) Born in TILLINGTON, Sussex, England

**TILLINGTON** is a village, Ecclesiastical Parish and Civil Parish in the District of Chichester in West Sussex, England, 1 mile west of Petworth on the A272. The Civil Parish includes the Hamlets of Upperton, River, and River Common.

(Note the different spelling of the family name from generation to generation...)



## 5. PETER LILLIWITE (1706-1752)



PETER LILLIWITE was born July 1706 in TILLINGTON, Sussex, England. He was a son of JOSHUA LILLYWHITE (1669-1744) and ANN LILLYWHITE (born KEEN) (1675-1723).

TILLINGTON is a Village, Ecclesiastical Parish and Civil Parish in the District of Chichester in West Sussex, England, 1-mile west of Petworth on the A272. The Civil Parish includes the Hamlets of Upperton, River, and River Common.

On February 2, 1729, the 23-year old PETER LILLIWITE (1706 - 1752) married 17-year old ELIZABETH NEWMAN (1712 - 1752) in St. Martin's Anglican Church, CHICHESTER, Sussex, England. ELIZABETH NEWMAN was the daughter of WILLIAM NEWMAN and ANN ROWLEY of CHICHESTER, Hampshire, England.

CHICHESTER IS A CATHEDRAL CITY in West Sussex, in South-East England. It is the only city in West Sussex and is its County Town. It has a long history as a settlement from Roman times and was important in Anglo-Saxon times. It is the seat of the Church of England Diocese of Chichester, with a 12th-Century Cathedral.



CHICHESTER CATHEDRAL, SUSSEX, ENGLAND

## ST MARTIN'S ANGLICAN CHURCH, CHICHESTER, SUSSEX

This stood in St. Martin's Street and there are references to it from the 13th. Century onwards.

In 1750 it consisted of a nave, north aisle and chancel, though no dates of building are known. It fell into disrepair and was largely rebuilt in 1802 by an unrecorded architect in a rather crude gothic. The rebuilding cannot have been total, for traces of mediaeval wall-paintings were found in 1906.

The Sharpe Collection drawing (1804) shows it shortly after rebuilding with battlements, even on the sloping west gable, and quite a substantial belfry, also battlemented. It also had what seem to have been two-light bell-openings and a taller octagonal spire.



The Church deteriorated after this work and in 1899 the Parish was united with St. Olave Church, which contains some fairly modest monuments from St Martin; there is also one in St. Andrew-in-the-Oxmarket in Chichester. The Church was pulled down in 1906 and its site is marked by a walled garden containing a plaque ([shown below](#)). The surrounding walls, though featureless, are said to be some of those of the former St. Martin's Church.



**PETER LILLIWITE and ELIZABETH NEWMAN had 10-Children (6-Sons & 4-Daughters):**

**(The Children were all born in WASHINGTON, Sussex.)**

1. Mary Lillywhite (May 19, 1730, - May 4, 1758,) **Died young @ age 28-years.**
2. Elizabeth Lillywhite (March 8, 1731 - December 11, 1790);
3. Sarah Lillywhite (February 10, 1732 - January 1801) **Married Richard KIMBER.**
4. Peter Lillywhite (1736 - 1793);
5. Thomas Lillywhite (March 8, 1738-1810);
6. John Lillywhite (1738 - 1823);
7. Joseph Lillywhite (1742 - 1818). **Died in Thakeham Poor House.**
8. Anne Lillywhite (September 1746 - 1758) **Died Young @ age 12-years.**
9. Hannah Lillywhite (1749-xxxx) **Married Charles Andrew.**
10. Richard Lillywhite (1750-xxxx)

- On May 12, 1752, PETER I LILLYWHITE died and was buried in WASHINGTON, Sussex, England at the age of 46-years.
- On June 28, 1752, ELIZABETH LILLYWHITE (born NEWMAN) died in WASHINGTON, Sussex, England at the age of 40-years.



ST. MARY'S ANGLICAN CHURCH, WASHINGTON, SUSSEX



6. JOSEPH LILLYWHITE (1742-1818)

(Died in FINDON / THAKEHAM POOR HOUSE)



JOSEPH LILLYWHITE was born 1742 in FINDON, SUSSEX, England. He was the son of PETER LILLYWHITE (1706-1762) and ELIZABETH NEWMAN (1709-1752) of Tillington, Sussex, England.

FINDON is a semi-rural clustered Village and Civil Parish in the Arun District of West Sussex, England, 4 miles (6.4 km) north of Worthing. The Parish Church, dedicated to ST. JOHN THE BAPTIST, stands to the west of the Village and the A24 Road near the 18th. Century mansion called FINDON PLACE. The Church is built of flint to an unusual design, the nave and north aisle have a single span roof with king-posts resting on the arcade, probably built in the 15th. Century. The screen is a rare 13th Century example, but heavily restored.

On May 27, 1768, the 26-year old JOSEPH LILLYWHITE (1742 - 1818) married 17-year old ELIZABETH CAINE (1751 - 1790) in Sompting, Sussex, England.

SOMPTING is a village and Civil Parish in the coastal ADUR DISTRICT of West Sussex, England between LANCING and WORTHING. It is half grassland slopes and half developed plain at the foot of the South Downs National Park. Sompting has one of the oldest churches in the country. The Parish Church of St. Mary is mainly Norman, but has visible Anglo-Saxon work, especially the Tower which is believed to date from the 11th Century and is thought to be the only one of its kind in England. The Tower is quite striking, rising to 100 feet and can be spotted from all around.

JOSEPH LILLYWHITE and ELIZABETH CAINE had 11-Children (7-Sons & 4-Daughters) of whom 8 infants died either at birth or in the first year of life:

1. Joseph Lillywhite (1768-1853) **Survived & married Elizabeth Moon (1776-1861).**
2. John Lillywhite (1769-xxxx) born in Findon.  
**Survived & married Amy Howick (1769-1845).**
3. Peter Lillywhite (1771-1771) born in Findon, Sussex. **Died @ Birth?**
4. Harry Lillywhite (1772-1772) born in Findon, Sussex. **Died @ Birth?**
5. Thomas (1775-1775) born in Findon. **Died @ Birth?**
6. Sarah Lillywhite (1777-1777) born in Findon. **Died @ Birth?**
7. Luke Lillywhite (1780 - 19 January 1780) born in Findon, Sussex. **Died @ Birth?**
8. William Lillywhite (1781-1781) born in Findon, Sussex. **Died @ Birth?**

9. Amy Lillywhite (1783-1783). **Died @ Birth?**
10. Ann Lillywhite (1785-1785) born in Findon, Sussex. **Died @ Birth?**
11. Elizabeth Lillywhite (1787) Survived and Married Mr. Aldridge.

■ On December 1, 1790, 39-year old ELIZABETH LILLYWHITE (born CAIN) died and was buried in Findon, Sussex, England.

One can assume that her death was related to the succession of infant deaths that she had endured in losing 8 of her 11 infants over some 11 years. These infant deaths may be related to a combination of poor sanitation, polluted water supply, poor health of the mothers and toxicity of "Mother's Milk". (See the Chapter on Page 51). This is a sad observation on the cultural obsession in Middle Ages England to achieve a large number of offspring to "preserve" the family and "protect" the Community in both War and Peace.



ST. JOHN THE BAPTIST CHURCH, FINDON, SUSSEX

■ On October 9, 1796, 54-year old JOSEPH LILLYWHITE (1742-1818) remarried to 23-year old HANNAH WELLS (1773 - xxxx) in the Anglican Church in Findon, Sussex, England.

■ JOSEPH LILLYWHITE and HANNAH LILLYWHITE (born WELLS) had 5-Children:

1. HANNAH LILLYWHITE (1798-1809) born in Findon, Sussex. **Died young @ 11-years old.**
2. EDWARD LILLYWHITE (1800-1863) born in Findon, Sussex.
3. MARY LILLYWHITE (1804-1872)
4. GEORGE LILLYWHITE (1808-1877) **Emigrated to Oxford, Ontario, Canada.**
5. REUBEN LILLYWHITE (1812-xxxx). **Emigrated to Canada?**

The LILLYWHITE BROTHERS, GEORGE AND REUBEN decided to emigrate to the NEW WORLD in Canada to seek better fortunes and presumably to escape from the persistent religious, political and economic ravages to which the ordinary man was subjected by the warring aristocracy.

■ On November 1, 1818, JOSEPH I LILLYWHITE died a Pauper in the POOR HOUSE at Thakeham, Sussex, England. He was 76-years old and had had a very tough life...



■ IN 1818 THE POOR RELIEF UNION FOR FINDON, SUSSEX WAS BASED AT THE WORKHOUSE IN THE STREET, THAKEHAM, SUSSEX.

The row of Cottages (shown in the photo above) was used as the RESIDENCE for inmates in the Thakeham WORKHOUSE in 1818.

In 1789, the THAKEHAM GILBERT UNION was formed by the Parishes of Ashington, Findon, Sullington, Thakeham, Washington and Wiston. The Poor Relief Union erected a Workhouse in 1789-91 at the South side of Rock Road, Heath Common. The 'Surveyor' (Architect / Engineer in charge) for the construction was Stephen Rowland.

The actual running of the WORKHOUSE was not necessarily undertaken by the Parish itself. It could instead be contracted out to a third party who would undertake to feed and house the poor, charging the Parish a weekly rate for each inmate. The Contractor would also provide the inmates with work and could keep any income generated. This system was known as 'farming' the poor.

The Contract was usually awarded to the bidder offering the best price for the job which might take a variety of forms, for example maintaining all the paupers in a Parish, or just managing the Workhouse, or just a particular group of paupers such as infants and children, or lunatics, or providing medical relief.

Whereas the POOR RELIEF system in England in the 1700s was a well-intended effort to help those Citizens who were less fortunate than most and who fell on hard times, it was not a total "relief" to be assigned to the Poor House or the Work House and certainly not if you were "quarantined" in the PEST HOUSE with an infectious disease.

Several of our LILLYWHITE and BUCKLAND ancestors had this awful experience. There may have been more, of which we are not yet aware...

# Mother's Milk and Infant Death in Britain, circa 1900-1940

By P.J. Atkins

## ABSTRACT

My contribution to this issue is to reconstruct the darker side of the most popular of infant foods. I will give a brief overview of contamination and disease in Britain's milk supply between 1880 and 1940, with particular reference to the impact upon infants. Not surprisingly, young children consumed a substantial proportion of market milk and, as a result, they seem to have suffered heavily from diseases such as bovine tuberculosis and summer diarrhoea.

I will ask why these children were not wholly breast-fed and why relying upon artificial foods was such a risk. Also, I will give a preliminary report on my findings from data I have collected on the feeding of over three million infants, as recorded in the Medical Officer of Health Reports of 130 Local Authorities, mainly from England and Wales.

## INTRODUCTION

Tracing one's family tree over the internet has become a growth industry in recent years and an fascinating exercise in virtual history. The Mormon website FAMILY SEARCH in particular ([www.familysearch.org](http://www.familysearch.org)) is an extraordinary mine of information, based upon carefully collected parish register and other data stretching back in some locations for over 300 years.

It is possible to confirm existing knowledge of pre-1900 relations and to start new avenues of enquiry. I have found that my ancestors of the paternal side have been in Liverpool for at least the last 170 years, starting in Upper Beau Street in Everton, then moving to Bootle, and then to Great Crosby, a familiar status migration of working-class people moving up the social gradient to a middle-class suburb.

One of the surprising discoveries was how often certain names cropped up, such as Charles Atkins or Alfred Atkins, sometimes twice or three times in just a few years. I wondered at first whether different branches of the Atkins clan were christening their children at the same Church, but it seems more likely that high rates of mortality in the nineteenth century led disappointed parents to recycle the names of dead infants. Burying babies and starting again is something that we associate today with poor countries in the developing world, but the experience was also common in Britain before the First World War.

The real origin of my interest in infant death actually has nothing to do with genealogy, however, nor even with population history. I am a specialist in the history of food systems, particularly perishable foodstuffs such as dairy foods, and in recent years I have been

researching the health consequences of food consumption. Since milk is a good medium for the transmission of a wide variety of diseases, I have looked at the resulting morbidity and mortality.

This paper will give a brief overview of contamination and disease in Britain's milk supply between 1880 and 1940, with particular reference to the impact upon infants. Not surprisingly, young children consumed a substantial proportion of market milk and, as a result, they seem to have suffered heavily from diseases such as BOVINE TUBERCULOSIS and SUMMER DIARRHOEA.

I will ask why these children were not wholly breast-fed and why relying upon artificial foods was such a risk. Finally, I want to give a preliminary report on my findings from data I have collected on the feeding of over three million infants, as recorded in the Medical Officer of Health Reports of 130 Local Authorities, mainly from England and Wales.

#### DISEASE AND CONTAMINATION

Because of poorly regulated conditions of production, much milk was heavily contaminated in the late 19<sup>th</sup>. and early 20<sup>th</sup>. Centuries. The new science of bacteriology demonstrated this. In about 1900, up to one third of samples of London milk contained PUS from the diseased udders of country cows and in Manchester only 4.2 per cent of samples were found to be 'clean'. Particles of manure, dust from the cowshed, dirt from the railway wagon, all of these made milk a dangerous cocktail for those who drank it raw. Its nutrient mix also made it the ideal breeding ground for a wide variety of diseases.

Atkins (1992) discusses the main diseases that can be transmitted through milk. They are viral, ricksettial, bacterial and protozoal, with helminths and toxicoses also possible.

The deadly list includes well-known afflictions such as:

ANTHRAX, BOTULISM, BRUCellosis, CHOLERA, DIPHTHERIA, DYSENTERY, ENTERITIS, E. COLI, GASTROENTERITIS, GIARDIASIS, HEPATITIS, LISTERIA, PARATYPHOID, SALMONELLA, SCARLET FEVER, TUBERCULOSIS, TYPHOID, and many others less prominent.

In the period under review there were hundreds of recorded milk-borne epidemics. They tended to be localized and could often be traced to the milk round of one dairyman. The middle-class suffered disproportionately because of their higher milk consumption and also because their babies were most likely to be artificially fed i.e. not breast-fed.

The two foremost causes of milk-related deaths amongst infants were Tuberculosis and Diarrhoea. Bovine Tuberculosis has been underemphasized in the literature of medical

history, for the understandable reason that its close relative, Pulmonary Tuberculosis, was such a major killer at all ages and a social problem that exercised the Victorians and Edwardians.

However, in addition to being an airborne disease that thrives in overcrowded housing, Tuberculosis is also potentially a trans-species infection. Milk was the medium of transmission from diseased cattle to unwitting consumers that led to approximately 500,000 deaths amongst infants in the period 1850-1950, and up to 30 per cent of all deaths from Tuberculosis before 1930 (Atkins 2000). The hazard was only brought under control gradually as milk was increasingly PASTEURIZED in the 1930s and 1940s (Atkins 2000).

'Summer Diarrhoea' was also a cause of Infantile Mortality on a large scale.

As the name indicates, the peak of deaths came in the warmer weather, usually in the late summer and early autumn, and some late 19<sup>th</sup>. Century commentators assumed a connexion with a warming of the soil and an increase of unspecified gaseous effusions. Others pointed out that milk transported over long distances from milk-producing country areas to the milk consuming urban middle classes was unlikely to arrive in prime condition.

SOURING was an issue for the milk trade, to which the answers were the use of the rather crude Lawrence Refrigerator or CHEMICAL PRESERVATIVES that increased the shelf-life of milk (Atkins 1991). Domestic contamination is also likely to have been a factor (Newsholme 1906). Only a small minority of houses had satisfactory food storage areas before the First World War, and it seems likely that the poor-quality milk delivered to the doorstep deteriorated further before it was fed to babies.

At one point in the 1890s DIARRHOEA accounted for as much as 20% of Infantile Mortality. We have no estimate of the proportion of this caused by milk, but the contemporary discourse certainly assumed that it was substantial. Woods, Watterson and Woodward (1989) disagree with such a conclusion and emphasize instead overcrowded and insanitary housing, and poor street cleaning. But in the view of the present author, and others such as Paul Huck (1994, 1997), milk *is* likely to have been a very important mediating factor in the deaths of those infants not breast-fed. It was this group that had the highest mortality from diarrhoea.

#### TRENDS IN BREAST-FEEDING AND BOTTLE-FEEDING

It seems that breast-feeding rates in Britain were higher than in many continental countries throughout the period 1880-1940. There were regional variations and social class differences, however, and a steady decline has been hypothesized. Ann Roberts (1973) in her PhD thesis suggested for the period 1850-1900 that: 'commercial activity and contemporary comment indicate a steady trend away from breast-feeding... in favour of the feeding bottle and artificial foods'.

In this assertion she is supported by evidence from America (Apple 1987). The rise of large capitalist Dairy companies, such as Express Dairies and United Dairies in London, brought affordable milk to most urban areas, and increasingly sophisticated advertising encouraged its adoption. The decline in wet nursing at this time may be an indicator that even wealthy women were convinced that cow's milk was both convenient and safe (Fildes 1988).

From about 1900 there was a reaction to this trend. A number of progressive Medical Officers of Health sought to encourage mothers to breast-feed for extended periods. They leafleted houses and propagandized whenever they or their officials paid visits, but there was a problem of knowing where new babies lived. The Notification of Births Acts (1907, 1915) provided the necessary lists of addresses and many Councils at the same time were employing Health Visitors, part of whose duties it was to encourage mothers to breast-feed.

As a result, the period 1900-1925 saw the spread of a new creed of healthy infant-feeding and the decline in breast-feeding seems to have been halted or even reversed in some areas. Data collected by Medical Officers of Health in the period 1907-1930 suggest that an average of about 85 per cent of babies were breast-fed in their first two months of life.

The percentage of babies who were not breast-fed in those first two months grew quickly as many were either weaned or bottle-fed and it seems that the technology available for feeding them artificially was only slowly improving. According to Valerie Fildes (1998), 'it seems likely that the eradication of the long-tube feeding bottle was a major factor in the fall in infant mortality'.

Before 1900 a glass bottle with a long rubber tube attached was popular. The convenience of the tube was that the child could be left to suck unsupervised. The problem was that these tubes, and also the bottles, were difficult to clean. Accumulations of dirt and congealed residues were inevitable, and it is no surprise that infections and deaths were much higher for babies fed with this method than with the newer, boat-shaped bottle, which had a rubber teat and was much easier to keep clean. Medical Officer of Health data indicate that tube bottles were used in about 78 per cent of cases of artificial feeding in 1904, where a child had died, falling to nil by 1925.

#### MEDICAL OFFICER OF HEALTH DATA

In the early 20th. Century local authorities started collecting data about infant mortality and infant feeding. The Home Office survey of 1908 was an exemplar and the larger, City Authorities took it upon themselves to continue with surveys through to the 1920s, when child death rates were seen at last to have been brought under control and the enthusiasm for further data collection therefore waned. The nature and quality of the data varied from one authority to another, but it is possible to build an overall picture. The annual reports of most

Medical Officers of Health were printed, and many have survived in archives such as the Wellcome Library for the History and Understanding of Medicine, London.

Dr Valerie Fildes (1990, 1992, 1998) did the pioneering work in this area. She garnered, from the MOH reports of 22 Local Authorities, observations on the feeding of 425,113 provincial infants in their first month, from 1900 to 1919 and 222,989 London infants, from 1905 to 1919, in 23 London Boroughs. In my own project I have 2,389,530 provincial observations for 1902 to 1938, from 95 Local Authorities, and 596,717 for 28 London Boroughs and the City of London. This makes a total of 3,028,530 observations.

The database is vast and complex and, as yet, the author has not completed its analysis. A reading of feeding data in the first half of the twentieth century should bear in mind a number of points that confound any notion that the dataset is scientifically balanced and statistically representative.

First, the larger mainly City Authorities had an advantage because of the resources at the disposal of the MOH. Small, rural authorities are under-represented in my dataset, as are authorities in Northern Ireland, Scotland and Wales.

Second, there is probably some bias towards poorer families because health visitors concentrated their efforts on poor households and those with a history of infant death. It was not uncommon to consider middle-class babies as being 'too good to visit'.

Third, data recorded on home visits was rather different from baby clinics, where the *raison d'être* was educating mothers for breast-feeding.

In an ideal world we would have the individual feeding record of each infant, along with the sex, parity, and the mother's social class, occupation and level of education. Unfortunately, full sets of such records are rare, but Dr. Alice Reid (1999) has made the most of one such, in Derbyshire, for the period from the Great War to the mid-1920s. Her in-depth statistical analysis is highly significant in the literature of infant and child mortality, but it cannot be repeated for the altogether less trustworthy MOH data series.

Like Dr Reid, Professor David Barker (1998) and his team of environmental epidemiologists at Southampton have collected information from health visitors' registers. Their focus is not so much upon infant morbidity and mortality as upon the correlation of certain characteristics of individual infants, including their feeding, with disease in later life.

## FEEDING PATTERNS

For the United Kingdom as a whole, breast-feeding was overwhelmingly dominant in the first month or two. The mean of over 80 per cent is not especially helpful as a guide,

however, because many mothers quickly weaned their babies on to solid foods. The protection afforded by the Immunoglobulin A in mother's milk was therefore short and the risk of ill-health heightened.

Table 1 shows, by way of example, that in Blackburn the majority of the babies of housewives were still breast-fed in the fifth month but weaning among women employed in the cotton industry came earlier because breast-feeding was incompatible with mill life. Apart from employment, many other factors bore upon the weaning process. The most important factor was that many women were said to be physically unable to feed their babies because their milk dried up, perhaps due to MALNUTRITION or ILLNESS.

Poor mothers usually wanted to breastfeed because it was the cheapest option and, incidentally, it also reduced their chance of conceiving another child.

If they had no milk or were working, the cheapest alternatives were either home-made artificial foods, such as bread sops, or pobs as they were widely known, or condensed milk. The latter was cheaper than cow's milk and more convenient because it lasted longer before becoming undrinkable. Condensed milk was often made from skimmed milk and it was therefore nutritionally of dubious benefit for the youngest infants. For the better off, cow's milk, dried milk and a variety of patent foods were available. In Table 2 we can get an idea of the relative proportions of these for the city of Coventry.

#### INFANT MORTALITY

Many of the MOH reports record feeding practices for babies that had died, as well as the living. Intuitively one would expect the mortality rate to be higher amongst artificially fed children, not only because they were missing the protective qualities of breast milk but also because the challenge from dirty or infected cow's milk was so great. Recent evidence of this is available with respect to the so-called 'baby milk scandal', where certain manufacturers of formulated milks have been accused of encouraging the termination of breast-feeding in favour of the commercial product, with disastrous results where illiterate mothers have been unable to follow printed instructions about sterilizing feeding bottles.

The death rates per thousand live births shown for Willesden in Table 3 can be calculated similarly for a number of towns and cities. In the early century in particular, the significance of feeding type is obvious, especially for diarrhoea. Another way of expressing the relationship between feeding and health status is shown in Table 4. Here both dead and surviving children are tabulated, giving a more balanced and accessible notion of the fate of babies born in Croydon between 1900 and 1925.

DIARRHOEA was again a major cause of death but non-breastfed mortality from diseases with diarrhoea-like symptoms affected only 1.7 per cent of all of the infants in the Borough under six months. The total deaths amongst children fed on cow's milk or condensed milk amount to 3.1 per cent of the total births. The equivalent figures for other local authorities are higher, suggesting that Croydon had a safer milk supply than many.

By 1927 about 85 per cent of the LONDON supply was PASTEURIZED and this undoubtedly had a positive impact upon infant life. In many provincial towns and villages similar penetration of heat treatment was not seen until the 1950s.

## CONCLUSION

In the briefest of papers, it is not possible to do justice to the extraordinary complexity of INFANT MORTALITY in early twentieth century Britain and its relationship to milk.

I have stressed the faecal contamination and generally poor sanitary state of the milk supply, which scarcely improved before the 1920s in London, and probably later in the provinces. I have also commented on the loss of life from two major killers: bovine tuberculosis and summer diarrhoea. Here I agree with Paul Huck (1997) that: 'safe milk supplies for the minority of infants who were not breast-fed could have had a big effect on overall infant mortality, because it is precisely these infants who contributed a disproportionate amount of the mortality'.

The next step is a further analysis of my dataset gathered from MOH reports. This will help us to understand regional variations in patterns of infant feeding and their relationship to mortality. I expect the equation to be far from straightforward, for instance because of the paradox noted by Valerie Fildes (1992) that areas associated with the highest percentage of breast-feeding also sometimes had the highest infant mortality rates.

She explained this as the result of the poorest districts having widespread breast-feeding but malnourished women, who produced milk of a poor quality with less protective effect, which quickly dried up, forcing early weaning.

Although the milk of healthy and well-nourished mothers was safe and life-giving, I have tried to show that other babies were at risk, especially those who were artificially fed during at least part of their first year.

Cow's ("market") milk and other artificial foods were responsible for much disease morbidity (suffering) and mortality (death), especially in the period before 1925 (when PASTEURIZATION was introduced) and the transition to improved infant feeding is a significant one in the medical history of Britain.

**PASTEURIZED MILK** is raw milk that has been heated to a specified temperature and time to kill pathogens that may be found in the raw milk. Pathogens are microorganism such as bacteria that make us sick. Raw milk can contain pathogens such as *Campylobacter*, *E. coli* O157:H7, *Salmonella*, *Listeria* and other bacteria. Raw milk includes milk from cows, goats, sheep and other dairy animals.

By law, all milk sold to the public must be pasteurized and packaged in a licensed dairy plant. Only vitamins A and D may be added to the milk, no other additives or preservatives can be legally added to milk. Vitamin A improves eyesight, helps you to see better at night or in dim light, and helps you to tell colours apart. Vitamin D helps your body absorb calcium and reduces the risk of osteoporosis.

#### **IT IS EASY TO PASTEURIZE YOUR OWN MILK ON THE STOVETOP.**

An added bonus is that your milk won't need to stand up to long-distance shipping and prolonged storage, so you can pasteurize it safely using lower heat and less time than many industrial milk producers use. All you need is a stainless steel pot and a simple kitchen thermometer. Just follow these simple steps for home pasteurization:

- Pour the raw milk into the stainless steel pot. If you have a double boiler, that will work even better to keep the milk from scalding. If you don't have a double boiler, you can put one stainless steel pot inside a larger pot with a few inches of water at the bottom. If you can't achieve this setup, then you'll just need to be careful to heat the milk gently.
- Slowly heat the milk to 145 degrees Fahrenheit, stirring occasionally. If you are not using a double boiler, stir frequently to avoid scalding the milk.
- Hold the temperature at 145 degrees Fahrenheit for exactly 30 minutes. You may need to increase and decrease the heat to keep the temperature constant.
- Remove the pot of milk from the heat and place it in a sink or large bowl filled with ice water. Stir constantly until the temperature drops to 40 F.
- Store pasteurized milk in the refrigerator.



7. JOSEPH LILLYWHITE (1768-1853)



JOSEPH LILLYWHITE was born 1768 in FINDON, SUSSEX, England. He was the son of JOSEPH LILLYWHITE (1742-1818) and ELIZABETH CAINE (1746-1790) of Tillington, Sussex, England.

TILLINGTON is a Village, Ecclesiastical Parish and Civil Parish in the District of Chichester in West Sussex, England, 1 mile west of Petworth on the A272. The Civil Parish includes the hamlets of UPPERTON, RIVER, and RIVER COMMON.

On January 17, 1794, the 26-year old JOSEPH LILLYWHITE (1768 - 1853) married 20-year old ELIZABETH MOON (1774 - 1861) in Wiston, Sussex, England.

WISTON is a scattered Village and Civil Parish in the Horsham District of West Sussex, England. It lies on the A283 Road 2.8 miles northwest of Steyning. The Parish covers an area of 1,360 hectares. In the 2001 Census 221 people lived in 86 households, of whom 120 were economically active.



WISTON HOUSE, WISTON, SUSSEX, ENGLAND

JOSEPH LILLYWHITE and ELIZABETH MOON had 13-Children (4-Sons & 9-Daughters):

1. Elizabeth Lillywhite (1794-1844) in Steyning, West Sussex
2. Hannah Lillywhite (1796-xxxx) in Steyning, West Sussex
3. William I Lillywhite (1797-1842) in Durrington, Sussex.  
Married Jane Elizabeth Boorman (1806-1891).
4. Joseph L. Lillywhite (1798-1842) in Steyning, West Sussex.  
Married Jane Hack (1797-1877) in 1821 in Patching, Sussex.
5. Mary Ann Lillywhite (1802-1804) in Durrington. Died @ 2-years old?
6. James Lillywhite (1804-1806) in Durrington, West Sussex. Died @ 2-years old?
7. Lydia Lillywhite (1804-1865) in Findon, Sussex.  
Married James Floate (1802-1873) on February 9, 1828 in Findon, Sussex.
8. Jane Lillywhite (1807-1893) in Durrington, West Sussex.  
Married William Poland on June 3, 1832 in Broadwater, Sussex.
9. Caroline Lillywhite (1807-1813) in West Tarring, Sussex. Died @ 6-years old
10. Louisa Lillywhite (1809-1848) in Durrington, Sussex.  
Married John Barnett (1806-1877) in 1829 in Angmering, Sussex, England.
11. Harriet Lillywhite (1813-1847) in Durrington, Sussex.  
Married Stephen Hewson (1809-1895).
12. Ann Lillywhite (1814-1814) in Durrington, Sussex. Died @ Birth?
13. Thomas Lillywhite (1815-1873) in Durrington, Sussex. (Warehouseman)  
Married Harriet Evans (1812-1891) On April 4, 1836 in West Tarring, Sussex.

**NOTE: Just like his Parents, JOSEPH LILLYWHITE and his wife, ELIZABETH lost 4 of their 13 Children to INFANT MORTALITY, probably due to insanitary conditions, disease and inadequate feeding with breast milk or market milk, all complicated by poverty. The introduction in the 1900s of PASTEURIZATION of milk was a great improvement.**

DURRINGTON is a neighbourhood and former Civil Parish in the Borough of Worthing in West Sussex, England. Historically in Sussex, in the RAPE OF BRAMBER, it is situated near the A27 Road, 2.3 miles northwest of the Town Centre.

- On January 1, 1853, JOSEPH LILLYWHITE died in DURRINGTON, Sussex at the age of 84-years.
- On May 1, 1861, ELIZABETH MOON LILLYWHITE died in DURRINGTON, Sussex at the age of 87years.







During the English Civil War, WISTON HOUSE was occupied, first by forces loyal to King Charles I, then by Parliamentary soldiers. The Estate was sequestrated by Parliament before being purchased at a bargain price by JOHN FAGGE, a young Parliamentary Commander from East Sussex. Robert Fagge, his great-grandson, died in 1740 leaving a sister, Elizabeth, as heiress to the Estate.

Elizabeth Fagge then married SIR CHARLES MATTHEW GORING, a neighbouring landowner in 1743.

His son, CHARLES GORING (1743–1829) was a British country landowner and Politician who sat in the House of Commons from 1774 to 1780. He was the second son of Sir Charles Matthew Goring, 5th Baronet and his second wife Elizabeth Fagge, daughter of Sir Robert Fagge, 3rd Baronet, of Wiston.

His father died in 1769 and the property near Shoreham, which Goring inherited through his mother, increased his political influence in the West of Sussex. The Goring family had represented various Sussex constituencies in Parliament.

## The CRADLE OF CRICKET - Broad Halfpenny Down, Hambledon

Extract from "The Cradle of Cricket" by the Brigands Cricket Club

Much has been written about exactly where and when Cricket started. Its name probably derives from the Saxon "styce" (a stick) its origins possibly in club-ball, bat-and-ball and trap-ball.

As David Gower says in his foreword to John Goldsmith's "Hambledon":

*"Trying to unravel the exact and true origins of cricket is one of the great medieval mysteries, with much of the answer lying in and around the Village now known as Hambledon. It was the Hambledon team of the late 18th. Century that 'raised cricket from a sport to an art' in an era when the local team was more than a match for any All England team, and when it seemed that the Bat and Ball Inn, run by the legendary Richard Nyren, was the centre of the cricketing universe."*

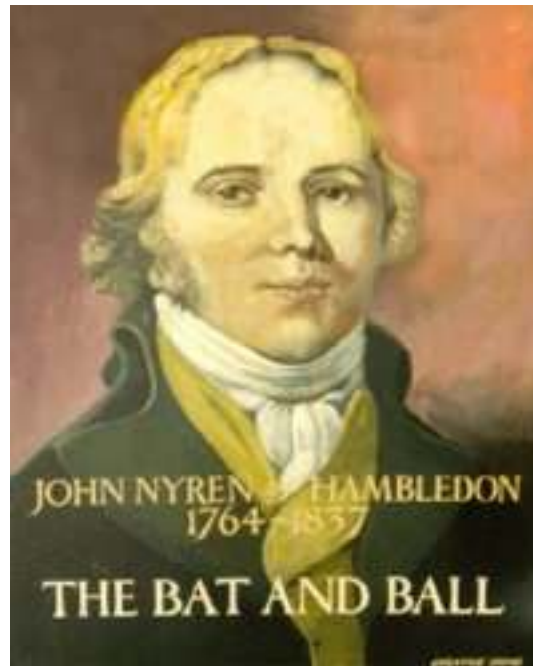
It is thought that a HAMBLEDON CRICKET CLUB was founded about 1750. The earliest surviving record of cricket at Hambledon dates from 1756 coming from a passage in the Oxford Gazette and Reading Mercury newspaper which advertised the loss of a dog at a cricket match on Broad-Halfpenny Down.

John Nyren, son of Richard Nyren, successively landlords of The BAT and BALL and The GEORGE INN, wrote in his book "The Cricketers of My Time" (1833): "No eleven in England could compare with the Hambledon, which met on the first Tuesday in May on Broad-Halfpenny. So renowned a set were the Men of Hambledon, that the whole country round would flock to see their trial matches."



Reviewing the above book in *The Gentlemen's Magazine*, 1833, John Mitford wrote:

*"It was somewhere between the years 1770 and 1780 that a great and decisive improvement took place, and that Cricket first began to assume that truly skilful and scientific character which it now possesses. The pretty and sequestered village of HAMBLEDON in Hampshire, was the nursery of the best players; the Down of Broad-Halfpenny the arena of their glory."*



The result of the match in June 1777 when Hambledon took on England and beat them by a whole innings - England mustering 166 runs and 69 to Hambledon's 403 epitomizes Hambledon's fame.

Ten years later, in 1787, the Mary-le-Bone Cricket Club (MCC) was formed by, among others, the then President of the Hambledon club, the EARL OF WINCHILSEA. So successful was the MCC in attracting prestigious players and patrons that, in the following year, it undertook a revision of the laws of the game which had previously been in the acknowledged guardianship of the Hambledon Club.

We cannot say we are the birthplace of English cricket, but we are the "Cradle of Cricket".

#### The GOLDEN AGE

The most famous period of the Hambledon Club was from 1772 to 1796 during which, on numerous occasions, they met and defeated All England including a great victory in 1777 at Sevenoaks, Kent when, in a match for 1,000 guineas, they won by an innings and 168 runs.

There was great feasting, we are told, on the occasions of great matches when thousands of spectators would flock from miles around to witness what proved to be sporting history. The Hambledon Club left Broadhalfpenny in 1782 and continued with equal success at Windmill Down.

This move was presumably due to the 'General' of the Club, Richard Nyren, having moved from the Bat & Ball to the George Inn in East Street in the centre of the Village, which then became the headquarters of the Club.

Several players of the golden era are buried in the Churchyard of St. Peter & St. Paul Church, including four of the better known, Edward Aburrow, George Leer, Peter Stewart and Thomas Sueter. Regrettably only the grave of the first of these is currently known.



**ST. PETER & ST. PAUL CHURCH, HAMBLEDON, HAMPSHIRE**

## THE PRESENT DAY

The gradual decline of the **HAMBLEDON CRICKET CLUB** coincided with the forming of the MCC in 1787 when the control and administration of the game slowly passed from Hambledon to Lord's. Nothing is known of the Club between 1808 and 1875 when a field between Broadhalfpenny Down and Windmill Down, Ridge Meadow, came into use. This may be considered the start of the present era of Hambledon cricket for it is on this ground that the Club still play.

It is with great pride that the present Hambledon Cricket Club looks back on its history and energetically strives to maintain and ensure its future. In 1969, the greatest achievement in the modern history of the Club was the building of a new PAVILION which was opened on 22nd. June by Ronald Aird, Esq. MC, President of the Marylebone Cricket Club.

This was made possible by generous support from cricket lovers all over the world, including Life Members in Australia, South Africa, Malawi, Zambia, USA and Holland, in addition to many in the United Kingdom, confirming Hambledon's one claim to fame. Hambledon and its Cricket Club is the **CRADLE OF CRICKET**.

The original "GEORGE INN" on East Street, Hambledon, Hampshire, England.



**NOT** to be confused with "THE GEORGE INN" at the summit of Portsdown Hill, Widley, Hampshire, England.



## **BROADHALFPENNY DOWN**

**(Pronounced "Broad-Hay-Penny Down")**

HAMBLEDON can justly be proud of its world famous CRICKET CLUB. Formed about 1750 it rapidly became the accepted authority and governing body of the game, formulating the rules and generally promoting the growth of club cricket. Whilst references to a game known as cricket were recorded far earlier than this date, there is no doubt that it was at Hambledon that the game was put on a firm organized basis. It is therefore fitting that the Village be referred to as '**THE CRADLE OF CRICKET**'. The performances of the Hambledon Club are widely known throughout the cricketing world.

A memorial stone now stands on BROADHALFPENNY DOWN near the Bat & Ball Inn where the original ground still continues as a Cricket Ground, but the present HAMBLEDON CRICKET CLUB has relocated a few miles away.



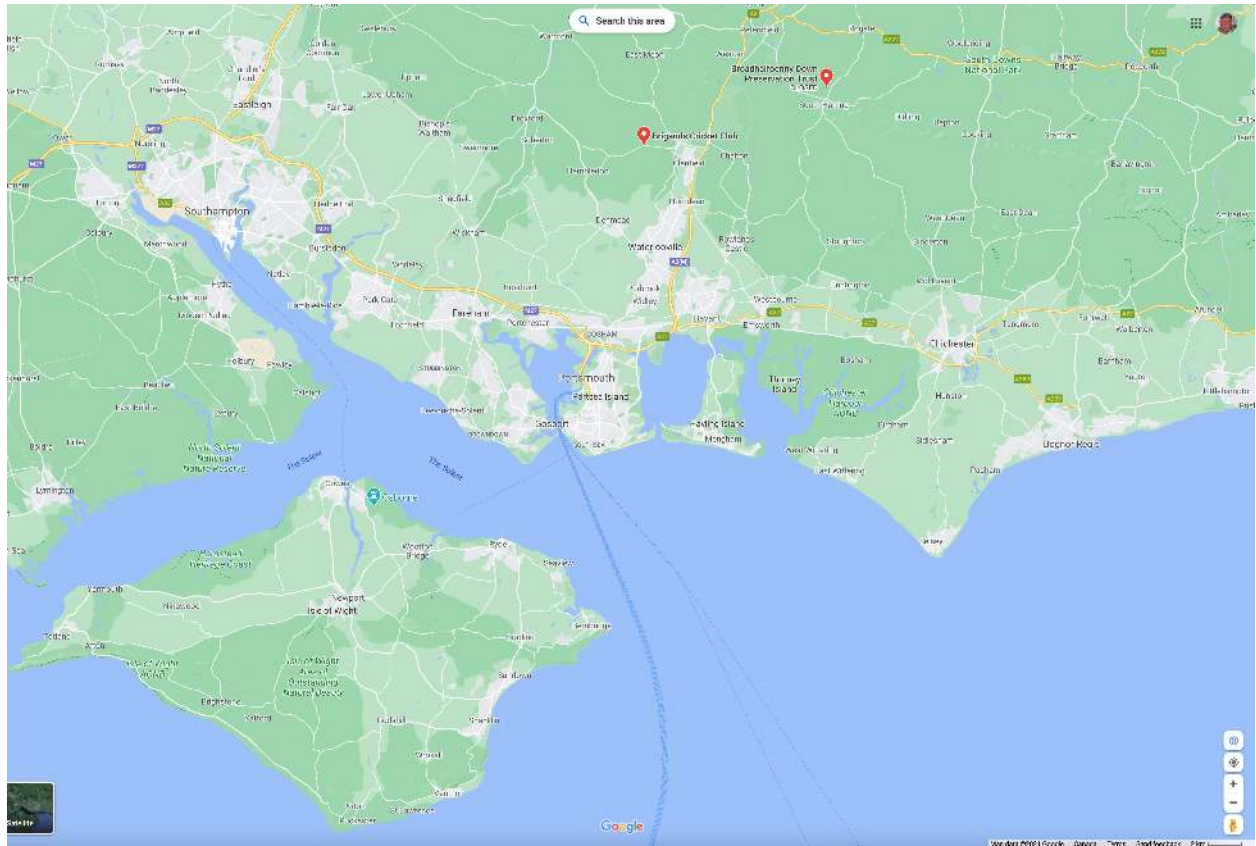
Today, **BROADHALFPENNY DOWN** is the home of **BROADHALFPENNY BRIGANDS CRICKET CLUB** who play regular fixtures there throughout the season. The Brigands manage the ground and its facilities on behalf of the Broadhalfpenny Down Association (BHDA) which was formed in 1996 by the BRIGANDS and WINCHESTER COLLEGE who own the ground.

The BHDA aims to look after the long term future of the ground and to encourage young cricketers. It has members representing local, county and national cricket bodies as well as the Brigands and the College.

The BHDA has recently built a fine new pavilion to replace the previous inadequate one which was in disrepair.

The present **HAMBLEDON CRICKET CLUB** ground is now nearer the Village at Ridge Meadow on the way to Chidden, about half a mile from the Village.

**LOCATION of the “CRADLE of CRICKET” (Hambleton Cricket Club, Hampshire, England). (Red Tags)**



Hambledon Cricket Club



(Bat & Ball)

## THE CRICKETING LILLYWHITES

One notable bearer of the name listed in the National Biography is **FREDERICK WILLIAM LILLYWHITE** (1792 - 1854) a bricklayer by trade who in middle life took a prominent place among Professional Cricketers, played his first match at Lords in 1827 and was known as the "*Nonpareil Bowler*".

Another is **JAMES LILLYWHITE** (1842-1929), English Captain of the first England Cricket Team to tour Australia in 1876-1877.



ENGLAND CRICKET TEAM 1876 (JAMES LILLYWHITE IS 3RD FROM LEFT IN CENTRE ROW)

## JOHN LILLYWHITE

John Lillywhite was an English Cricketer and Umpire during the game's *round-arm* era.

John Lillywhite came from a famous cricketing family; his father was William Lillywhite; his brother was Fred

Lillywhite and his cousin was James Lillywhite. In 1863, members of the family established the sports outfitters LILLYWHITES of Regent Street, London.

John Lillywhite was an all-rounder who batted right-handed and bowled right-arm round-arm, both slow and fast.

His known first-class career spanned the 1848 to 1873 seasons. He took 223 wickets in 185 matches (11.56 runs per wicket and a best analysis of 8/54). He took five wickets in an innings 12 times and 10 wickets in a match twice. He scored 5,127 runs 17.43 runs average with a highest score of 138 runs, making two centuries. He took 94 catches. He served as Cricket Coach at RUGBY SCHOOL where he nurtured star all-rounder Tom Wills, one of the founders of Australian Rules Football.

At the end of the 1859 English cricket season, Lillywhite was one of the 12 players who took part in cricket's first-ever overseas tour when an English team led by George Parr visited North America. From 1856 to 1873, Lillywhite umpired in 29 first-class matches.

On 26 August 1862, during an All-England XI versus Surrey match at The Oval, Lillywhite "*no-balled*" Edgar Willsher six times in succession for what he deemed to be illegal "high" deliveries. Willsher and the majority of his All-England teammates protested and abandoned the match, and Lillywhite was replaced the following day.

The incident provoked much discussion and resulted in the LAWS OF CRICKET being changed to allow OVER-ARM BOWLING from the beginning of the 1864 season.





## 8. WILLIAM LILLYWHITE (1801-1842)



WILLIAM LILLYWHITE was born in 1801 in Durrington, Sussex, England.

He was a son of JOSEPH II LILLYWHITE (1768-1853) and ELIZABETH MOON (1774-1861) of Durrington, Sussex.

- On July 14, 1822, the 21-year old Agricultural Labourer WILLIAM LILLYWHITE (1801 - 1842) married 23-year old ELIZABETH HILLS (1799 - 1891) in Burpham, Sussex, England.
- WILLIAM LILLYWHITE (1801-1842) and ELIZABETH HILLS (1799-1891) had 13-Children (5-Sons & 8-Daughters):
  1. **TWIN** William Lillywhite (February 1823-April 1823) in Durrington, West Sussex. **Died @ 3-months**
  2. **TWIN** Elizabeth Lillywhite (1823-1848) in Durrington, West Sussex. **Died young @ 25-years old.**
  3. Charles Lillywhite (September 1824-September 1825) in Durrington, Sussex **Died young @ 1-year.**
  4. Mary Ann Lillywhite (1826-1872) in Durrington, West Sussex. **Married (Unknown).**
  5. Frances Lillywhite (Sept 17, 1828-xxxx). **Married William Cox (in Dec. 1856).**
  6. William Lillywhite (1831-1899). (Agricultural Labourer.) **Married Jane Hayler.**
  7. Caroline Lillywhite (November 1829-1842) in Durrington, West Sussex **Died young @ 13-years old**
  8. Jane Lillywhite (1832-1832) in Durrington, West Sussex **Died young @ birth?**
  9. George Lillywhite (1835-1895) in Durrington, West Sussex. **Married Maria (Cousin)**
  10. Ellen Lillywhite (April 1837-1881) in Durrington, West Sussex. **Married William Pond**
  11. Eliza Lillywhite (January 1839-1842) **Died young @ 3-years old.**
  12. Stephen Lillywhite (1840-1909)
  13. Olive Lillywhite (December 1842-1909) in Durrington, West Sussex. Olive Lillywhite married William Buck Hall (1840-1918)) (Railway Porter, GER) on April, 15 1861 in Ipswich, Suffolk.

**NOTE: Like his Parents & Grandparents earlier, WILLIAM LILLYWHITE and his wife, ELIZABETH HILLS LILLYWHITE lost 5 of their 14 Children to INFANT MORTALITY, probably for the same reasons of insanitary conditions, disease and inadequate feeding with breast milk or market milk, all complicated by poverty.**

■ In 1842 ELIZABETH's 42-year old husband WILLIAM LILLYWHITE (1800-1842) died unexpectedly along with 2-juveniles (Caroline & Eliza), leaving her with 5-juvenile Children who were still living with her in Coate, Durrington, Sussex:

- WILLIAM LILLYWHITE (1831-1899) 11-year old Agricultural Labourer;
- GEORGE LILLYWHITE (1835-1895) 7-year old Scholar;
- ELLEN LILLYWHITE (1837-xxxx) 5-year old Pre-School;
- STEPHEN LILLYWHITE (1840-1909) 2-year old Pre-School;
- OLIVE LILLYWHITE (1842-1909) **New born**; **Married William Buck Hall**;

■ In the 1851 England & Wales CENSUS Survey, the 52-year old Widow ELIZABETH LILLYWHITE (born HILLS in Burpham) is recorded as the Head of the Family and described herself as a "Pauper" and a "Labourer's wife".

Parish or Township of <i>Durrington</i>		Ecclesiastical District of		City or Borough of		Town of		Village of <i>Coate</i>		Whether Blind or Deaf and Dumb		
House Number	Name of Street, Place, or Road, and Name or No. of House	Name and Surname of each Person who abode in the house, on the Night of the 30th March, 1851		Relation to Head of Family	Condition	Age of		Rank, Profession, or Occupation		Where Born		
						Males	Females					
33	<i>Coate</i>	<i>Thomas Lillywhite</i>	<i>Head</i>	<i>Mar</i>	<i>46</i>		<i>Ag</i>	<i>Lab</i>	<i>Sussex; Durrington</i>			
		<i>Harriet Do</i>	<i>Wife</i>	<i>Mar</i>	<i>36</i>				<i>Do; Angmering</i>			
		<i>George Do</i>	<i>Son</i>		<i>13</i>					<i>Do; Durrington</i>		
		<i>Thomas Do</i>	<i>Son</i>		<i>18</i>					<i>Do; Do</i>		
		<i>Charles Do</i>	<i>Son</i>		<i>8</i>					<i>Do; Do</i>		
		<i>Charlotte Do</i>	<i>Daughter</i>		<i>5</i>					<i>Do; Do</i>		
		<i>Elther Do</i>	<i>Daughter</i>		<i>4</i>					<i>Do; Do</i>		
		<i>Harriet Do</i>	<i>Daughter</i>		<i>1</i>					<i>Do; Do</i>		
34		<i>John Knight</i>	<i>Head</i>	<i>Mar</i>	<i>32</i>		<i>Ag</i>	<i>Lab</i>	<i>Do; Coate Durrington</i>			
		<i>Harriet Do</i>	<i>Wife</i>	<i>Mar</i>	<i>44</i>				<i>Do; Githam</i>			
		<i>John Do</i>	<i>Son</i>	<i>W</i>	<i>15</i>				<i>Do; Durrington</i>			
		<i>William Do</i>	<i>Son</i>		<i>10</i>				<i>Do; Do</i>			
		<i>Sarah Ann Do</i>	<i>Daughter</i>		<i>5</i>			<i>Scholar</i>		<i>Do; Do</i>		
35		<i>Elizabeth Lillywhite</i>	<i>Head</i>	<i>Widow</i>	<i>52</i>		<i>Pauper</i>	<i>Labourer's wife</i>	<i>Do; Burpham</i>			
		<i>William Do</i>	<i>Son</i>	<i>W</i>	<i>19</i>		<i>Ag</i>	<i>Lab</i>	<i>Do; Durrington</i>			
		<i>George Do</i>	<i>Son</i>	<i>W</i>	<i>16</i>		<i>Ag</i>	<i>Lab</i>	<i>Do; Do</i>			
		<i>Stephen Do</i>	<i>Son</i>		<i>10</i>		<i>Ag</i>	<i>Lab</i>	<i>Do; Do</i>			
		<i>Olive Do</i>	<i>Daughter</i>		<i>2</i>				<i>Do; Do</i>			
Total of Houses 1 3 U B		Total of Persons ...		10		8						

ELIZABETH LILLYWHITE (born HILLS) and her late Agricultural Labourer husband WILLIAM LILLYWHITE had been living in the Hamlet of COATE, in the Parish of Durrington, Sussex, (3-miles NW of Worthing) since the birth of their first child (actually TWINS) in February 1823. One twin, a boy died at 3-months; the other, a girl died in 1848 at 25-years old.

■ In the next 19-years ELIZABETH and WILLIAM had 12 more children, 4-sons and 8-daughters. Of a total of 14-Children, 5 died young and 1 died at 25-years of age. This high rate of Infant Mortality was probably due to a combination of poverty, insanitary conditions, inadequate healthcare and polluted milk fed to the children.

■ In 1861, in IPSWICH, Suffolk, the 18-year old OLIVE LILLYWHITE married 21-year old Great Eastern Railway (GER) Porter WILLIAM BUCK HALL (1840-1918) and they a Son: Great Eastern Railway Signalman FREDERICK WILLIAM BUCK HALL (1863), who married JANE PRIGMORE and they had a daughter: PRISCILLA HALL (1901-1999) who married Great Eastern Railway Porter ALBERT EDWARD GOOGE (1904-1994) and they had a son: ERIC HERSHEY GOOGE (1936-2020) (who enlisted in the Royal Marines).

Note: there were four (4) GREAT EASTERN RAILWAY employees in the HALL / GOOGE Family continuously from about 1850 to about 1950.

The GREAT EASTERN RAILWAY (GER) was a pre-grouping British Railway Company, whose main line linked London Liverpool Street to Norwich and which had other lines through East Anglia. The company was grouped into the London and North Eastern Railway in 1923. Formed in 1862 after the amalgamation of the Eastern Counties Railway and several other smaller railway companies the GER served Cambridge, Chelmsford, Colchester, Great Yarmouth, Ipswich, King's Lynn, Lowestoft, Norwich, Southend-on-Sea (opened by the GER in 1889), and East Anglian seaside resorts and Cromer.

■ On October 23, 1842, WILLIAM I LILLYWHITE died in Durrington, Sussex, England at the relatively young age of 41-years.

■ In February, 1891, ELIZABETH HILLS died in Durrington, Sussex, England at the "ripe old age" of 92-years.



9. WILLIAM LILLYWHITE (1831-1899)  
(Agricultural Farm Labourer)



WILLIAM LILLYWHITE was born in 1831 in Durrington, Sussex, England. He was a son of WILLIAM LILLYWHITE (1800-1842) and ELIZABETH HILLS (1799-1848) of Durrington, Sussex.

- On July 19, 1862, the 30-year old WILLIAM LILLYWHITE (1831 - 1899) married 28-year old JANE HAYLER (1832 - 1912) in West Tarring, Sussex, England.

WILLIAM LILLYWHITE and JANE HAYLER had 7-Children (2-Sons & 5-Daughters):

1. Jesse Caroline Lillywhite (1863-1865) born in Eartham, Sussex.  
**Died young @ 2-years old.**
2. Gertrude Elizabeth Lillywhite (1864-xxxx). Married James Herbert Abraham (b. 1859) in Durban, Natal, South Africa.
3. William Lillywhite (1865-1938) (Shepherd)
4. Elizabeth Jane Lillywhite (1867-1938) born in Eartham, Sussex. **Married Edwin Bristow in Durban, KwaZulu-Natal, South Africa.**
5. Stephen Lillywhite (1869-1947) (Greengrocer) born in Eartham, Sussex.  
**Married Nellie Smith (1869-1953).**
6. Ellen Lillywhite (1871-1920) Married George Henry Wright (1870)
7. Sarah Ann Lillywhite (Jan 1874-Jan 1874) Born in Bosham. **Died @ Birth.**

**NOTE:** Just like his Parents, Grandparents & Great Grandparents before him, WILLIAM LILLYWHITE and his wife lost 2 of their 7 Children to Infant Mortality, probably for the same reasons of insanitary conditions, disease and inadequate feeding with breast milk or market milk, all complicated by poverty. Pasteurization was yet to be introduced in England.

- In April 1881, William (50) and Jane (47) were living at Leggatts Farm, Fishbourne in Bosham, Westbourne, Sussex. William and both sons were recorded as Agricultural Farm Labourers. William later became a Shepherd; Stephen later became a Greengrocer.)

- On May 1, 1899, WILLIAM LILLYWHITE died in Westbourne, Sussex, England at age 68-years.
- On February, 1912 JANE HAYLER died in Westbourne, Sussex, England at age 78-years.



10. STEPHEN LILLYWHITE (1869-1947)  
(Greengrocer)



STEPHEN LILLYWHITE was born in February 1869 in Eartham, West Sussex, England. He was a son of WILLIAM LILLYWHITE (1797-1842) and ELIZABETH HILLS (1804-1859) of Durrington, Sussex.

In 1871 he was living in the Church School Building in Eartham, Sussex.

In 1895, the 26-year old STEPHEN LILLYWHITE (1869 - 1947) married 26-year old NELLIE SMITH (1869 - 1953) in the Parish Church of Terrington St. Clement, KINGS LYNN, Norfolk, England. Nellie was the daughter of Cab Driver, George Smith and Catherine Smith of Kings Cross, London, Middlesex.

[TERRINGTON ST CLEMENT](#) is a village and civil parish in King's Lynn and West Norfolk Borough and District in [Norfolk](#), England. It is in the drained marshlands to the south of the Wash, 7 miles (11 km) west of [King's Lynn](#), Norfolk, and 5 miles (8.0 km) east of Sutton Bridge, Lincolnshire, on the old route of the A17 trunk road.

STEPHEN LILLYWHITE and NELLIE SMITH had 5-Children (5-Sons):

1. Percy Lillywhite (1888-1827) born in Rudgwick, Sussex.
2. William Valentine Lillywhite (1896-1951) born in Cowfold, Sussex.  
[Assistant Greengrocer; Goods Guard on Southern Railway.](#)
3. Stephen Lillywhite (1899-1980) born in Cowfold, Sussex.  
[Municipal Worker, Parks Dept, Brighton.](#)
4. Arthur Ernest Lillywhite (1901-1955) born in Cowfold, Sussex.  
[Royal Engineers, Sergeant.](#)
5. Reginald Philip Lillywhite (October 20, 1904 - October 24, 1904.) **Died @ birth.**

- In 1911, the 42-year old STEPHEN LILLYWHITE and 42-year old NELLIE SMITH were living in the Village of Littleworth, Partridge Green, West Grinstead, Sussex. STEPHEN LILLYWHITE, Snr., was a Greengrocer with his 15-year old son, WILLIAM, an Assistant Greengrocer; 12-year old son STEPHEN Jnr. and 10-year old ARTHUR ERNEST were both at the local **JOLESFIELD CHURCH OF ENGLAND SCHOOL** on Littleworth Lane.

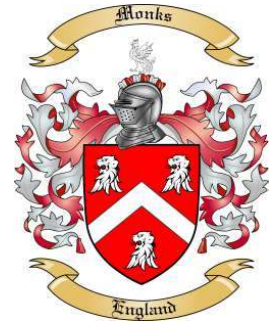


**JOLESFIELD CHURCH OF ENGLAND SCHOOL**

- In May 1947, STEPHEN LILLYWHITE died in Brighton, Sussex, England at age 78-years.
- In 1953, NELLIE LILLYWHITE (born SMITH) died in Chichester, Sussex, England at age 84-years.



## 11. ARTHUR ERNEST LILLYWHITE (1901-1955)



ARTHUR ERNEST LILLYWHITE was born February 23, 1901, in Cowfold, Sussex, England. He was the second son of STEPHEN LILLYWHITE (1869-1947) and NELLIE SMITH (1869-1953) of Westbourne, Sussex.

- In April 1911, ARTHUR ERNEST LILLYWHITE (age 10) was living at 5, Minster Terrace, Partridge Green, West Grinstead, Sussex. He was attending the Jolesfield Church of England School on Littleworth Lane.

PARTRIDGE GREEN is a village in the Horsham District of West Sussex, England. It lies on the B2135 Road 2.5 miles north-west of HENFIELD. It is in the parish of West Grinstead. Partridge Green takes its name from a family called Partrych who were registered in the area in 1332.

- In August, 1926, the 25-year old ARTHUR ERNEST LILLYWHITE (1901 - 1955) married 24-year old IRENE GEORGINA MONK (1902 - 1993) in Registry Office, Havant, Hampshire, England.
- In 1927 he was recorded on the Electoral Register living at #2, Victoria Road, Emsworth.



**ARTHUR ERNEST LILLYWHITE AND IRENE GEORGINA LILLYWHITE (born MONK)**  
had 2-Children (2-Sons):

1. **JOHN ARTHUR LILLYWHITE (1932 - 2015)** born in Barnham, Sussex
2. **DAVID GEORGE LILLYWHITE (1934 - still living)** born in Emsworth, Hampshire.

■ In the 1930s, **ARTHUR ERNEST LILLYWHITE** worked for the **SOUTHERN RAILWAY** (formerly the **London, Brighton & South Coast Railway (LB&SCR)**) at the Barnham Goods Depot in Sussex.

He and the family were living in the **YAPTON GATES COTTAGE** adjacent to the **YAPTON Level Crossing** where his wife, **IRENE GEORGINA LILLYWHITE** was the Crossing Keeper.

■ In the 1939 England & Wales Register, **IRENE GEORGINA LILLYWHITE** was reported to be employed as a **CROSSING KEEPER** at the **Lake Lane, Yapton Railway Crossing, Barnham, Sussex**. Her husband, **ARTHUR ERNEST LILLYWHITE** was not recorded at the home, so we assume he had already enlisted in the **ROYAL ENGINEERS** at the outbreak of **World War II**.

After his induction into the Army, **ARTHUR** was posted to **ABERFORD, Yorkshire** on the outskirts of **Leeds**. So, **IRENE** and the two young boys, **John (8)** and **David (6)** moved to **Aberford** and were living at the **ROSE & CROWN INN** in the Village.





ROSE & CROWN INN, ABERFORD, Location TODAY (2021)

ROSE & CROWN INN, ABERFORD, YORKSHIRE, ENGLAND (circa 1914).

(Note the matching detail of the Front Door Step, the Bay Window and Pedestrian Guard Rail in both.)

Young JOHN ARTHUR LILLYWHITE (9) and DAVID GEORGE LILLYWHITE (7) attended the nearby **ABERFORD CHURCH of ENGLAND SCHOOL** that was established as a National School in 1817 but the building dates to 1716. It is located behind St. RICARIUS CHURCH towards the top of School Lane.

ARTHUR ERNEST LILLYWHITE achieved the rank of SERGEANT in the Royal Engineers but was probably a LANCE CORPORAL at this time (1940). He was assigned as Batman to LIEUTENANT LOWENTHALL, who presented him with a silver cigarette case when they parted.

The official term for "*Batman*" used by the British Army in the First World War was "*soldier-servant*". Every officer was assigned a servant, usually chosen by the officer from among his men. The term *batman* replaced this in the interwar years. By the Second World War, only Senior Officers of the Army and Royal Air Force were officially assigned batmen, with Junior Officers usually sharing the services of one batman among several officers. *Batwomen* also served in the women's services.

BATMAN was usually seen as a desirable position. The soldier was exempted from more onerous duties and often got better rations and other favours from his officer. Senior officers' batmen usually received fast promotion to lance-corporal, with many becoming corporals and even sergeants. The position was generally phased out after the war. Officers of the Household Division however still have orderlies, because of the high proportion of ceremonial duties required of them.

On March 14 the following year, LEEDS suffered its heaviest bombing raid of the war when bombs from around 40 enemy aircraft rained down on the city.

Leeds Museum, Kirkgate Market, Quarry Hill flats and the Metropole Hotel were among the buildings damaged. It proved to be the worst of the nine bombing raids on Leeds during the Second World War that claimed 77 lives in total.



## The Leeds Blitz, March 14, 1941

On the night of Friday 14 March 1941, Leeds was heavily bombed. It was the worst raid on the City during the Second World War. Although officially too small to qualify as a 'Blitz', the people of Leeds drew links to the fate of other Towns and Cities. As the dust settled during the following day, people were heard to remark '*Leeds has caught it at last*'.

### Official Air Ministry and Home Security notice:

"A town in North-eastern England had a sharp attack. Some shops and industrial premises were damaged. Several fires were started, but these were effectively dealt with and brought under control. The number of casualties is not large."

The Government's confirmation of the raid concealed much confusion. The attack had been spread over a large area, stretching the emergency services. To make matters worse, a direct hit on the City's Telephone Exchange caused delays in reporting from bomb sites.



The number of dead and injured rose as reports began to filter in. It is now thought that 65 people died and 258 injured during the raid. These figures are over five times the initial estimates made during the bombing.

The human cost might have been even greater. Incendiary bombs caused over a hundred serious fires and explosives damaged around 4,500 buildings, including the Town Hall, Leeds Museum, Kirkgate Market and the City's Civil Defence Headquarters. The raids made 1,943 people homeless and left 15,000 without water.



### **The Sheffield City Centre Blitz, December 12 & 15, 1940.**

At the time 10th Anti Aircraft (AA) Division was created, the industrial Towns of the UK were under regular attack by night, to which the limited AA defences replied as best they could. West Yorkshire, despite its important industrial facilities, steelworks, aircraft, and ordnance factories, was at a considerable distance from the *Luftwaffe*'s bases and was less often raided than coastal targets and The Midlands.

Nevertheless, **SHEFFIELD** was badly bombed on 12 & 15 December, 1940 (the Sheffield Blitz), Leeds on 14 March 1941 (the Leeds Blitz), Hull on 18 March (the Hull Blitz) and on 7 and 8 May, when Sheffield was also hit again. There were still too few AA guns for the tasks set them, and in March 1941 AA Command was obliged to shift some HAA guns from Sheffield to Liverpool, which was under much heavier attack.

### British Army ANTI-AIRCRAFT Gunners



The Blitz ended in May 1941. The regiment sent a cadre to 209th HAA Training Regiment at Blandford Camp to provide the basis for a new 447 HAA Battery; this was formed on 12 June 1941 and joined the regiment on 19 September to replace 287 HAA Battery which transferred to the newly formed 128th HAA Regiment.

**296 HAA Battery returned to 66th (Leeds Rifles) HAA Regiment on 10 February 1942, and on 2 April 447 HAA Battery was reduced to a cadre and sent to 211th HAA Training Regiment at Oswestry to form a new 447 (Mixed) HAA Battery, 'Mixed' indicating that women from the Auxiliary Territorial Service were integrated into the unit. The reformed battery then helped to form a new 161st (Mixed) HAA Regiment.**



**New HAA regiments joined 62 AA Brigade at the beginning of 1942, and in May 96th HAA Regiment and its three remaining batteries (186, 294 and 295) left AA Command to mobilize for overseas service.**

## WORKING ON THE SOUTHERN RAILWAY

- In 1950, ARTHUR ERNEST LILLYWHITE & IRENE GEORGINA LILLYWHITE lived in Thorney Road, Southbourne near Emsworth, Hampshire and Arthur worked as a Leading Porter for Southern Railway at the nearby **SOUTHBOURNE HALT**, just a short bike ride from home.



At this time his son, JOHN ARTHUR LILLYWHITE, the Locomotive Engineer, was working in Portsmouth, Hampshire at the Fratton TrainCare Depot where he met his future wife, Gwendoline Sexton and they married in August 1950 in Chichester, Sussex.

FRATTON TRAINCARE DEPOT is the main Traction Maintenance Depot in Portsmouth, Hampshire. The Depot occupies the site alongside FRATTON RAILWAY STATION, with two of the sidings right next to Goldsmith Avenue. It has a Carriage Washer and is the fuelling point for the 158's and 159's.

The depot has a TRAIN SHED with two pitted roads for maintenance of rolling stock Class 444. Class 444 and 450 units berth overnight there, and there are stabling sidings and bay platforms at Portsmouth & Southsea Station all of which come under the control of the Depot at night. Trains stabled here are generally Class 444 and 450 Desiros, but 158 and 159 diesel trains are occasionally also stabled here. Great Western Railway and Southern stop at Fratton, and can stop their 158, 313 and 377 trains in the depot if need be.

**History:** The London Brighton & South Coast and the London & South Western Railway jointly built a motive power depot at Fratton in 1891, replacing an earlier one at Portsmouth Town Station. It was of the double roundhouse type. It came under the ownership of SOUTHERN RAILWAY (Great Britain) in 1923 and BRITISH RAILWAYS in 1948. This building was badly damaged by bombs during the Second World War but repaired in 1948. It closed 2 November 1959, but the building continued to be used for stabling locomotives for several years. They were demolished in 1969.

■ On April 22, 1955, ARTHUR ERNEST LILLYWHITE died in hospital in CHICHESTER, Sussex, England at age 54-years.

■ In March 1993 IRENE GEORGINA LILLYWHITE (born Monk) died at a Residential Care Home in WESTBOURNE, Sussex, England at age 91-years.

## YAPTON RAILWAY STATION & LEVEL CROSSING

Little is known of the history of Yapton Railway Station.

It was opened on June 8, 1846, when the LONDON & BRIGHTON RAILWAY line from BRIGHTON to LYMINSTER (the station for ARUNDEL and LITTLEHAMPTON) was extended westwards to CHICHESTER. However, the station was little used (the population of Yapton at that time was only 540) and the station was closed a year later (November 1847).

It reopened on June 1, 1849, and, in 1853, had two trains a day to Brighton, London and Portsmouth. Initially the line was a single track until the line was doubled in 1857.

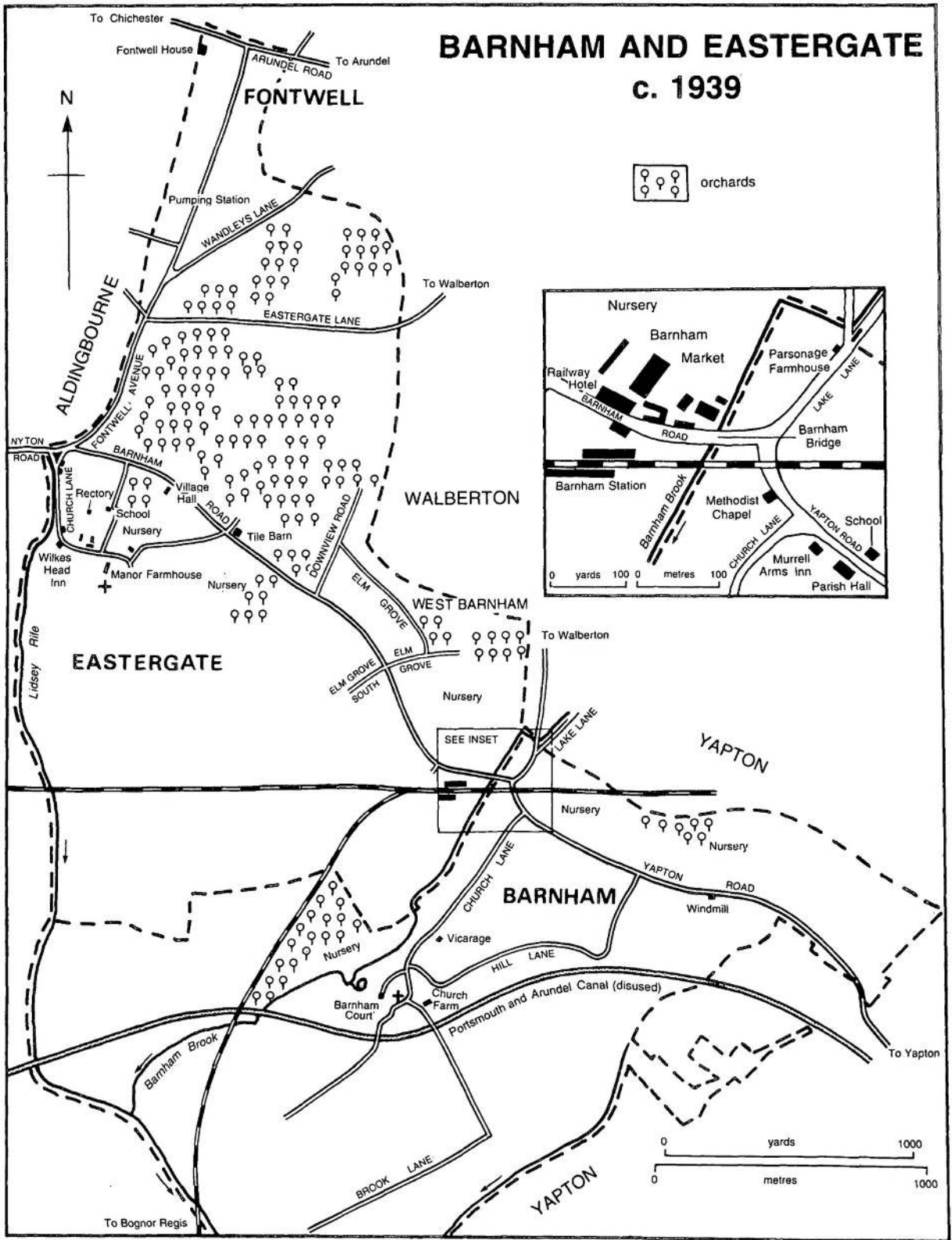
As BOGNOR REGIS became more popular, a branch line was constructed from BARNHAM to the town, and the stations of WOODGATE (the original stop for Bognor) and YAPTON were closed permanently when the new branch line opened on June 1, 1864.

Although the YAPTON station was closed, the road crossing was still in use and manually operated from the signal box on the North side of the crossing. FRED OSBORNE was the signalman and gatekeeper (from 1931) until he retired. He lived in the Cottage ("YAPTON GATES") attached to the old station waiting room.

Tragically, Fred Osborne's daughter-in-law, SYLVIA OSBORNE, was killed in an accident at the Crossing during the night of May 5, 1967, while the gates were removed, and automatic barriers were being installed.

The signal box was demolished two months later, in July 1967. DAVID LILLYWHITE recalls visiting the husband, PETER OSBORNE when he was recovering in St. Richards Hospital in Chichester, Sussex after the accident.

■ IRENE GEORGINA LILLYWHITE worked as the Yapton Level Crossing Gatekeeper, from about 1939 to 1941, after Fred Osborne had retired.



**YAPTON STATION Circa 1934**



**YAPTON CROSSING SIGNAL BOX  
(FRED OSBORNE STANDING AT THE DOOR) FRIDAY 10 FEB 2017**

## NETWORK RAIL

Cameras to target dangerous drivers at West Sussex level crossing.

### Region & Route:

State-of-the-art red light safety cameras are being installed by Network Rail at Yapton level crossing in West Sussex to stop drivers putting lives at risk.

The new cameras will be equipped with number plate recognition technology, meaning motorists misusing the crossing can now be automatically identified and prosecuted by British Transport Police.

Located on the busy SUSSEX WEST COASTWAY rail line between BARNHAM and FORD stations, YAPTON LEVEL CROSSING is one of the most misused crossings in the South east, with incidents of drivers jumping red lights, vehicles striking and weaving around barriers and queuing over the crossing as the barriers come down occurring almost daily. In one recent incident, a motorist drove onto the track causing 21 train cancellations and severe service disruption which cost the rail industry £160,000.

John Halsall, Network Rail route managing director, said: *"The level of driver misuse at Yapton level crossing has got to stop before there's a serious accident. Enforcement cameras will give us the ability to identify and take action against drivers who put lives at risk."*

Inspector Becky Warren from British Transport Police said: "Every time you ignore a signal, audible warning or an amber or red light you risk your life and the lives of other rail and road users. It is not worth risking your life or a criminal record just to save a few minutes on your journey."

West Sussex County Council's Cabinet Member for Highways and Transport, Bob Lanzer, said: "We have been working with Network Rail for many years looking at safety improvements at level crossings within our county."

"Recent results from safety cameras already installed at level crossings in our county and nationally show an important reduction in the instances of misuse by drivers."

**There are around 6,000 crossings on our rail network, and we have a legal duty to assess, manage and control the risk for everyone.**



12. DAVID GEORGE LILLYWHITE (born 1934)  
(RED STAR PARCELS SALES AGENT)



DAVID GEORGE LILLYWHITE was born on March 4, 1934, in EMSWORTH, Hampshire, England. He was the younger son of ARTHUR ERNEST LILLYWHITE (1901-1955) and IRENE GEORGINA MONK (1902-1994) of PARTRIDGE GREEN, West Grinstead, West Sussex, England.

BARNHAM is a semi-rural village and former civil parish, now in the parish of Barnham and Eastergate, in the Arun district of West Sussex, England, centred about five miles north of Bognor Regis. On 1 April 2019 the parish was merged with Eastergate to form "Barnham and Eastergate".

PARTRIDGE GREEN is a village in the Horsham District of West Sussex, England. It lies on the B2135 Road 2.5 miles north-west of Henfield. It is in the parish of West Grinstead. Partridge Green takes its name from a family called PARTRYCH who were registered in the area in 1332.

- In 1950, the 16-year-old DAVID GEORGE LILLYWHITE was employed by the Southern Railway at Barnham Station.
- In November 1971, the 37-year-old DAVID GEORGE LILLYWHITE (born 1934) married 24-year old GLENYS VANESSA SMITH (born 1947) in Gosport, Hampshire, England.

DAVID GEORGE LILLYWHITE was a Sales Agent for RED STAR PARCELS, a service which used passenger trains for transporting parcels between passenger railway stations throughout the United Kingdom, owned and operated by British Rail.

The RED STAR PARCEL SERVICE was introduced experimentally on 1 April 1963. Senders could dispatch their consignments to selected Railway Stations at which the parcels were collected by the recipient. The service used scheduled trains and as such was one of the fastest methods of transporting a package long distances around Britain. RED STAR PARCELS no longer trades although signage bearing the RED STAR logo can be seen at Railway Stations across the UK.

- DAVID GEORGE LILLYWHITE and his wife, GLENYS VANESSA SMITH had 1-Child (a Son):
  1. ADRIAN MARK LILLYWHITE (Born March 26, 1974 in Portsmouth, Hampshire)
- ADRIAN MARK LILLYWHITE married SHARON FERRELLY and they had 1-Child (a Son), CHARLES WILLIAM LILLYWHITE born in 2017, who is "the apple of his Grandpa's eye!".

## **TRAVELLING IN ENGLAND circa 1700 AD.**

In 1700 it was a very long and uncomfortable journey to LONDON from Sussex as from most parts of the country, and fraught with danger from thieves. However, over the next 100 years transportation by road would become much improved.

The beginning of this process was the establishment of TURNPIKE ROADS and the improvement in COACH DESIGN TECHNOLOGY. Before turnpike roads were established travel even in summer was very difficult and often impossible in winter. Local parishes were responsible for the upkeep of roads and local people were expected to work on them for up to six days a year. Roads were neglected and travel times varied little from pre-Roman times to the 18th. Century.

The term TURNPIKE was of military derivation and refers to the practice of placing a pikestaff across the road which was turned aside upon the payment of a toll allowing travellers to pass through. The first turnpike was authorized by a local Justice of the Peace (JP) in 1663, but not until 1706 were they established by Acts of Parliament.

By the mid-18th century it was possible to travel to most provincial cities by turnpike roads but most roads in general were unsuitable for wheeled traffic, goods were in the main transported by packhorse or donkey and people traveled by horse or on foot.

In 1700 travelling was a long and arduous business.

By horse or ox drawn cart three weeks or more would have been required to travel from Truro to London (260 miles) if conditions were good, by horse up to 5-days. During winter the journey would take much longer, even impossible in wet weather.

It was much faster and cheaper to travel by sea to London from Truro, but wind and weather had to be set fair. For most people life revolved around the village with occasional journeys to the nearest market town for some. Travel times slowly reduced as the roads and carriage design improved and with the introduction of stage and mail coaches.

By the late 18th. Century the mail coach made the 120 mile journey from Bristol to London in 16 hours and by the early 19th. Century Truro could be reached in two or three days (not 5 days) but this would have been a frantic journey of constant travel and changing of the horses.

**In 1700 Travel was expensive.**

**In Jane Austen's day the stagecoach fare was around 3d a mile (say £7.50 GBP or \$10 CAD per mile today). This was not the only cost of course, overnight stays at the Coaching Inns and the tips for porters, chambermaids, guards and others would add considerably to the costs. Additionally, there would have been a charge (circa 1820) of 12d per stage of approximately 30 or 40 miles (say £1.00 GBP or \$1.50 CAD per mile today) for the coachman.**

**A STAGECOACH is so called because it travels in segments or "STAGES" of 10 to 15 miles. At a stage stop, usually a COACHING INN, horses would be changed and travellers would have a meal or a drink, or stay overnight.**

**Last and not least was the danger from HIGHWAYMEN and FOOTPADS.**



**"STAND & DELIVER! ... YOUR MONEY OR YOUR LIFE!"**

London was surrounded by heaths and commons. The road to Truro, Cornwall had to pass through HOUNSLOW HEATH and MAIDENHEAD THICKET, both notorious for highwaymen.



The introduction of ARMED GUARDS on Mail Coaches and Stagecoaches reduced the risks and the introduction of TURNPIKES with the MANNED TOLL HOUSES reduced the risks still further and by the 1820s attacks were rare.



1800'S TOLL HOUSE & TOLL GATE

## MAIL COACH ROBBERIES in the 1700 and 1800s

Mail Coach robberies occurred regularly on the coaches that carried both the mail and passengers.

It did not matter that by the early 1800s the Coachmen and Guards wore the King's livery, scarlet coat, faced with blue and gold lace; and were an intrepid and fearless class. It also did not matter that at the rear of the coach, the mailbox, which was supposedly large enough to "hold a man doubled up," was strongly secured. The box, approximately "three or four feet wide and deep, and perhaps a couple of feet broad," was where the mail bags were deposited, after which the lid was securely "pad-locked" with a key.



One 19th. Century traveler claimed that the signal for the horses to start and for the coach to move was "the thunder of lids locked down upon the mail-bags." The mail was protected by an armed guard with a blunderbuss and two pistols. Moreover, the guard followed strict rules:

*"The rule was for the Guard, when sitting on his perch as the back of the coach, to keep his feet on the locked lid. On the Bristol to Portsmouth Mail Coach, it was not unusual, when the box was full, for the Guard to sling some bags beside him. No passenger was allowed to sit at the back of the coach with the Guard; that was a rule which was sternly enforced and admitted of no exception."*

The **POST-HORN** is a valveless cylindrical brass instrument with a cupped mouthpiece. The instrument was used by the **GUARD** to signal the arrival or departure of a Post Rider or Mail Coach. It was used especially by postilions of the 18th and 19th centuries.

A **POSTILION** is a person who guides a horse-drawn coach or post chaise while mounted on the horse or one of a pair of horses. By contrast, a **COACHMAN** controls the horses from the vehicle itself.

Despite all the precautions mail coach robberies often occurred. One of the first mail coach robberies involved three robbers — John Hawkins, a clerk named Ralph Wilson, and a former bailiff named George Simpson who began conducting mail coach robberies in April of 1722. The three men “first proposed to rob the Harwich mail but gave up that design because the mail was ‘as uncertain as the wind.’ They then decided to rob the Bristol mail and set out Sunday, April 15th.” Although the trio were successful, they were soon apprehended. Wilson turned on his partners and Simpson and Hawkins were executed 21 May 1722.



## BRITISH ACT OF PARLIAMENT:

*“From and after the first day of November 1767, if any person or persons whatsoever shall rob any mails in which letters are sent or conveyed by post, although it shall not prove to be highway robbery or robbery committed in a dwelling-house, yet such offender or offenders shall be deemed guilty of felony, and SHALL SUFFER DEATH AS A FELON, without benefit of clergy.”*

However, the decree did not stop the Mail Coach robberies. They continued as shown by the following interesting stories about Mail Coach robberies happening in the early 1800s.

“A Gentleman riding in a Mail Coach was advised by a female passenger to safeguard his money as it was inevitable that a highwayman would appear. She advised the Gentleman that the best hiding spot was his boot. He followed her suggestion by depositing all that he had, ten guineas, into his right boot. Soon the predicted highwayman appeared and when the robber demanded money, the female passenger pleaded poverty and quickly pointed to the man’s right boot, announcing his money could be found in it. “As a consequence, the highwayman rode off ten guineas the richer.” Fortunately, all turned out well for the Gentleman. It seems the female tattletell had a strategy. She had secured £1,000 in her own pocket and in appreciation “presented the gentleman with £100, in compensation for his loss and mortification.”



## London to Dover Mail

Another interesting mail coach robbery occurred in June 1826 to the Dover mail.

"Seven mailbags and a box of letters mysteriously disappeared from the night mail." Apparently, two sly thieves were involved. The story goes, that they dressed themselves in similar clothes, "Conspicuous in pattern and cut." One man went to several Inns and made a noisy obvious spectacle of himself, and then he "treated guests and complimented the barmaids, flattered the landlords. He also paid his bills liberally and promptly and won the good opinion of all."

In the meantime, his confederate, who had been busy robbing the Dover mail, was apprehended.

"At trial plenty of honest people, barmaids, commercial travellers, and landlords came forward and swore an alibi. The poor Gentleman languishing in the dock they would know amongst a thousand.

"As the eyewitnesses were certain the supposed thief was the same man who had treated, complimented, and flattered them, the jury had no choice but to declare the thief "not guilty."

## The Mail Coach circa 1845.

Another mail theft of the 1800s occurred one calamitous night when a Mail Coach with three passengers was within sight of the turnpike gate and three men emerged from a hedge. They "stopped the horses, knocked down the driver, and after rifling the mailbags, proceeded to rob the passengers." One hostage, a Mr. Howard, found a chance to escape and took it. But when he began tussling with a robber, the robber exclaimed, "Is that you?" and then he screeched, "take this!"

Suddenly, Mr. Howard was shot through the brain.

Moments after the murder the three robbers rode off with pursuers hot on their trail. They came to a spot where one robber separated from the others, and, so, they followed the single tracks to the home of Mr. Stanhope, who was a married man who had lost his job. He was arrested and it was believed he would be convicted as the evidence against him was strong. However, just before the jury rendered their verdict, a woman appeared saying she knew the murderer. She claimed Nat Powers was the murderer. Apparently, Powers had been fired by Howard unfairly and taken up a life of crime, and when he recognized Howard, Powers shot him dead. With the discovery, Stanhope was freed and "the real murderer was subsequently tried, found guilty, and hung."

In 1818 a Mail Coach Robbery was reported by Mr. S. C. Hall, a “man of letters” who stated:

“I was travelling in IRELAND between Cork and Skibbereen when I witnessed a stoppage of the mail to rob it. The road was effectually barricaded by a huge tree, passage was impossible, and a dozen men with blackened faces speedily surrounded the coach. To attempt resistance would have been madness; the Guard wisely abstained from any and surrendered his arms; the priming was removed, and they were returned to him.

The object of the gang was limited to acquiring the mailbags; they were known to contain some Writs against a Gentleman very popular in the district. These being extracted, the Coach pursued its way without further interruption.

The whole affair did not occupy more than five minutes. It was subsequently ascertained, however, that there had been a further purpose.

The Gentleman had that day paid his rent, all in banknotes; when the Agent desired to mark them there was neither pen nor ink in the house; it was known that the mailbag contained these notes. Where they eventually found their way was never proved, but it was certain they did not reach the landlord, whose receipt was in the hands of his tenant, duly signed.”



The Bristol, Bath and London coach taking up mails without halting.

Guards were also given a timepiece to ensure the timely delivery of the mail. In addition, they were responsible to blow the post-Horn to warn Tollgate Keepers to open the gates or to warn other approaching travellers to give the right of way.

Their post-Horns also announced the Coach's imminent arrival.



Despite the laws, threats of hanging, and armed guards, mail coach robberies continued to occur regularly. No Laws or Acts deterred the robbers from their nefarious desires. Luckily, Guards were well paid and earned generous Pensions, otherwise they might have found it more profitable to rob the mails too. Since the mail was a Guard's sole charge, most Guards faithfully remained with the mail from beginning to end, unlike the driver who changed almost as frequently as the horses that pulled the coaches.

The horse-drawn MAIL COACHES continued unchallenged until RAILWAY LINES appeared in the 1830s. By the 1840s, numerous rail lines were constructed, and the final service from London to Norwich ended in 1846. A few regional Mail Coaches remained, but, by the 1850s, these too were replaced with trains, and as the horse-drawn Mail Coaches disappeared, so too did the mail coach robberies.



VICTORIAN ROYAL MAIL COACH (CIRCA 1850)

## **INDUSTRIES IN SUSSEX, England**

**SUSSEX was an industrial County, from the Stone Age, with the early production of FLINT implements until the use of coal and steam power moved industry nearer the coalfields of NORTHERN ENGLAND and the MIDLANDS.**

**The County also has been known for its agriculture.**

### **AGRICULTURE**

**Sussex has retained much of its rural nature: apart from the coastal strip, it has few large towns. Although in 1841 over 40% of the population were employed in agriculture (including fishing), today less than 2% are so employed.**

**The wide range of soil types in the county leads to great variations in the patterns of farming.**

**The Weald soils are mostly wet sticky clays or drought-prone acid sands and often broken up into small irregular fields and woods by the topography, making it unsuitable for intensive arable farming. Pastoral or mixed farming has always been the pattern here, with field boundaries often little changed since the medieval period.**

**SUSSEX CATTLE are the descendants of the draught oxen, which continued to be used in the Weald longer than in other parts of England. Agriculturalist ARTHUR YOUNG commented in the early 18th. Century that the cattle of the Weald "must be unquestionably ranked among the best of the Kingdom."**

**William Cobbett, riding through Ashdown Forest, said he had seen some of the finest cattle in the country on some of the poorest farms.**



Areas of cereals grown on the Weald have risen and declined with the price of grain. Yields are still limited by the alkalinity of the soil. Apart from a few areas of alluvial loam soil in the river valleys, the best and most intensively farmed soils are on the coastal plain, where large-scale vegetable growing is commonplace.

The chalk down-lands were traditionally grazed by large numbers of small SOUTHDOWN SHEEP, suited to the low fertility of the pasture, until the coming of artificial fertilizer made cereal growing worthwhile.



**The SOUTHDOWN is historically one of the most important of the British breeds of sheep, valued for fleece, meat, and for improvement of other breeds.**

**The Southdown was developed in southeastern England, specifically in the Chalk Hills or "South Downs" of Sussex. The region has a mild climate, fertile soil, and good grass that make it excellent for raising sheep.**

**The Southdown breed is the oldest of the "down" sheep. It originated from the native sheep of the region, which were improved beginning in the late 1700s and continuing through the 1830s. Southdown sheep were known as hardy and quick growing, and the quality of their meat was celebrated.**

**The breed was consistent in qualities, and it was used in the development of several other breeds, including the Shropshire, Hampshire, and Oxford; in this way its role was like that of the Leicester among the long-wool breeds. The SOUTHDOWN SHEEP SOCIETY was formed in 1890.**

Southdown are distinctive in appearance. The sheep are sturdy, wide, deep, compact, and refined. Rams weigh 190-230 pounds and Ewes weigh 130-180 pounds. Lambing rate averages 140 - 160%.

The sheep are white with mouse-coloured faces. They have wool on their faces, ears, and legs. Both Ewes and Rams are polled. (i.e., No Horns) The wool is fine to medium, with a staple length of 4-6 cm, average fleece weighs 3-5 pounds, and a fibre diameter of 23-29 microns. The breed has been shaped by selection for meat production, and, as a result, Southdown are early maturing and forage efficient. The high quality of the carcass has also been a hallmark of the breed. Southdown are active sheep, but they are calm in disposition.

## GLASSHOUSE FARMING

Glasshouse production is also concentrated along the coast where hours of sunshine are greater than inland. Seedlings, salads, flowers, and vegetables can all be grown in a protected environment, unaffected by weather.





GLASSHOUSES NEAR LAKE LANE RAILWAY CROSSING, YAPTON



## **FISHING**

There are still **FISHING FLEETS**, notably at **BRIGHTON, RYE** and **HASTINGS**, but the number of boats is much reduced. Historically, the fisheries were of great importance in Sussex, including Cod, Herring, Mackerel, Sprats, Plaice, Sole, Turbot, Shrimps, Crabs, Lobsters, Oysters, Mussels, Cockles, Whelks and Periwinkles.



When **BRIGHTON** was a poor Village huddled beneath storm lashed cliffs, its main industry was fishing.

No one knows exactly when fishing started but it was certainly mentioned in the Domesday Book of 1086. The industry started on the foreshore below the high-water mark but this was a precarious place. The men started to move to the top of the cliff and the Church of St Nicholas was established on a nearby hill.

The Old Town grew up, and what is now The Lanes was originally the Cottages of fishermen.

However, as the settlement began to expand there were constant arguments between the fishermen and those who made a living from the land. There were petitions to Parliament for an inquiry into exactly who ran the Village and who should pay for its upkeep.

In 1579 a Commission of four men was established to consider the matter and it asked the fishermen to put down their case in writing.

The resultant BOOK OF ANCIENT CUSTOMS still exists today. It set up a series of customs and orders which were legally binding on both sides.

By this time BRIGHTON had the largest fishing fleet on the South coast with 400 men and 80 boats. They caught huge quantities of fish with herring and mackerel prominent in the catches.

The fish was divided so that each family always had something to eat and some of the money raised by sales went to the Church and paying for sea defences. A market was established on the beach and when the seafront arches were built in 1864, the Market was moved into a group of them.

The open air sales were a big attraction to tourists.

But there was concern over the hygiene and in 1960 the market was moved to Circus Street despite strong opposition.

FISHING declined as an industry as tourism grew and many men found better paid jobs in factories or on the RAILWAYS. There were also problems with boats from other areas, and indeed other Countries, coming into Brighton waters and taking much of the catch.

It was also not easy to launch and pull in the boats which were on the beach. To supplement their income, many fishermen operated pleasure boats.

The cry of "ANY MORE FOR THE SKYLARK?" became famous in the town.



## IRON WORKING

Iron Age WROUGHT IRON was produced by means of a BLOOMERY followed by reheating and hammering. With the type that was common in Sussex a round shallow hearth was dug out, clay hardpacked to line it, then layers of hammered ore and charcoal were put down and the whole lot covered by a clay *beehive* structure, with holes at the side for the insertion of foot or hand bellows. The material inside the *beehive furnace* was then ignited and it took two to three days for the process to complete, leaving semi-molten lumps of iron, known as *blooms* on the hearth.



**BLOOMERY FURNACE**

The output from this type of furnace was very small as everything had to cool down before the iron could be retrieved. The iron so retrieved could then be *worked* by using the *heat and beat* technique to form WROUGHT IRON implements such as weapons or tools. A dozen pre-Roman sites have been found in eastern Sussex, the westernmost being at Crawley, West Sussex.

The Romans made full use of this resource, continuing, and intensifying native methods, and iron slag was widely used as paving material on the Roman roads of the area. The Roman iron industry was mainly in East Sussex with the largest sites in the Hastings area. The industry is thought to have been organized by the *Classis Britannica*, the Roman Navy.

Little evidence has been found of iron production after the Romans left until the 9<sup>th</sup> Century, when a primitive bloomery, of a Continental style, was built at Millbrook on ASHDOWN FOREST, with a small hearth for reheating the blooms nearby.

Production based on bloomeries then continued till the end of the 15<sup>th</sup> Century, when a new technique was imported from northern France that allowed the production of **Cast Iron**.

A permanent blast furnace was constructed; into the furnace chamber was inserted a pipe fed by bellows that could be operated by a wheel; the wheel was rotated by the use of waterpower, oxen or horses. Pairs of bellows continuously forced air into the furnace chamber, producing higher temperatures such that the iron completely melted and could be run off from the base of the chamber and into molds. This allowed a continuous process that usually ran during the winter and spring seasons, ceasing when water supplies to drive the bellows dwindled in the summer.

*From William Camden's description of 17<sup>th</sup> Century Sussex:*

*"Full of iron mines it is in sundry places, where for the making and fining whereof, there bee furnaces on every side, and a huge deale of wood is yearly spent..."*

## IRON GUN FOUNDING

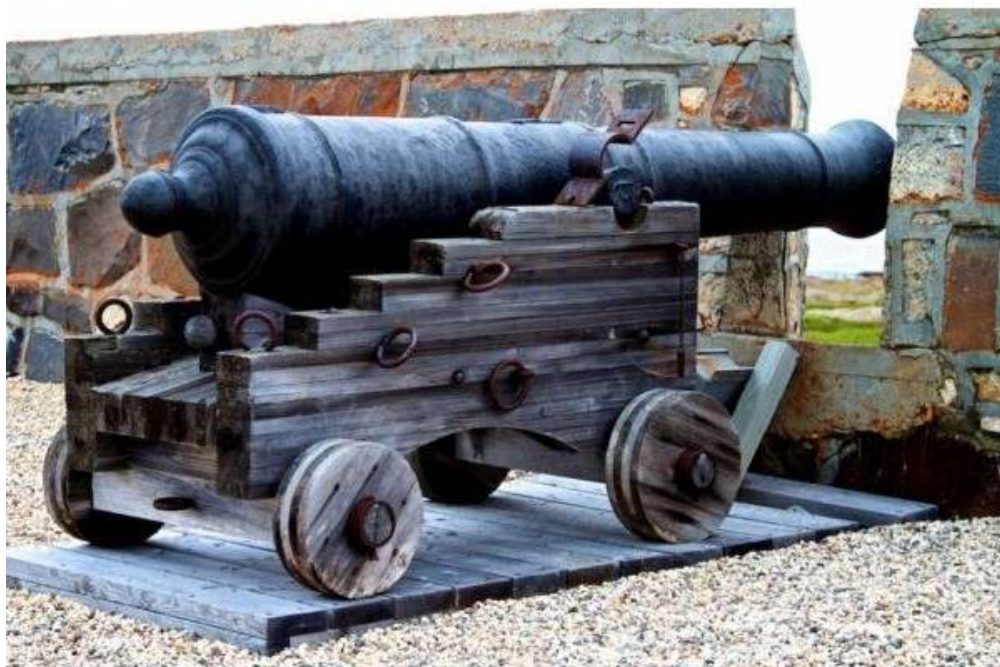
HENRY VIII urgently needed cannon for his new coastal forts but casting these in the traditional bronze would have been very expensive. Previously iron cannons had been made by building up bands of iron bound together with iron hoops; such cannons had been used at the Battle of Bannockburn, Scotland in 1314. There had also been some cast cannons made in the Weald but with separate barrels and breeches.

In BUXTED, East Sussex the local Vicar, the **REVEREND WILLIAM LEVETT**, was also a Gun Founder.

He recruited RALF HOGGE to help him produce cannon and in 1543 his employee cast an iron muzzle-loading cannon. It was cast in one piece, using a pattern based on the latest bronze ordnance.

The British Navy complained that the new guns were too heavy but bronze was ten times more costly, so in fortifications and for arming merchant ships, iron guns were preferred.

Gradually, owing to their *"toughness and validity"* an important export trade in WEALDEN GUNS built up and they remained dominant internationally until displaced by Swedish guns around 1620.



Both men made a lot of money out of the trade, and Ralf Hogge built a house on the road to Reverend Levitt's Church in Buxted, East Sussex, England.

The large supply of wood in the County made it a favourable centre for the industry, and all smelting was done with charcoal till the middle of the 18th. Century.

## **SILK WEAVING**

In 1331 the export of unwashed wool was prohibited by King Edward III.

He encouraged weavers from Flanders, Belgium to settle in England. They brought their WEAVING and dyeing techniques to England, and produced silk materials at BUXTED, East Sussex. The Flemish weavers settled in Tenterden, Biddenden, Cranbrook and Staplehurst, bringing with them the techniques of fine weaving, and fulling to finish the cloth.

## **GLASS MAKING**

The glass making industry started on the Sussex/Surrey border in the early 13th Century and flourished until the 17th. Century. The industry, in Sussex, during the 16th. Century spread to WISBOROUGH GREEN then to ALFOLD, EWHURST, BILLINGSHURST and LURGASHALL. Many of the artisans in the industry were immigrants from France and Germany. The manufacturing process used timber for fuel, sand, and potash (which served as flux).

Glass producers in the ENGLISH MIDLANDS used their local coal for the smelting process. Combined with opposition in Sussex to the use of local timber (charcoal) for smelting, this led to the collapse of the Sussex glass-making industry in 1612.

## **FORESTRY**

When the ROMANS arrived in Sussex around AD 43, they would have found remote bands of people smelting iron in the forest of ANDRESWEALD. Timber was used to produce charcoal to fuel the smelting process. Transporting the heavy timber over the "cart tracks" existing at the time damaged the roads and made travel in general very difficult.



## HAULING TIMBER from Sussex Woods

There is evidence that the Roman engineers improved the road system in the area, by first metalling the old cart tracks and then putting in new roads. This was so they could produce and distribute the wrought iron more efficiently.

(See [CHAPTER on TRAVELLING in ENGLAND on Page 94](#))

The **ANGLO-SAXON CHRONICLE**, commissioned in the 9th. Century by **KING ALFRED the GREAT**, provides a description of the forest that covered the Sussex Weald. It says that the forest was 120 miles (190 km) wide and 30 miles (48 km) deep (although probably closer to 90 miles (140 km) wide). The forest was so dense that even the Domesday Book did not record some of its settlements.

**THE WEALD** was not the only area of Sussex that was forested in Saxon times: for example, at the western end of Sussex is the **MANHOOD PENINSULA**, which these days is largely deforested. The name is probably derived from the Old English *maene-wudu* meaning "men's wood" or "common wood" indicating that it was once woodland.

During and before the reign of Henry VIII, England imported a lot of the wood for its naval ships from the HANSEATIC LEAGUE.

The Hanseatic League was a commercial and defensive confederation of Merchant Guilds and Market Towns in Northwestern and Central Europe.

KING HENRY wanted to source the materials for his army and navy domestically. So, it was largely the forests of Sussex that met this demand for wood; Sussex oak being considered the finest **shipbuilding** timber. Vast amounts of wood were consumed to build ships and produce charcoal for the foundry furnaces.

Faced with diminishing stocks of wood due to the large consumption from the SHIP, IRON and GLASS MAKING INDUSTRIES, the English Parliament introduced legislation to manage the stocks more efficiently. However, the Parliamentary Bills were never passed, with the result that the county's forests were decimated.

Despite Parliamentary efforts the forests of Sussex continued to be consumed.

However, in 1760 ABRAHAM DARBY discovered how to replace Charcoal with Coke in his blast furnaces, which resulted in production being moved nearer the coal mines. By that time the forests had been completely devastated and the roads ruined by the TRANSPORT of ore and pig iron.

The HIGH WEALD still has about 35,905 hectares (138.63 sq. mi.) of woodland, including areas of ancient woodland equivalent to about 7% of the stock for all England.

When the *ANGLO-SAXON CHRONICLE* was compiled in the 9th. Century, there was thought to be about 2,700 square miles (700,000 hectares) of forest in the Sussex Weald.

The HIGH WEALD Area of Outstanding Natural Beauty is in south-east England.

Covering an area of 1,450 square kilometres (560 sq. miles) it takes up parts of the Counties of EAST SUSSEX, KENT, WEST SUSSEX, and SURREY in order of respective contribution.

## WOOL

In 1340-1341 there were about 110,000 sheep in Sussex. KING EDWARD III commanded that his Chancellor should sit on the woolsack in Council as a symbol of the pre-eminence of the wool trade at the time.

In 1341 the greatest wool production in Sussex was in the eastern part of the County, and in the west of the County the Port of Chichester was extended along the whole coast from Southampton to Seaford for the collection of customs on wool. Also, Chichester, despite its geographical disadvantages ranked as the seventh port in the Kingdom and was one of the wool ports named in the STATUTE of the STAPLE of 1353.

The STATUTE OF THE STAPLE was an Ordinance issued in the Great Council in October 1353. It aimed to regularize the status of staple ports in England, Wales, and Ireland. In particular, it designated particular ports where specific goods could be exported or imported.

These were called the 'staple ports'. It also established dedicated courts, known as the courts of staple, where disputes relating to commercial matters could be heard, in preference to the Courts of Common Law.

In the early 15th. Century, most production of wool was within 15 miles (24 km) of Lewes. In the 16th. Century weavers were to be found in nearly every Parish, as were FULLERS and DYERS. CHICHESTER was an early centre for the WEAVING of cloth and for the spinning of linen.

In 1566 an Act that prohibited the export of *"unwrought or unfinished cloths"* led to the demise of the industry in Sussex, and by the beginning of the 18th. Century it had virtually collapsed; DANIEL DEFOE commented, in 1724, that the *"whole counties of Kent, Sussex, Surrey and Hampshire, are not employed in any considerable Woolen Manufacture;"*

## **CLAY WORKING (POTTERY, TILES, BRICKS)**

As much of the Mid-SUSSEX area has CLAY not far under the surface, clay has in the past been a focus of industry in Central Sussex, in the BURGESS HILL area.

In the first quarter of the 20th. Century, Burgess Hill and the HASSOCKS and HURSTPIERPOINT areas had many kilns, clay pits and similar infrastructure to support the Clay Industry: nowadays the majority of this industry has left the area, although it still can be seen in place names such as "Meads Road", "The Kiln" and Meads Pottery, a once significant pottery in the centre of Burgess Hill.

At the height of the success of this industry, tiles and bricks from Sussex were used to build landmarks such as MANCHESTER'S G-MEX. In 2007 the local MID SUSSEX DISTRICT COUNCIL produced plans to close the only remaining tile works in the area and use the site for residential development.

Then in 2015 the last tile works, KEYMER TILES moved to a new home in Surrey. Much of the early development and prosperity of Burgess Hill in the 1800s and early 1900s was based on the success of Kaymer Tiles and its clay pits and works off Cants Lane and Nye Road. At its peak, when it was known as Kaymer Brick and Tiles, the "brickyard" was one of the biggest employers in the town. In some families, generations worked there, helping excavate clay and make bricks and tiles that have gone into building thousands of homes, offices, and factories.

## **JOBS FOR SCHOOL LEAVERS in 1900**

In Victorian times, the ordinary “working class” family had difficulty in accessing education for their children beyond that of the compulsory Primary School education offered to all children up to the age of 10-years old. In 1870 a law was passed which made it mandatory for all children aged between 5-10 in Britain to attend school.

Schools were for the rich. Most children never went to school and struggled to read or write. Children from rich families were typically taught at home by governess until the age of 10 years old. Wealthy boys from the age of 10 would then go to public schools such as Rugby. Girls on the other hand continued to be educated at home.

Schools were certainly different to the schools we have of today. Within poor Inner-City areas there could be anywhere between 70 and 80 pupils in one class!



**TYPICAL VICTORIAN CLASSROOM (SEGREGATED)**

The schools were imposing buildings with high up windows to prevent children from seeing out. Furthermore, the walls of the schools lacked creativity and were often bare or had merely text for the children to look at.

Village schools typically had smaller classes. However, the age groups would be varied. It wasn't uncommon to see a 6-year-old child working in the same classroom as a 10-year-old! Due to the size of the school classes, it became regimented and adopted a significant amount of repetition. Usually this would consist of the classroom teacher writing on the chalkboard and the children copying this down.

Teaching lacked creativity and it was a strict, uncomfortable place for children to begin their life education. Most working-class parents could not afford to pay for secondary education for their children, so most 13-year-old boys would leave school and find work as delivery boys or shop assistants or heavy labour work with no future prospect of high wages.

The lucky ones were those who could get an Apprenticeship, with a skilled Journeyman in a trade that would be in the BUILDING INDUSTRY or the local SHIPYARD or with a RAILWAY COMPANY which was building and running the new railways for transporting people and goods to feed a growing population in Southern England.

There were many to choose from, but competition was fierce both for the Companies and the workers seeking a better future for their families in the expanding economy of Britain.

In the area of Southern England frequented by our ancestors of 100 years ago, there were industrial employment opportunities (i.e., other than Farming) in the SHIPPING INDUSTRY, in the MILITARY (Army and Navy) and in the burgeoning RAILWAY INDUSTRY.

## **The RAILWAY INDUSTRY Competition:**

The following list of 36 Companies indicates the proliferation of Railway Companies there were in 1900 AD, whose number would be reduced dramatically in the decades to follow.

1. **B&ER Bristol & Exeter Railway**
2. **BR British Railways**
3. **CLC Cheshire Lines Committee (GCR, GNR, MR)**
4. **CV&HR Colne Valley & Halstead Railway**
5. **ECR Eastern Counties Railway**
6. **FR Furness Railway**
7. **GCR Great Central Railway**
8. **GER Great Eastern Railway**
9. **GNER Great North of England Railway**
10. **GNR Great Northern Railway**
11. **GWR Great Western Railway**
12. **H&BR Hull & Barnsley Railway**
13. **L&YR Lancashire & Yorkshire Railway**
14. **L&BR Lynton & Barnstable Railway**
15. **L&CR Liskeard & Caradon Railway**
16. **LB&SCR London Brighton & South Coast Railway**
17. **LCDR London Chatham & Dover Railway**
18. **LDECR Lancashire Derbyshire & East Coast Railway**
19. **LMS London Midland & Scottish Railway**
20. **LNER London & Northeastern Railway**
21. **LNWR London & Northwestern Railway**
22. **LSWR London & Southwestern Railway**
23. **LTSR London Tilbury & Southern Railway**
24. **M&CR Maryport & Carlisle Railway**
25. **M&GNR Midland & Great Northern Joint Railway (MR, GNR)**
26. **MS&LR Manchester Sheffield & Lincolnshire Railway**
27. **NER Northeastern Railway**
28. **NLR North London Railway**
29. **NSR North Staffordshire Railway**
30. **PD&SWJR Plymouth Devonport & Southwestern Junction Railway**
31. **S&DJR Somerset & Dorset Joint Railway (MR, LSWR)**
32. **S&WR Severn & Wye Railway (MR, GWR)**
33. **SE&CR Southeastern & Chatham Railway (working union of SER and Lcdr from 1899)**
34. **SER Southeastern Railway**
35. **SMJ Stratford-upon-Avon & Midland Junction Railway**
36. **WSMR West Somerset Mineral Railway**

## HISTORY OF BRITISH RAILWAYS (1825 - 1993)

British Railways, a.k.a. British Rail, former National Railway System of Great Britain, created by the Transport Act of 1947, which inaugurated public ownership of the railroads. The first railroad built in Great Britain to use steam locomotives was the Stockton and Darlington, opened in 1825. It used a steam locomotive built by George Stephenson and was practical only for hauling minerals.

The Liverpool and Manchester Railway, which opened in 1830, was the first modern railroad. It was a public carrier of both passengers and freight. By 1870 Britain had about 13,500 miles (21,700 km) of railroad. At the system's greatest extent, in 1914, there were about 20,000 miles (32,000 km) of track, run by 120 competing companies. The British government combined all these companies into 4 main groups in 1923 as an economy measure.

When World War II began in 1939, Britain's railroads were placed under government control. The Transport Act of 1947 nationalized the railways, which were taken over by the British Transport Commission (BTC) in 1948 and given the name BRITISH RAILWAYS. The BTC divided Britain's rail network into six (later five) regions on a geographic basis. A 1962 law replaced the BTC with the British Railways Board in 1963. The board's management emphasized mass movement over major trunk lines and the closing of money-losing branch lines and depots.

Between 1963 and 1975 the board shortened its routes from 17,500 miles (28,000 km) to 11,000 miles (17,000 km) and cut personnel from about 475,000 to about 250,000. As part of a modernization program, steam locomotives began to be replaced by diesels in the 1950s, and this was followed in the '60s by electrification. The board undertook track reconstruction, installed long, continuously welded rails, and introduced new signalling systems. A computerized freight service introduced in 1975 could monitor the movements of more than 200,000 freight cars.

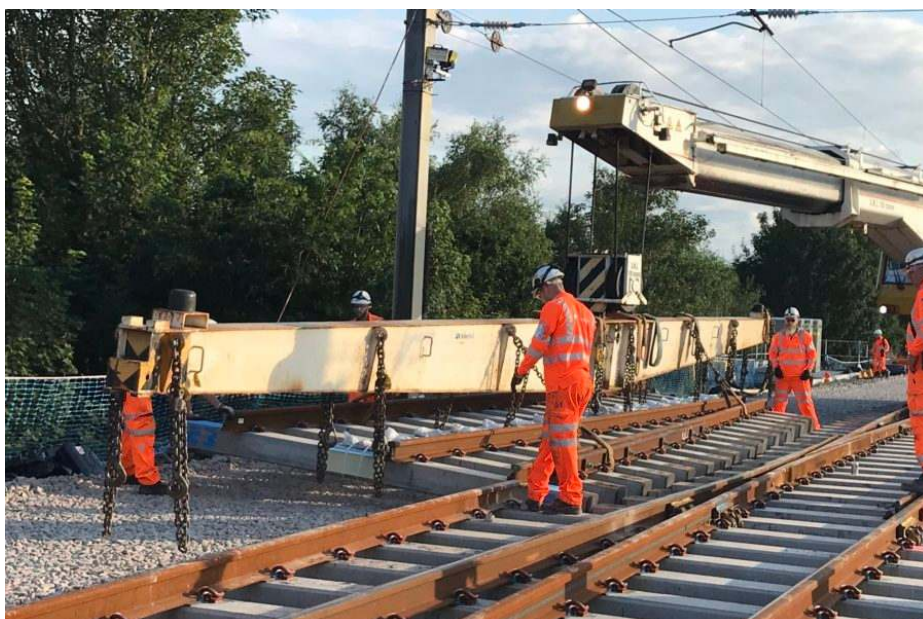
In 1966–67 the West-Coast Line from London to Birmingham, Manchester, and Liverpool was electrified, and in the early 1970s electrification was extended to Glasgow. Track improvements and the High-Speed Train (InterCity 125), a diesel train operating at speeds up to 125 miles per hour (200 km per hour), cut travel times between Britain's major cities.

The British government restructured BRITISH RAIL in 1993 prior to privatizing the Company.

Passenger traffic and freight traffic were divided into 25 Passenger Train-operating units and 6 freight-operating Companies, respectively, that were franchised to private-sector operators.

A new State-owned Company, **RAILTRACK**, was created in 1994 to own and manage the system's track, signals, land, and stations.

RAILTRACK was privatized in 1996. A cracked rail led to a train derailment at Hatfield in 2000 that killed 4-people; trains were slowed down throughout the Country as rails were checked for cracks. As a result, Railtrack announced losses of £534 Million in 2001. The British government formed a new **Not-For-Profit Company**, NETWORK RAIL Ltd., that assumed Railtrack's business in 2002.



## RAILWAYMEN of SOUTHERN REGION of BRITISH RAILWAY

- **ALBERT JOHN WARD** (1850-1927) Head Porter My G-GF's Brother  
POKESDOWN Station, Boscombe Down, Bournemouth, Hampshire.
- **DONALD ROY MONK** (1909-xxxx), Station Master. My Wife's Uncle  
LISS Station, Liphook, Petersfield, Hampshire.



LISS STATION, PETERSFIELD, HAMPSHIRE

- **WILLIAM THOMAS WARD** (1853-1925) Wheelwright/Coachbuilder My G-GF  
PORTSMOUTH, Hampshire
- **WILLIAM GEORGE HAYWARD WARD** (1875-1954) Wheelwright/Coachbuilder. My GF  
PORTSMOUTH, Hampshire
- **FREDERICK WARD** (1889-?). Wheelwright/Coachbuilder My GF's 1/2 Br.  
PORTSMOUTH, Hampshire.

- **GEORGE LILLYWHITE** (1859-1933). Night Watchman, Steamboat  
NEWHAVEN, Sussex (LB&SCR) 1911
- **THOMAS LILLYWHITE** (1888-?) Locomotive Cleaner  
NEWHAVEN, Sussex (LB&SCR) 1911
- **THOMAS FREDERICK WARD** (1868-?) Station Master. Not a DirectAncestor  
NEWHAVEN, Sussex, (LB&SCR)
- **ARTHUR LESLIE WARD** (1894-?). Railway Clerk Not a Direct Ancestor  
NEWHAVEN, Sussex (LB&SCR) 1920



NEWHAVEN RAILWAY STATION, SUSSEX.

- **WILLIAM VALENTINE LILLYWHITE** (1896-1951) Goods Guard  
CHICHESTER (LBSCR) 1939 Sussex.



**CHICHESTER Railway Station, Sussex, England**

- **ARTHUR ERNEST LILLYWHITE** (1901-1955) Lead Porter,  
SOUTHBOURNE HALT, & BARNHAM Goods Depot, Sussex.



Southbourne Halt, Sussex, England

- **ALBERT EDWARD GOOGE** (1904-1994) Railway Porter;  
PETERSFIELD, Hampshire



PETERSFIELD Railway Station, Hampshire, England

- **JOHN ARTHUR LILLYWHITE** (1932-2015). Locomotive Engineer, FRATTON TRAIN CARE DEPOT, PORTSMOUTH, Hampshire



FRATTON TRAIN CARE DEPOT, PORTSMOUTH, HAMPSHIRE

- **DAVID GEORGE LILLYWHITE** (1934-Living) Red Star Parcels Sales BARNHAM, & London, Middlesex, England.



The **LONDON AND SOUTHWESTERN RAILWAY** (LSWR or L&SWR) was a Railway Company in England from 1838 to 1922.

Starting as the LONDON & SOUTHAMPTON RAILWAY, its network extended from LONDON to Plymouth via Salisbury and Exeter, with branches to Ilfracombe and Padstow (Cornwall) and via SOUTHAMPTON to Bournemouth and Weymouth (Dorset).

It also had many routes connecting towns in Hampshire and Berkshire, including PORTSMOUTH and Reading.

In the grouping of railways in 1923 the LSWR amalgamated with other railways to create the **SOUTHERN RAILWAY**.

Among significant achievements of the LSWR were the electrification of suburban lines, the introduction of power signalling, the development of Southampton Docks, the rebuilding of London Waterloo station as one of the great stations of the world, and the handling of the massive traffic involved in the First World War.

Spreading car ownership led to a rapid decline of passenger traffic in Devon and Cornwall from about 1960 to the end of that decade so short mid-distance from London branches and the remote peninsular sections of route closed under the BEECHING REPORT, except the line to Penzance from Exeter, which had, since the very outset, been the main preserve of the **GREAT WESTERN RAILWAY**, chiefly due to that Company's initial laying of track there and doing so on broad gauge and encouraging Devon and Cornish companies to do so under the "Gauge War".

The GAUGE WAR was a figurative war of intense competition to control new territory, waged between expanding Railway Companies in Great Britain in the 19<sup>th</sup>. Century. The contest for which track gauge should become the standard carried with it the greater struggle for which companies and stakeholders would win or lose in commerce, controlling or commercially dominating rights of way.

The Gauge War was arguably the earliest format war between two similar but incompatible technologies.

The **GREAT WESTERN RAILWAY** adopted the broad gauge of 7 ft (2,134 mm) at the outset, while competing railway companies adopted the gauge of 1,435 mm (4 ft 8 1/2 in), which later became standard gauge.

As the Railway Companies sought to expand commercially and geographically, they wished to dominate areas of the country, hoping to exclude their competitors. The networks polarized into groups of *broad-gauge companies* and of *narrow-gauge companies*. The term *narrow-gauge* at the time referred to the 1,435 mm (4 ft 8 ½ in) as well as any smaller size, all narrow relative to the broad gauge (whereas today it refers only to gauges strictly smaller than 1,435 mm (4 ft 8 ½ in)).

Proposed railway lines required authorization by Act of Parliament, and an Act generally stipulated the track gauge for that line. When an independent line was promoted, the gauge used aligned the company to either the broad-or narrow-gauge companies. The success by one network and the failure by the other often implied the capture or loss respectively of territory far beyond the line under immediate examination.

A rail system with two gauges suffered from inefficiency where a break of gauge occurred. Various alternatives to costly transloading were proposed in the early era of railways, including roll-bocks, transporter wagons, dual gauge, and even containerization or variable gauge axles. However, these were not implemented during the Gauge War in the 1840s, which resulted in the use of wasteful trans-loading.

A ROYAL COMMISSION was set up to study the issue and report its recommendations. The Report informed the *Regulating the Gauge of Railways Act 1846*, which mandated standard gauge for all new railway construction except in the southwest of England and certain lines in Wales. However, building new broad-gauge lines was still legal if an Act of Parliament permitted an exception for a new line.

The broad-gauge thus continued in common use in the West of England for several more decades.

## HISTORY of the SOUTHERN RAILWAY

The SOUTHERN RAILWAY (SR), sometimes shortened to 'Southern', was a **British** Railway Company established in the 1923 GROUPING. It linked London with the Channel Ports, SouthWest England, South Coast resorts and Kent.

The railway was formed by the amalgamation of several smaller Railway Companies, the largest of which were the **LONDON & SOUTHWESTERN RAILWAY** (LSWR), the **LONDON, BRIGHTON AND SOUTH COAST RAILWAY** (LB&SCR) and the **SOUTHEASTERN AND CHATHAM RAILWAY** (SE&CR).

The construction of what was to become the SOUTHERN RAILWAY began in 1838 with the opening of the London and Southampton Railway, which was renamed the London & Southwestern Railway.

The railway was noted for its astute use of public relations and a coherent management structure headed by Sir Herbert Walker. At 2,186 miles (3,518 km), the Southern Railway was the smallest of the BIG FOUR railway companies, and, unlike the others, most of its revenue came from passenger traffic rather than freight.

It created what was at that time the world's largest electrified main line railway system and the first electrified inter-city route (London to Brighton).

There were two Chief Mechanical Engineers; Richard Mansell between 1923 and 1937 and Oliver Bulleid from 1937 to 1948, both of whom designed new locomotives and rolling stock to replace much of that which was inherited in 1923.

The **SOUTHERN RAILWAY** played a vital role in the Second World War, embarking the British Expeditionary Force, during the DUNKIRK operations, and supplying Operation Overlord in 1944; because the railway was primarily a passenger network, its success was an even more remarkable achievement.

The Southern Railway operated several famous named trains, including the **BRIGHTON BELLE**, the **BOURNEMOUTH BELLE**, the **GOLDEN ARROW** and the **NIGHT FERRY** (London - Paris and Brussels).



**THE BRIGHTON BELLE**

**THE BOURNEMOUTH BELLE**





THE GOLDEN ARROW

THE NIGHT FERRY



The West Country services were dominated by lucrative summer holiday traffic and included named trains such as the ATLANTIC COAST EXPRESS and the DEVON BELLE.



### THE ATLANTIC COAST EXPRESS

The Company's best-known livery was highly distinctive: locomotives and carriages were painted in a bright malachite above plain black frames, with bold, bright yellow lettering.



### THE DEVON BELLE



**PETERSFIELD STATION, HAMPSHIRE**

**The SOUTHERN RAILWAY was nationalized in 1948, becoming the SOUTHERN REGION of BRITISH RAILWAYS.**



## RAILWAYMEN of the GREAT NORTHERN RAILWAY (GNR)

- **WILLIAM BUCK HALL (1840-?)** Railway Porter.  
WOOD GREEN Station, Edmonton Middlesex (1891)
- **FREDERICK WILLIAM BUCK HALL (1863-?)** Railway Porter.  
WOOD GREEN Station, Edmonton, Middlesex, London



**WOOD GREEN** is a London Underground station on the Piccadilly line. It is located at junction of High Road, Wood Green and Lordship Lane. It serves Wood Green Shopping City and the nearby Haringey Council administrative complex as well as a densely populated residential area. It is also the closest tube station to Alexandra Palace.



## HISTORY OF THE GREAT NORTHERN RAILWAY (1846 - 1870)

Plans to build a railway between LONDON and YORK were first proposed as early as 1827. Progress was slow and it was not until 1846 the campaign led by Edward Denison was successful and the London & York Bill was passed by the British Parliament.

Edward Denison was appointed Chairman of the Great Northern Railway and William Cubitt was appointed Chief Engineer. Denison's plans included a direct line from London via Peterborough and branches to Sheffield and Wakefield. The first section of the line, Louth to Grimsby, was opened in 1848. The following year services were operating between Peterborough and Doncaster.

The London terminus at King's Cross was completed in 1852 and by the following year the Great Northern Railway had access to Bradford, Cambridge, Leicester, and Nottingham. In 1857 the Great Northern Railway began running express trains between London, Sheffield, and Manchester.

Other branch lines were opened and by 1860 the railway had reached all the main towns in West Yorkshire. The transport of coal from this area to London provided the Great Northern Railway with substantial revenues.

Edward Denison retired in 1864 and was replaced by Henry Oakley. He appointed F. P. Cockshott as his Superintendent and under his direction, the railway gained a reputation for providing a very good service.

By the early 1870s the Great Northern Railway was running more express trains than any of its main rivals.

