

# WALBERSWICK

## LOCAL HISTORY GROUP

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**NEWSLETTER NO: 57**

**FEBRUARY 2020**

### Newsletter Editor's report

#### DATES FOR YOUR DIARY

All in The Village Hall

**Saturday 14th March 2020** - Bloody Marsh, a talk by Dr Peter Warner on his book 6.00pm

In April 1644, a man working for the lord of the manor died in an altercation with Walberswick villagers over grazing rights and three villagers were later hanged for his murder. The disputed area, to the South of Westwood Lodge, gained the name Bloody Marsh. This incident was part of a long history of conflict over the enclosure of common land around Walberswick and there is no better guide to this subject than Dr Peter Warner.

We are very lucky that he has agreed to talk to us about Bloody Marsh and the relationship between the various groups of people working and living in Walberswick in the 17<sup>th</sup> Century. Dr Warner is an Emeritus Fellow of Homerton College, Cambridge and a specialist in medieval and landscape archaeology. Amongst his many publications is the book Bloody Marsh on which his talk will be based.

**NB The talk will begin at 6pm, earlier than normal.** Afterwards there will be a chance to chat over a glass of wine.

**Tuesday 14 April 2020** - AGM – at 7.30 pm.

**Saturday 26<sup>th</sup> September 2020** - "An illustrated talk on Hester and Henry Cleminson of Walberswick" by Marlies Veldhuijzen van Zanten at 7.00pm

**Christmas talk, date tbc 2020** – The Southwold Railway

I am pleased to report that this issue is again full of recently-penned articles submitted by members with some supplemented using our extensive archives. The first subject is the Southwold Railway (SR) and in particular Walberswick station. It stems from a short piece submitted by David Lee. David, a WLHG member, is probably the foremost expert on SR. Using information previously sent in by David and a little internet research I have added what I hope are further details from a time when public transport was the norm.

Our second theme concerns further histories of Walberswick houses for which I have to thank Edward Wright. A great source is the deeds but these can easily be lost. HM Land Registry holds records about property or land sold in England or Wales since 1993, including the title register, title plan, title summary and flood risk indicator. This is great for conveyancing but can mean the loss of a lot of history. When I inherited my house my solicitor was quite happy to throw away all the previous paperwork – until I stopped him. The collection of papers included the conveyancing

history and a hand-written document gifting the property from my great-grandfather to my grandfather. It also came with various maps and death certificates proving ownership of a piece of garden bought from a neighbour. This neighbour had not changed the ownership of the house when her father died. It only caused a problem when she tried to sell some of her garden. We also discovered that the utilities to our house were still billed to my grandfather who had died over 30 years previously. This was not unusual in Walberswick when houses passed from husband, to wife, to son etc. Anyway, one of our members, Roger Dungey kindly donated a pile of documents to WLHG relating to his house and these have been turned into a fascinating article by Edward Wright. I hope this will be one of a series. If you have a stack of documents on the history of your house then please consider lending them to WLHG. Edward has also continued his researches into Millfield Road.

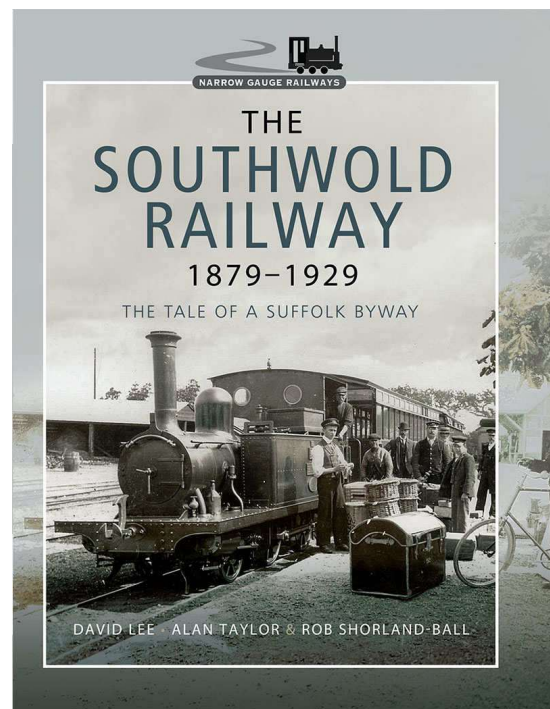
**John English - Newsletter Editor**

## **The Southwold Railway 1879-1929 and Beyond**

One of our WLHG members is David Lee from Southwold. David has researched the Southwold Railway for many, many years and continues to do so. He has done an amazing job. During his researches he has sent various pieces to the WLHG archivist and I have used these for the following short pieces.

In February 2019 David Lee and co-authors Alan Taylor and Rob Shorland-Ball brought much of this research together in **The Southwold Railway 1879-1929: The Tale of a Suffolk Byway**. As the author Rob Shorland-Ball states, this is not an academic treatise and as a general reader I appreciate that. I am not a railway enthusiast but, in my opinion, it is a beautifully-produced book designed to appeal to people like me but with enough detail for the enthusiast. The book is packed with photographs and illustrations and takes us back to a different world.

David sent me the following short article relating to Walberswick station masters. I have included this as originally submitted and then followed it with more detail as I think that it is too interesting a subject for the few short lines David submitted. If you want even more detail then buy the book!



### **SOUTHWOLD RAILWAY WALBERSWICK STATION (PERSONNEL) - David M Lee**

The Southwold Railway became established from Halesworth to Southwold in 1879 with intermediate stations at Wenhaston and later in Blythburgh, but there were no plans to open a station at Walberswick as it was considered to be too small a village of only 289 residents (1881 census) and half a mile from the railway. However, due to the popularity of the common as a venue for walkers and picnic parties a decision was made to provide a "halt" at Walberswick, opened 1<sup>st</sup> July 1881.

The Station Master or clerk in charge never had any assistance to deal with all clerical work, collection and issue of tickets and train operations.

The first clerk in charge was a 16 year old lad, **Edmund Court** from Southwold, a promising clerk but sadly he was fatally injured in November 1883, being the first of two fatalities to staff. He was replaced with **Edmund Sturley**, aged 74, a fisherman born in Melton Constable but living in Walberswick by 1861. He had the job until 1894, aged 85. Sadly he died in his nineties in Bulcamp

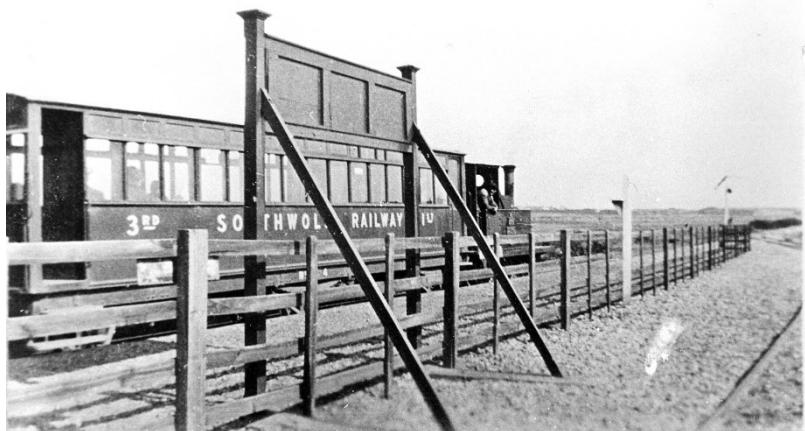
workhouse. The third clerk was **William Pullen**, aged 15, formerly a W H Smith's newspaper boy. He continued to 1902 when he went to Blythburgh station. **William J V Nichols** then took over until 1917 when the station closed until 1919 to release the man for war service. **William Beard** was clerk 1919 to 1923 and **William Bird** 1923 to 1926. Both Beard and Bird left the Southwold Railway after Walberswick. **William J V Nichols** returned in 1926, from Southwold Station Booking office, to 1927, when he went to Wenhaston. There are no records for 1927 to 1929 (when the railway closed).

### **Additional Information on Station Masters – John English**

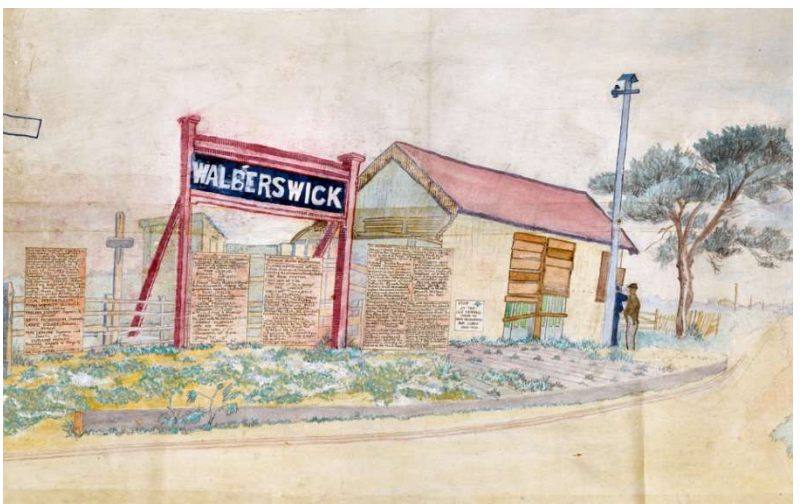
On many days of the year the Bailey-Bridge road is full of people walking between Walberswick and Southwold. Some will be unaware that they are walking on parts of an old railway track. All that remains in Walberswick to support this is a concrete base for the second of two stations that stood there. The second station can be seen in the pictures below, one from the goods yard side and the other from platform side. It all looks beautifully tidy and well kept.



Below is a detail from the Walberswick scroll showing the boarded-up station in 1931. The image is used by kind permission of the copyright holders, WPC. If you are interested in obtaining a framed picture of your house, postcards or notelets from the scroll then see the Walberswick web site.



As David Lee has stated above, this station would have been managed by a single person – the station master or clerk-in-charge. This was a job that brought with it a degree of status in the community. David Lee's short notes are supplemented below with information from genealogy sites, WLHG archives and other work by David Lee.



**Edmund Court:** Edmund was born 1866 in Southwold to Edward and Mary Court. He is

recorded in both the 1871 and 1881 census records as living at home with his parents. He seems to have been given responsibility for Walberswick station at quite a young age (16). He had worked for SR since it opened in 1879, firstly as a porter at Southwold, and then briefly and finally at Walberswick. Maybe it was his youth that contributed to the tragic accident in 1883 that ended his life at just 17 years of age. Only newspaper reports of the inquest survive. Briefly, it would appear that the Halesworth to Southwold train was passing Walberswick station, without stopping, as no passengers were booked. The train was moving at about 4 mph when Edmund decided to board. He chose to do so between the two carriages rather than at the rear as advised. He was carrying a basket and leggings in one hand and grabbed the rail with the other hand. It seems that he slipped, fell between the carriages and onto the rail. The verdict at the inquest was "accidental death from being run over by a train". No blame was attached to SR or any of its staff. There is a memorial to him in Southwold churchyard.

**Edmund Sturley:** For those who consult the book, this man is called Edmund Stanley in the publication but this is a transcription error. If Edmund Court was quite young for the job then the appointment of Sturley corrected any error of appointing someone too young. When this man took the job he was 74 years old. He was born in Melton Constable, a town with a considerable railway connection. According to Wikipedia, Melton Constable in North Norfolk was on the Midland and Great Northern Railway and the station became an important railway centre with lines converging from all directions providing connections to key East Anglian towns such as King's Lynn, Norwich, Cromer, Fakenham, Yarmouth and Lowestoft. Whether this influenced his change of career later in life is not known. By 1815 he had moved to Wells-on-Sea. His wife Susanna (nee Woodbine) was born in Wells. At some point the family moved to Walberswick. Their daughter Charlotte married a George Peck in Walberswick in 1859. The 1871 census shows them living near Walberswick church with granddaughter Harriet Peck. Sturley's occupation is given as fisherman - Master of the 70 ton fishing smack ECLIPSE. In 1881 they are still in Walberswick and again in 1891. In the latter census they are living with two grandchildren, Edith and George, aged 10 and 8. Sturley's occupation is given as "clerk in charge". He continued in the job until 1894, aged 85. The 1901 census records him as a railway pensioner aged 91 and living with wife and a housekeeper. According to David Lee's book he died in 1902, aged 93, at Bulcamp. The latter was notorious as a workhouse. What happened between 1901 and 1902 is not clear and if David Lee is correct then this was a sad end to an illustrious career.

**William Pullen:** From 1894 to 1902 the job was held by William Pullen. Like Sturley he was a local having been born 1879 in Uppington, Berkshire. However, there must have been some local connection as 12 years later the 1891 census records him living with his parents in Beccles, aged 12, with an occupation of Linen Draper Errand Boy. His father, Henry, was a Railway Crossing Gate Keeper. Was it this that caused the change of career? In the 1901 census he has moved to Walberswick, living as a boarder with Ernest and Annie Johnson. His occupation was recorded as Railway Porter. His circumstances then changed rapidly. In the 1911 census we learn that he left Walberswick soon after 1904 as he is now living in Blythburgh with wife Edith Florence Pullen (born Walberswick), 3 sons and 2 daughters, the 3 youngest born in Blythburgh and the older 2 born Walberswick in 1902 and 1904. It looks like Edith Florence was the sister of his landlord, Ernest Johnson and that they married in 1901. His occupation is given as RAILWAY CLERK LUGGAGE. His circumstances certainly changed rapidly in 1901-02 with marriage, a first child and a change of job.

**William J V Nichols:** This man was station master from 1902 to 1917, the longest-serving holder of the job. The 1901 census shows he was born in Holton in 1887 to parents John and Mary Nichols. He would have been about 14 at this time and already in work as an "APPRENTICE SACK & TILT WORKS". If his date of birth is correct then he was, like Court, a very young man when appointed to Walberswick station master. The 1911 census certainly records him living in Walberswick, occupation RAILWAY STATION MASTER and married (Agatha Patience R Fincham) with a son (George E Nichols). He held the job until 1917 when the station closed until 1919 partly to release him for war service. He does not appear on the Walberswick list of those that fought and it seems that

actually he moved to Southwold as a clerk. He returned to his old job in Walberswick in 1926, staying until 1927. He died in 1949 aged 63.

**William Beard:** The station re-opened after the war and this man took the job from 1919-23. He then left the employ of SR. No obvious records of his existence in Walberswick are available.

**William Bird:** This is the last known occupant of the job. He was in post 1923 to 1926 and then left SR. No obvious records of his existence in Walberswick are available. The station remained open until 1929 but no records can be found on who may have had the job of station master after Bird. This was a time of wage cuts and financial constraints.

**The SR closes and causes problems for holiday-makers:** The last train ran on 11<sup>th</sup> April 1929 and for those with return tickets it came as a surprise. We are all familiar with airlines and travel companies going bust and stranding customers many miles from home. Something similar is seen to happen in April 1929. Without telephones and the internet much of the interaction was by letter and some has survived. The following is an example taken from letters in the archive:

- Letter dated **12<sup>th</sup> April 1929** from a Miss M Jackson c/o Mrs Owen, Walberswick to LNER manager at Liverpool Street states that passenger travelled from Mill Hill on 3<sup>rd</sup> April on a return ticket open for 2 months. As was common then her luggage was sent in advance on 2<sup>nd</sup> April. She asks for advice on how to get back on 24<sup>th</sup> April. She clearly states that she should not have to pay.
- On **15<sup>th</sup> April** an internal memo from C J Selway at Liverpool Street to P S Ludlam, District Manager at Ipswich enclosing above as an example asking for further details on how to reply
- On **16<sup>th</sup> April** Ludlam (LNER District Goods and Passenger Manager Ipswich) responds to Selway explaining procedures
- On **17<sup>th</sup> April** Selway replies to Miss Jackson. In summary she is advised that her train is replaced by a bus from Southwold ferry to Halesworth. The good news is that her journey is “free” on presentation of a train ticket, though she has to cross the river. The bad news is that her luggage needs to be delivered to Mr Doy in Lorne Road, Southwold with a fee of £2/9 per package.
- On **23<sup>rd</sup> April** 1929 for some reason Miss Jackson’s landlady/host, Mrs Owen writes to Selway about the additional costs of following the procedures i.e. 2/9 to Doy plus hiring a cart, 2/6 and crossing ferry 8 pence.
- On **25<sup>th</sup> April** Selway replies to Mrs Owen confirming the details written in letter of 17<sup>th</sup> April basically take it or leave it!

**WPC and WCLC not in harmony with SR:** Also in the archive are letters of complaint from Mrs V Lees, Clerk to WPC. The Parish Council could not expect much sympathy from SR. Travel between the village and the station by “road” had for years not been easy. It caused two tenants of the goods yard to terminate their tenancies in the 1920’s as the road was not fit for purpose. SR and WPC had been unable to agree on repairs for some years. Despite SR offering materials to make improvements it seems that WPC showed no positive interest. There is also the strange finding that in 1923 WCLC gave SR notice to quit the land acquired for the station and line “under a rent charge”. The reason for this is not known and the railway continued to operate until closure in 1929. It would be interesting to delve into the WCLC archives to see if this is recorded and why.

**SR closed 1929 but takes until 1988 for assets to be shared out:** The railway may have closed in 1929 but it took many more years for the lines and buildings to disappear and even longer for the company to be wound up and liquidated. For many years the lines, buildings and rolling stock lay abandoned and derelict. It took the Second World War to clear some of this up when the metal lines were removed and the swing-bridge destroyed. It took even longer to liquidate the assets. Due to a legal technicality the company was not wound up until 1961 when it was put in the hands of the official receiver. SR was a statutory railway company and had to be incorporated before it could be wound up. It was not until 1988, 59 years after it closed, that it was finally liquidated.

## Mazoe



Mazoe and the Primitive Methodist Chapel from the Walberswick Scroll by J D Turner - copyright Walberswick Parish Council

In 1882, William Cullingford sold the land on which Mazoe now stands to Lewis Cady, a Walberswick coal merchant. Six years later, in 1888 Lewis sold it on for £20 to his son Lewis James Cady. Lewis junior had already started building a house on the plot before the purchase was completed.

The 1888 deed says that the land abutted on to the "High Street" towards the South West and on to land belonging to Sir John Blois to the North West and North East and, to the South East on to cottages and premises belonging to Mrs Maria Cady. These, now called Bunbury, Holly and Blythwic were occupied by Horace Jackson, John Stannard and Benjamin Kerridge.

In 1909 there was an auction at the Bell in Walberswick. There were two lots, number one was Lewis James Cady's land on which there was now a "Bungalow Residence", which had a road frontage of 47ft 3 inches and a size of 16 rods (1/10<sup>th</sup> of an acre). The auction particulars mention that the bungalow was equipped with a pump and well and a large soft water cistern with pump.

Lot number two comprised the three cottages and associated land to the South East. The tenants of the cottages had been given notice to quit.

The purchaser of the bungalow was Lucy Mary Davy of Holton, the deeds do not show who bought the cottages but presumably the Primitive Methodist Chapel acquired the plot between the western cottage (Bunbury Cottage) and the bungalow plot because this is where the Chapel now stands.

In 1928 Lucy Davey (now married and called Lucy Calver), sold the bungalow to Emma Summers and it was probably Emma Summers who named it Silver Pines.

In 1936 Jessie Eliza Raynor bought Silver Pines from Mrs Summers and re-named it Mazoe. Jessie Raynor was living at Roofree on the Street (virtually opposite) at the time of the purchase.

Jessie Raynor died in 1957 leaving Mazoe to her daughter Marjorie, who bought an additional small piece of land to extend the garden to the North. The vendor was HM Cleminson who owned White Barn and who had in 1953 bought land behind Mazoe from Sir Ralph Blois's executors. Because the Mazoe garden extension had once belonged to the Blois Estate it was subject to covenants preventing building on it without the approval of the Estate and there was a scale of charges for such approval. Marjorie died in 1966 and her executrix was a London doctor called Myrtle Joy Watson. Mazoe was then sold to the Dungey family.

## **Jessie and Philip Raynor**

Perhaps these notes will prompt someone to share information about the Raynors and their connection with Walberswick.

Jessie Eliza Raynor's maiden name was Cursham; she was born in Nottinghamshire and she married the Rev Philip Edwin Raynor in 1885. Philip was the Warden of Christ's College, Hobart Tasmania from 1886 to 1889 and Headmaster of St Peter's School, Adelaide from 1890 to 1894. Jessie accompanied Philip on these postings and their son Malcolm was born in Tasmania and their daughter Marjorie was born in Adelaide.

Roger Dungey, the current owner of Mazoe, told me that when moving in he found a photograph and documents relating to Philip Raynor's time as a teacher in Tasmania and Roger sent them to the archivist in South Australia. Roger was told that the photo showed the last native Tasmanian.

Returning to England, Philip became Headmaster of Ipswich School, a post he held until 1906. The Tonbridge School Register Book (Tonbridge was his old school) records him at Briar Cottage, Walberswick from 1906 to 1926 and Kelly's Directory shows him there in 1929; presumably Jessie was with him, but her name was not listed.

Philip died in 1930 and in 1934, Jessie at the age of sixty-eight travelled to Cape Town with her daughter Marjorie, both being described as nurses. Returning to Walberswick she bought Silver Pines and re-named it Mazoe; perhaps after the African town of that name.

Jessie, who died in 1957 and Marjorie who died in 1966 are both buried in Walberswick Churchyard as is Jessie's son Malcolm who died in 1978.

## **Edward Wright**

### **Editor's note:**

Yes, please do send in any snippets of information you may have on the Raynor family or any of the other names or places mentioned above. The Walberswick Scroll captures a notice concerning Marjorie Raynor who appears to have been an active WI member back in 1931. Walberswick has a long-standing place in the history of the WI and this history is now available to read on-line via the Walberswick web site. It is a fascinating piece of work starting with the first meeting in September 1918 and going through to the 100<sup>th</sup> anniversary of the first meeting. It includes lots of fantastic pictures. From the home page of <http://walberswick.onesuffolk.net/> scroll down to "Groups and Activities", click on this and then "Women's Institute". Or, if reading electronically go to <http://walberswick.onesuffolk.net/assets/WI-FOR-VILLAGE-WEBSITE-D.pdf>

The scroll also captures details of the foundation stones of the Methodist Chapel shown above. One name is that of Noah Etheridge. He is connected to the SR railway story as he leased a shed at the station but gave this up due to the poor state of the road. He is also connected to the once-large Cady family through the famous Peasenhall murder of 1902. Primitive Methodist clergyman William Gardiner was twice tried for the murder of a young girl called Rose Harsent. Gardiner's wife was a Walberswick woman and their children stayed with their grandmother in Walberswick during the trial. A Noah Etheridge was involved with the case as the church was dragged into the scandal surrounding the murder. The murder remains unsolved but the case is a fascinating study of a small Suffolk village in the 1900's involving sex, religion and murder. There have been a number of books published on the case.

Finally, those with very good eyesight may spot the AA signpost in the grounds of the Methodist Chapel in the scroll extract above. It directs people to Millfield Road, which just happens to be the subject of the next article.

## The Vannecks and Turners - Millstones, Te Awahou, Dudley and Greyroof

In 1889 an Australian woman called Catherine (Katie) Vanneck arrived in England with her husband the Hon. Walter Vanneck and their four children. Katie and Walter had met and been married in Queensland where he was working as a grazier.

Walter was the eighth child and fourth son of Lord Huntingfield of Heveningham Hall. Katie's father was a doctor and her mother was a member of a wealthy family of Queensland landowners. Five years after arriving in England, Katie bought a building plot in Mill Field; the first on the left as you enter from the Street. Katie's plot, on which Dudley was then built was next door to the Primitive Methodist Chapel which had been built in 1846 and was demolished when the new chapel was built on the other side of the Street.



Dudley from the Walberswick Scroll, J Doman Turner c1931.  
Copyright Walberswick Parish Council



The site of Dudley, between the Mill and the old Methodist Chapel in the bottom right-hand corner

Katie's explained how distressed she had been by his living "in the way you are" at Bulphan (near Upminster). Walter's response was "In reply to yours requesting me to return to you I wish to state that it is not my intention to do so". Both letters surely drafted by the lawyers, the reference to living "in the way you are" offering the readers of For Woman and Home plenty of scope for their imaginations. Walter's refusal to restore conjugal rights left Katie free to apply for her divorce on the ground of his adultery with a woman at a house in the Euston Road.

Walter had been born at Heveningham Hall, and in 1870 had sailed to Australia to join his older brother William who was establishing himself as a grazier in the Darling Downs area of Queensland.

The deeds of Dudley were in Katie's name; it was only twenty years earlier that the law had been changed to allow a married woman to own property independently of her husband. Her reason for the Walberswick purchase is a mystery but perhaps it has something to do with the state of her marriage; did she want a house of her own as she faced the end of her relationship with Walter?

In 1915 Katie instituted divorce proceedings by requesting the restitution of conjugal rights and alleging that Walter had left her in 1910. In those days a husband could obtain a divorce on the ground of adultery, but a woman needed to prove adultery plus another ground. As her first ground, Katie needed to show that Walter had deserted her and had no intention of returning and having established that she could apply for a divorce on the ground of his adultery. The Essex County Chronicle covered the story on its "For Woman and Home" page and quoted in full the letters that

Catherine and Walter exchanged as part of the legal process.



William married Katie's younger sister Mary (Polly) and the two couples, and their children came to England at about the same time.

Another reason for a house in Walberswick may be that Katie wanted a retreat near her sister Polly. Katie, Walter their children and two servants lived at 20 Goldhurst Terrace in London when they first settled in England. This is now very fashionable South Hampstead address; in 1891 it was respectable but far from fashionable. Meanwhile Katie's younger sister Polly was mistress of the Cupola, a magnificent Georgian house in Leiston, now concealed by later buildings. Polly, William and their three children were looked after by a governess, a cook, two housemaids, a nurse, a kitchen maid, a footman and a yard boy. These were just the live-in staff; there must have been others to care for the grounds.



Millfield Road, from the Walberswick Scroll by J D Turner c1931.  
Copyright Walberswick Parish Council

Katie's oldest son Joshua was educated as a boarder at Eversleigh School in Southwold, now a private house, and also at Wellington after which he entered the motor trade in London. In 1911 Katie and Joshua were living together in London and Katie's husband Walter was at Bulphan.

On 1<sup>st</sup> September 1914, a few weeks after the declaration of war, twenty-eight-year-old Joshua Vanneck married eighteen-year-old Joan Ransome Turner.



Joan Ransome Turner

Joan's mother was Jane Ransome, the great-great-great granddaughter of Robert Ransome the founder of Ransomes of Ipswich. In 1789 Robert Ransome had started a plough-making business with £200 and one employee and within a century it was a global leader in heavy engineering. The marriage of Joshua Vanneck to Joan Ransome Turner connected the landed aristocracy to the newly enriched middle class, via the daughter of an Australian doctor.

Jane Ransome had married an Ipswich man, Edgar Turner the son of an auctioneer called William Turner. Edgar's career began as a trainee tea-taster in the City, he emigrated to Ceylon, now Sri Lanka, in 1887 as a planter and eventually became chairman of the Planters Association. Jane was at the Ransome family home, Stoke Hall in Ipswich at the date of her

marriage and she and Edgar then moved to Ceylon where they had three children; Monica in 1891, Joan in 1896 and Miles in 1900.



Gazebo, home to the Turners in 1912

Despite Edgar's work in Ceylon, the family spent a good deal of time in Suffolk; in 1901 they were at Bromley House, Southwold, and Jane was advertising for a cook and housemaid. Later that year the Turners were staying with Jane's mother in Ipswich and in 1912, when Joan would have been fifteen, they were at Gazebo (now Te Awahou) in Millfield Road.

Joshua and Joan were parted soon after their wedding; Joshua served in France as a lieutenant in the Royal Army Service Corps. They had no children and divorced soon after the War. Joan retained a connection with Walberswick and was staying at Hurst in the Street in 1939. She died at Blue Farm, Brundish near Woodbridge in 1968.

Joan's brother, Miles Ransome Turner, joined the British Army in 1914 at the age of fourteen and served in the Afghan Campaign in the 25<sup>th</sup> Cavalry Frontier Force. He died at Loralai, Baluchistan on 12<sup>th</sup> Jan 1920 at the age of 20 and there is a memorial to him in St Andrew's Church, Walberswick, made by the Turner's near neighbour in Millfield Road, Philip Alexander the silversmith.

Joan's parents Edgar and Jane bought Kuruman (Millstones) in 1924 and they lived in style; the photo shows their car parked outside Mill Croft, directly opposite Kuruman. The uniformed chauffeur is believed to be Augustus Backhouse, a local man who served in the Suffolk Regiment in the War and married Mildred Muttit.

Edgar and Jane remained at Kuruman until they both died in 1938; they are buried in Walberswick Churchyard.



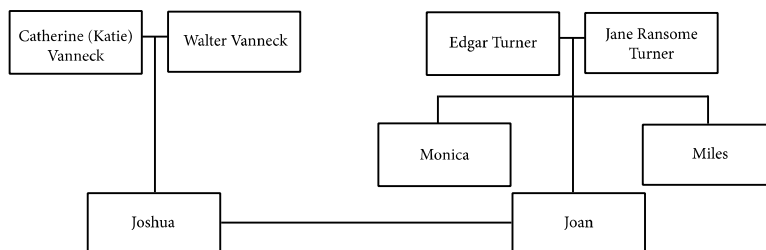
The Turner's car outside Mill Croft

Jane's cousin Gilbert Holland Ransome was another Millfield Road resident, living at Greyroof in the 1920s. Gilbert was a doctor and the son of Allen Ransome, Jane's uncle. Rather than stay with the family firm in Ipswich, Allen ran his own companies, ending up with a very successful Newark firm making

precision bearings for the motor and aviation industries. Jane and Gilbert had attended the same boarding school in Brighton and were both distant cousins of the author Arthur Ransome.

Katie Vanneck, Joshua's mother, never remarried and lived in London for most of her life, eventually settling in Southwold where she was living at 23 Park Lane when she died on 5<sup>th</sup> August 1932 at the age of seventy-two. Her younger sister Polly had been widowed in 1912 and she died in 1919; both Polly and her husband William are buried in Leiston Churchyard.

Polly lived to see her son William inherit the Huntingfield Baronetcy, but she did not survive to see him, as The Right Honourable Lord Huntingfield KCMG, become Governor of Victoria in 1934.



## Edward Wright