

## South Ella Part 3

### John Beadle (b.1787 – d.1869)

Shortly after the death of John Broadley, his wife and family vacated South Ella<sup>1</sup> and a new resident moved in. He was a confirmed bachelor and very different in character to the previous master of the house. In 1834, when John Beadle took over the ownership of the house, he was established in Hull as a successful merchant and ship owner and was a well-respected member of the town's society. He occupied the house longer than anyone else, his tenure lasting for thirty-five years until his death in 1869.

#### Family background

John Beadle was not a native of Hull. He was born, probably in early April 1787, to Robert and Christiana (née Walker) Beadle, who were resident in North Street, York. Robert Beadle was a miller and corn merchant who had recently been granted a 99-year lease on the house in North Street by the trustees of the neighbouring All Saints' Church. It was probably in this church that John was baptised. His sister, Frances, was baptised there the following year on 7<sup>th</sup> December and, later, a brother, Robert, was born. This was John Beadle's immediate family.



Houses on North Street, York, with the tower and spire of All Saints' Church.

John's father died in 1802 and had appointed three friends, Thomas Wilson, William Bilton and William Cooper as executors of his Will. He had made good provision for all the members of his family, including John, who was fifteen years old at the time. He was left five-hundred pounds in trust until he reached the age of twenty-one years. In addition, he was to inherit half his father's estate at such time as it was sold after his mother's decease. Robert was to inherit the other half, whereas Frances was left fifteen-hundred pounds in trust until she reached her majority. We shall hear nothing more of Robert, but Frances played a significant role in the subsequent story of South Ella.

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<sup>1</sup> The house, originally called Mount Ella, is thought to have acquired the name South Ella sometime during John Broadley's tenure.

## Early Years in Hull

The date when John Beadle moved the forty miles from York to Hull is unknown, but during the early part of the nineteenth century, he teamed up with Edward Spence, a native of Leeds, to form a business partnership. The nature of their business is uncertain, but they may have been involved in shipping or the import of Swedish iron ore. Although this is not documented, it is suggested by later developments. Whatever their business, their partnership was dissolved in 1814. In March of that year the following notice appeared in *The London Gazette*:



Edward Spence as a young man.

Notice is hereby given that the Partnership lately carried on by John Beadle and Edward Spence as Merchants at the Town of Kingston upon Hull under the firm of Beadle and Spence was this day dissolved by mutual consent and that all debts due and owing by or to the said Partnership will be liquidated by either of them.

Witness their hands this 1st day of March 1814: John Beadle, Edward Spence.



Frances Spence, sister of John Beadle

From this date, they decided to go their own separate ways as far as business was concerned although, soon, there were to be bound by close family ties.

On 9<sup>th</sup> May 1815, John Beadle's erstwhile business partner married his sister, Frances, and they went on to become parents to six daughters, the eldest of whom, Fanny, eventually inherited South Ella from her uncle. We shall hear more of her story later.

## John Beadle, Merchant and Shipowner

As well as celebrating his sister's marriage to his former business partner, in May 1815 John Beadle was also toasting the launch of what may have been his first ship, the 270-ton 'Ferraby'. It was intended for the Baltic iron ore trade, a lucrative business which involved the import of the mineral from Sweden and onward shipment to the iron founders of Sheffield. He was following in the footsteps of other notable merchant families of Kirk Ella and Willerby, such as the Sykes's, Williamsons and Mowlds, who had made their fortunes during the previous century plying this trade. It is possible that during these early days of his business he was backed by Gardiner Egginton, a wealthy merchant, who had

recently moved into Aston Hall in North Ferriby. This may explain the naming of John Beadle's new vessel.

Certainly, when he took delivery of the 308-ton 'Fanny'<sup>2</sup>, built at South Town (Little Yarmouth) in Suffolk in January 1823, Gardiner Egginton was listed as a co-owner of the vessel. The name of the ship was undoubtedly in honour of either John's sister, Frances, or possibly his niece, Fanny, born in 1818 to Frances and her husband, Edward Spence.

More ships followed and the 317-ton 'Thomas Hodgson'<sup>3</sup>, built at Gainsborough 'for the St. Petersburg trade' was launched later in 1823.

By the time these ships were launched, John Beadle had established his business premises at 8 Dock Street (the street was renamed shortly afterwards, North Walls)<sup>4</sup>, the same address as Gardiner Egginton, indicating a close association between the two men. John Beadle's home address was 14 Albion Street, Hull, said to be Hull's finest street at that time. The houses in Albion Street, built between 1788 and 1794, had gardens backing on to Baker Street.<sup>5</sup> Amongst John Beadle's neighbours would have been other prominent merchants and ship owners, and the surrounding area was the centre of social life in the town.



1818 plan of Hull. Dock Street, where John Beadle had his business premises, can be seen to the north of the Old Dock (later Queen's Dock).

Maybe one of the cargoes John Beadle was handling at this time was wheat as, in January 1824, two men, Matthew White, labourer of Sculcoates, and James Empson of Drypool, were in court accused of stealing eight bushels of wheat

<sup>2</sup> 'Fanny' - 1 deck; 3 masts; Extreme length aloft 100ft.9½in.; Extreme breadth 26ft.3in; Depth of hold 17ft.4in; Tons burthen 308.

<sup>3</sup> Thomas Hodgson was a Hull ship builder who died in 1803. There is, perhaps, a hint here in the naming of this vessel that John Beadle had some sort of association with Hodgson during the early part of his career, although John would have been only 16 years old at the time of Hodgson's decease.

<sup>4</sup> As the name suggests, North Walls originally defined the northern line of the 14th century walled defences around Hull. The wall was demolished when a new dock was built along the route of the northern part of the walls in 1778. At the time, this was the largest dock in the country and was subsequently renamed Queen's Dock in 1854 in honour of a visit by Queen Victoria in that year. The dock was infilled to create Queen's Gardens in the early 1930s.

<sup>5</sup> The houses in Albion Street were built on land belonging to the tobacco manufacturer, Richard Baker.

with a value of £20 from John Beadle, Gardiner Egginton and Joseph Egginton. Both men were found guilty and sentenced, White to seven years transportation and Empson, fourteen years. Another man, Thomas Bevers, labourer of Sculcoates, was also implicated in the crime and received a sentence of seven years transportation.

A year later, in February 1825, another man, Thomas Lowther, waterman of Beverley, was in court accused of causing 'malicious damage by cutting two warp lines or ropes in the part of the River Hull, which is in the parish of Sculcoates, of the ship 'Fanny', the property of Gardiner Egginton, Joseph Egginton, John Beadle and John North

of Kingston upon Hull, merchants'. He was fined £5. The principal witness in this case was John Beeton, 'mate of the ship 'Fanny' of the port of Hull'.

By 1826, John Beadle's company was developing its business and opening up opportunities for trade with India. That year, the 317-ton 'Emma' was launched for trade with 'St. Petersburg, Bombay and Calcutta'.

### **Industry and Politics**

Street lighting by means of gas was developed in England at the end of the eighteenth century and by the second decade of the nineteenth century its use in cities across the world was being introduced. In 1821, many of the businessmen and merchants of Hull formed a consortium and established The Kingston upon Hull Gas Light Company as an oil-gas company by Act of Parliament. John Beadle was amongst about forty subscribers who also included familiar names such as John Broadley and Gardiner Egginton. The authorised area of gas supply was the 'old town' of Hull and the townships of Myton and Sculcoates. By 1828, the oil-gas process had proved uneconomic and a specialist by the name of John Malam was invited to convert the works from oil to coal and to operate it under a lease.

Alongside what was becoming an extremely successful shipping business, John Beadle was also actively involved in politics. In July 1832, he became Treasurer of a newly formed branch of the Conservative Club in Hull, later known as the



Albion Street, Hull, where John Beadle lived for a number of years before his move to South Ella in 1834

Reformation Society. This was established to 'unite the Tory Party for electioneering purposes and to act as a centre for all who are opposed to making any more inroads upon the constitution of the Country'.<sup>6</sup> The Reform Act, passed by Parliament on 4<sup>th</sup> June 1832, significantly altered the electoral system in England and Wales and increased the electorate from around 366,000 to 650,000, which was about 18 per cent of the total adult-male population in the two countries. Clearly, John Beadle and his like-minded colleagues thought enough was enough and were against any further expansion of the electorate to include the working classes.

Following the successful opening of the Stockton and Darlington Railway in 1825 and the Manchester and Liverpool Railway in 1830, came another opportunity



An 1838 advertisement for an excursion from Leeds to Hull, via the Leeds-Selby Railway.

Clearly (and rightly, as it turned out), he felt that the railways were the right place to invest some of his wealth.

By the time John Beadle had reached middle-age in the 1830s, he had become a well-respected member of Hull society and had gained high social standing. In February 1834, he was elected to the Board of Trustees for the Hull Royal Infirmary, which was completed and opened in 1814 in Prospect Street. The trustees of the hospital controlled assets of around £18,000.<sup>7</sup> In 1836, he was listed as a Land Tax Commissioner for the East Riding of Yorkshire, a post which

<sup>6</sup> Journal of Joseph Robinson Pease, 27 Jul 1832, p61

<sup>7</sup> £18,000 in the 1830s is the equivalent of around £2m in 2020

required holders to have an income from land of at least £100 per annum. His name was put forward by his local MP and was approved by Parliament. Land Tax was levied on land and property and on salaries received from public offices. It was collected from wealthy individuals, such as the owners of great estates, as well as individuals like tradesmen and shopkeepers. John Beadle's job, which was an honorary position, would have been to collect such taxes from qualifying individuals in the county. He may not have been a popular person in this respect!

With his business flourishing and no family demands on his finances, John Beadle was becoming a man of substantial means and, in 1834, he decided that this was an opportune time to move from Albion Street to more extensive accommodation. Many of his peers were moving out to mansions in the country and John Beadle decided to follow suit.

### **John Beadle and South Ella**

In 1834, John Beadle found that a desirable residence between the villages of Anlaby and Kirk Ella was to become vacant. The large house with extensive parkland at South Ella had been the home of John Broadley and his family until his untimely death in 1833.

Once he had settled in at South Ella, John Beadle would have had to accustom himself to a new daily routine. Instead of the short walk to his office from Albion Street to North Walls, he needed to allow for a five-mile journey into town each



North Walls, c1885, perhaps little-changed from the time John Beadle had his offices there.

day. The upkeep of such a large house also meant the need to hire enough staff to ensure that all ran smoothly. The first glimpse we have into the household at South Ella is in 1841 when the census of that year tells us that, in addition to John Beadle himself, it also included five servants. Amongst the latter was Sarah Morton, who was to serve as Housekeeper for John Beadle at

South Ella for many years. She was still to be found at South Ella in both the 1851 and 1861 census returns.

Having become established as the owner and resident of the South Ella estate, John Beadle extended his property portfolio in 1836 by purchasing Dowthorpe Hall and the Olbrough estate from Charles Bayles Broadley for £17,000. The agreement read:

Dowthorpe Hall with appurtenances and outbuildings; farm at Dowthorpe containing c.380 acres, in occupation of Messrs Goftons; 2 messuages with outbuildings at Olbrough in Holderness; farm at Olbrough containing c.533 acres, now in occupations of Messrs. Goftons and C.B. Broadley, with all rights, etc. Broadley covenants to deliver abstract of title before 20 November next, conveyance to be completed by 1 February next, when payment will be made. Beadle is to allow tenants proper compensation for their leaving the farms, as entitled under existing agreements with Broadley, and will similarly compensate Broadley for the lands in his occupation according to his agreements with the late tenants.

Meanwhile, John Beadle was still expanding his shipping fleet and, in 1833, the 418-ton 'Asia' was built at John and Henry Smith's Shipyard, Gainsborough, for the India trade. The vessel was jointly owned by John Beadle & Co. the Holderness & Chiltern Company. He was now getting more involved in trade with south Asia and this ship was appreciably larger than his previous vessels. At 418 tons, this made it more than 30% larger than any other vessel in his fleet.



A modern-day picture of Dowthorpe Hall, purchased by John Beadle in 1836 as part of his property portfolio.

Another vessel of similar size (433 tons), the 'Dauntless', was also built in Gainsborough the following year, also for 'the India trade'. In December 1837, the 'Dauntless' arrived in Falmouth after a passage of 125 days from Bengal. In July 1839, it was being used as a troop carrier and, after leaving London, was heaving to off the Scilly Isles in strong winds. The ship's Master during these early voyages was William Pinder. Other ports the vessel is known to have called at include Sydney, Surabaya, Batavia (Jakarta), East London and Antwerp. In 1847, it had a thorough refit with a copper bottom being added. The 'Dauntless' was 'lost' in 1863, although by that time, it may not have been owned by John Beadle & Co.

Another ship built for 'the India trade' by Thomas Humphrey of Hull was the 'Sultan', launched in February 1841. This vessel was jointly owned by John Beadle & Co. and E.F. Coulson Esq.



John Beadle, Chairman of the Hull Dock Company 1841-1847

In 1841, on the death of J.C. Parker, the Chairman of the Hull Dock Company, John Beadle was elected to take over as his replacement. This was a position that he held until 1847. It was during his tenure that a new dock, the first to the east of the River Hull, was proposed. This was to become Victoria Dock. Excavations began in September 1845 but it was not until over a year later that the foundation stone was laid. The honour of performing this ceremony went to John Beadle who undertook this formality on 5<sup>th</sup> November 1846. It took almost another four years for the project to reach completion, with the dock being formally opened with great ceremony in

July 1850. By this time, John Beadle had relinquished the chairmanship but he would, undoubtedly, have been present on this auspicious occasion, which was described most colourfully in the local press:

Victoria Dock lies on the east side of the town and is connected by basins with the rivers Humber and Hull. The first stone of this dock was laid Nov. 5<sup>th</sup> 1846, by John Beadle Esq., and it was opened for shipping on 8<sup>th</sup> July 1850, when the Trinity House Yacht, crowded with the mariners of the port, was the first to enter.

The ceremony of opening the Victoria Dock was very imposing and the interesting proceedings were witnessed by at least 30,000 persons. All the principal shops in the town were closed; the bells of the different churches rang merrily; the vessels in the docks displayed their gayest colours; flags were suspended from many houses in the town; and bands of music paraded the streets. At half-past ten o'clock, the Mayor and Corporation of the town, the Corporation of Trinity House, the Directors, &c. of the Dock Company, the heads of public department, a number of merchants and shipowners, and others, accompanied by the band of the 46<sup>th</sup> Regiment, went into procession from the Dock Office to the Victoria Dock. A platform had been erected upon the western

side of the entrance to the basin, together with a booth capable of accommodating several hundred persons. This was occupied by the gentlemen who had taken part in the procession and their friends. Opposite the booth, and on the other side of the basin was a smaller erection of the same character, in which was stationed a military band. The sides of the dock were thickly lined with spectators and the scene, viewed from the booth, was very soul-stirring and animated. The “oldest inhabitant” had not witnessed so large a concourse of people in Hull before.

At a few minutes past eleven the gates of the basin were opened and then the Chairman of the Dock Company (T. Firbank Esq.) declared the dock open to the trade and commerce of the world, and its name to be the Victoria Dock, after our beloved and gracious Queen. The Vicar of Holy Trinity parish then implored the blessing of the Almighty upon the undertaking.

The signal for the complete opening of the dock was given by the firing of a salute from a battery in the Citadel, and very shortly after, the Trinity House Yacht passed through the basin where she fired a salute; and, after her, passed in rapid succession a number of steam vessels gaily coloured, and crowded to the water’s edge – forming an aquatic procession – passing through the lock-pit amidst the booming of cannon, the strains of martial music, and the loud huzzas of thousands.

Perhaps amongst the large crowd that day were servants from South Ella who had been given time off to witness this once-in-a-lifetime event.

Hidden within the vivid picture painted by the above description of the scene at Victoria Dock is the fact that a number of steam vessels were on parade that day. The number of wooden ships built in Hull was on the decline and during this period they were being replaced by iron-hulled steam vessels. Steam propulsion was a recently introduced innovation in ship-building and the next vessel of John Beadle’s which comes to our attention is the 528-ton ‘Dowthorpe’<sup>8</sup>, built in 1854 at Earle’s Shipyard, which had recently been established at the east end of Victoria Dock. The ‘Dowthorpe’ was an iron barque built for trade with India and was steam driven. However, its launch on 13<sup>th</sup> July 1854 was not without incident. In an article headed ‘Loss of Life at Ship Launch’, the following was reported in the national press:

On the morning of Thursday, July 13<sup>th</sup>, Messrs. Earle, the eminent iron ship-builders, had arranged to launch from their yard, at the east end of Victoria Dock,

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<sup>8</sup> No doubt, named after the Dowthorpe estate which John Beadle had purchased in 1836.

a very fine iron barque, named the *Dowthorpe*, which they had built for Messrs. John Beadle and Co., merchants, of Hull. This vessel is about 400 (*sic*) tons burthen, and has on deck two poop houses.

Everything was prepared, and, as it was thought, every precaution taken to ensure success in the launching. Men were stationed at all points to prevent the people from getting on board the vessel, but without avail. At the time of launching there were between three and four hundred persons on board; and of these, as many as could conveniently stand had stationed themselves on the roof of the poop-houses, where there was not a scrap of rope or an inch of bulwark to hold on by.

At about ten minutes past eleven o'clock the ceremony naming the vessel "Dowthorpe" was performed by Miss Baird; the last wedges were knocked out, and the good ship glided easily and well into the water. At this time, it was found that there was too much "way" on her, and some efforts were made to check her. At the same moment, the people on board commenced "sallying" her – that is, rushing from side to side to make her rock in the water; when the vessel dipped on one side, one of the check ropes broke, bringing the whole strain on the other side, to which the people now rushed. The two forces heeled the vessel completely on to her beam ends, and the unfortunate people who had taken their stand on the "poops" were thrown into the water. It was now feared the ship would go over altogether, but fortunately, at this moment the other check rope broke, and this together with the lightening of the top load, enabled the vessel to right herself. In the meantime, there were between fifty and sixty men and boys struggling in the water.

There were several rafts of timber floating in the dock, and upon these a large proportion of the persons clambered; and several were rescued by boats. Drag irons were speedily obtained, and the bodies of four persons – three men and a boy were taken out. Mr. Munroe, Mr. Bolter and Mr. Holden, surgeons, were at once in attendance, and endeavoured to resuscitate the bodies, but without success.

During the confusion, a tug steamer, the *Ann Scarborough*, on board of which a band of music had been placed, was sunk by the crowd of persons who got on board of her, and several of them narrowly escaped with their lives.

Following this inauspicious and unhappy start to its life, the 'Dowthorpe' made its maiden voyage to Bombay, where it arrived after a 'heavy passage' in February 1855. A further return voyage to Bombay, arriving back in Hull in July 1857, brought with it a cargo of 1340 bales of cotton, 4707 bags of lin and 807 bags of rape.

Although John Beadle's main focus was on his business (and, clearly, this was doing very well), he continued to be involved in the civic and social life of Hull. From at least 1850, he served for many years as a magistrate, a position which he still held in 1867. He surely must have heard some very interesting cases but, maybe, none so curious as in 1856 when only 'some technical difficulties' prevented Hull's magistrates from convicting a witchcraft-diagnosing fortune teller.

In April 1851, John Beadle was to be found sharing a carriage with James Henwood, Esq of Hull, Joseph Walker Pease, Esq. of Hesslewood and Christopher Macholl, Esq. of Beverley, in the funeral procession of their colleague George Liddell Esq. of Sutton House who had recently died.

### **The Family of John Beadle**

As we have seen, John Beadle never married, so the closest members of his family were his sister, Frances, and younger brother, Robert. Of Robert, nothing has been found beyond a mention in their father's will in 1802, but of Frances we know more. Her marriage to Edward Spence in 1815 has already been described and the couple went on to have six daughters: Fanny (b.1818), Ellen (b.1820), Harriet (b.1823), Elizabeth (b.1824), Jane (b.1825) and Mary Ann (b.1828).

In 1832, Edward Spence bought Tilworth Grange on Salthouse Road, Sutton on Hull, for £1,700 and he remained there until death in 1873. In his later years, Tilworth was described as 'a handsome house with a conservatory at one end'.

At the time of the 1841 census, Edward Spence was at home at Tilworth Grange with Fanny and Harriet, but his wife, Frances was absent. On 6<sup>th</sup> June 1841, Frances Spence was in Westminster, London, with two of her daughters, Ellen and Elizabeth, accompanied by one of her maids, Eliza Grey. They were part of the household of John and Susannah Agassiz. John, described as 'Foreign', may have been from Switzerland<sup>9</sup>. The reason for Frances' visit to London is unrecorded.

The eldest daughter of Edward and Frances Spence, Fanny, married John Egginton in 1842, the ceremony taking place at St. Andrew's Church, Kirk Ella.

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<sup>9</sup> The **Agassiz Family** is of Swiss origin, from the small village of Agiez, near Lake Neuchatel. The family has included a number of high-profile members, such as the scientists Louis and Alexander Agassiz, as well as the founder of the Longines watch company, Auguste Agassiz. The surname is extremely rare, with only a few dozen Agassiz families existing.

John was fifteen years her senior and they had several children of whom we shall learn more in Part 4 of this series.

In 1850, there were two Spence weddings, as both Elizabeth and Mary Ann were married in that year, Elizabeth to Rev. Charles Whittle, Curate of Church Knowle, Dorset, and Mary Ann to James Thorpe of Coddington Hall, near Newark, Nottinghamshire.

Ellen, Harriet and Jane all remained single. Ellen lived in the family home at Tilworth throughout her life and died there in 1880, leaving the interest of a bequest of £1,000 to be distributed by the incumbent of Sutton Church 'as he may think fit'. Both Harriet and Jane removed to London and were living together in the Paddington area of the city in 1901. Jane died on 5<sup>th</sup> March 1906 at the age of 81 years, leaving £22,000 in her Will.<sup>10</sup>

In the meantime, Elizabeth was moving around the country with her husband as he took up a variety of different posts. In 1852, he took up the position of Additional Curate at Thatcham, near Newbury, in Berkshire, where Elizabeth gave birth to a daughter. In May 1856, a son, John Herbert, was born, who was subsequently educated at Uppingham School. In 1870, Elizabeth and Charles

Whittle are described as being 'of Scarborough' and, by February 1871, Rev. Charles Whittle had become Chaplain of the Sevenoaks Union.



Memorial window to Frances Spence, All Saints' Church, Coddington

Mary Ann settled as 'lady of the manor' at Coddington Hall, and died childless following a long illness in 1868. However, after her mother, Frances Spence (John Beadle's sister), died in 1855, she dedicated a memorial window in her honour in the church of All Saints, Coddington. The window by William Morris, depicts St. Cecilia and St. Catherine and was installed in 1864 as part of a restoration of the church financed by Mary

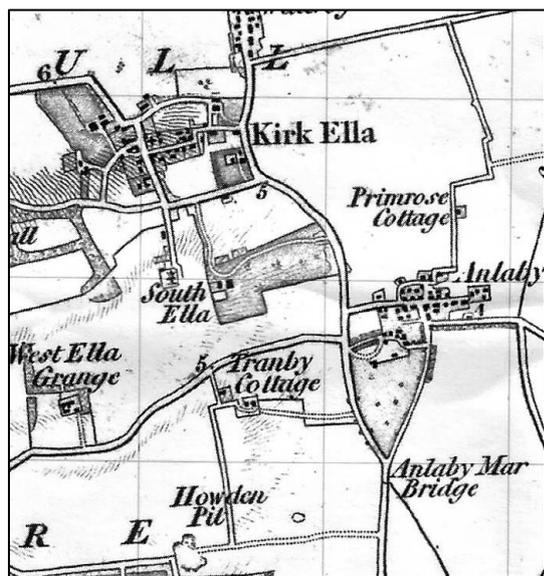
Ann's husband. Before its installation, the window had been exhibited at the South Kensington Stained Glass Exhibition.

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<sup>10</sup> Jane's address at the time of her death was "Holmcroft", 36 Mattock Lane, Ealing, Middlesex.

## Final Years

John Beadle must have considered the death of his sister, Frances, in 1855 at the age of 67, as a significant milestone in his life. The two seemed to be very close and, although living at opposite sides of the town, they would, no doubt, have often met at social gatherings and on family occasions. We can be sure that prior to her death, Frances would have been a frequent visitor to South Ella.



Map, mid-19<sup>th</sup> century showing the extent of the South Ella estate. The main features of the estate at that time were the large expanse of parkland fronting Beverley Road which was called The Lawn and the gardens which possessed a large greenhouse, hothouse and a sundial.

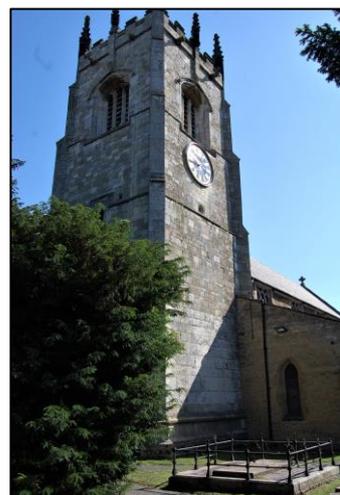
listed amongst the magistrates of the town, although he may not have been as active in this capacity as in former years.

John Beadle died on 12<sup>th</sup> June 1869, aged 82, and was laid to rest in the churchyard at St. Andrew's Church, Kirk Ella, seven days later. His grave is in a prominent position close to the church tower, and he lies there with his niece, Fanny, and her husband, John Egginton, who both died some twenty years later.

The household at South Ella, in 1861, comprised John Beadle and eight servants, including his loyal housekeeper, Sarah Morton, and butler, Benjamin Lewis. It must have been a sad day in the house when Sarah died in early 1863 at the age of 62 years. There is no local record of her funeral or burial.

During these latter years, John Beadle further increased his property portfolio in 1860 with the purchase of 62 acres of land in Lund, which included the Duke of Wellington Inn in the village. His business premises continued to be located at North Walls, where he had been in occupation for over forty years.

At the age of 80, he was still



Memorial to John Beadle in the churchyard of St. Andrew's, Kirk Ella

In his Will, proved on 6<sup>th</sup> July 1869, John Beadle left the house and estate of South Ella to Fanny, and she and her husband moved in shortly afterwards. Also, in his Will, he left bequests to other nieces, for example, one allowance to Elizabeth Whittle being the annual payment of interest on the sum of £24,000.

It is with John Beadle's niece, Fanny, and her family that the story of South Ella continues.

*Thanks go to many people, both members of AWAKE U3A and others, in helping to gather information for this episode in the life of South Ella. Special thanks are reserved for Christine Gibbs who researched and provided much of the genealogical information.*

Francis Davies  
July 2020