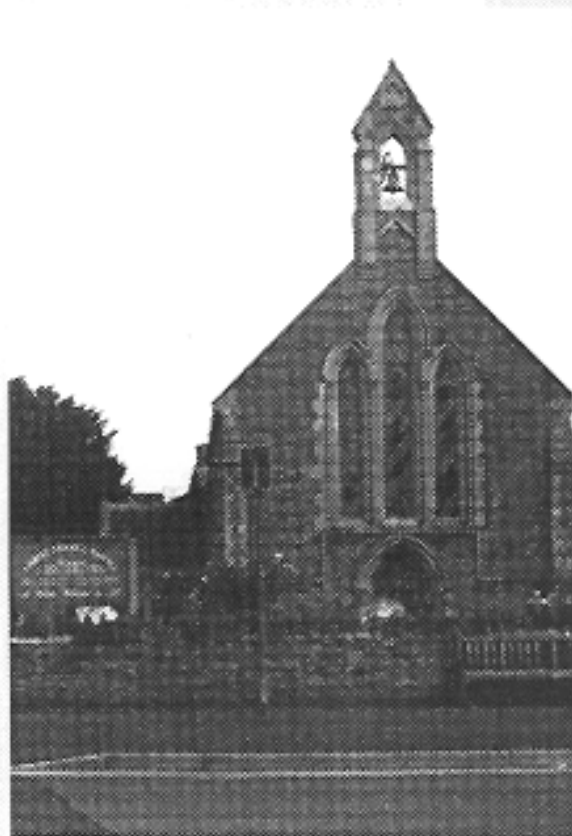


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No 11

# PENNANT



Christ Church, Nailsea

*Peter Wright*

THE LOCAL HISTORY JOURNAL OF  
**BACKWELL, NAILSEA, TICKENHAM  
AND WRAXALL**

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# Men of Nailsea, Somerset, who served during the first year of the Great War.

*(Where no rank is shown read "Private")*

1	Aish, George,	2nd Wessex Territorials,	
2	Allsopp, Frederick,	Somerset Light Infantry,	
3	Amesbury, George,	Somerset Light Infantry,	
4	Avery, Frederick Chas,	South Midland R.E.,	Sapper
5	Badman, Arthur,	2nd Wessex Territorials,	
6	Badman, Victor,	2nd Wessex Territorials,	
7	Baker, Frank,	Army Service Corps,	
8	Baker, Richard,	Royal Field Artillery,	Gunner
9	Baker, William,	Somerset Light Infantry,	Lance Corporal
10	Baker, William John,	6th Glos. Rgt.,	
11	Banwell, Charles,	R.N.V.R.,	Signalman
12	Banwell, Walter,	12th Essex Regiment,	Corporal
13	Bareham, Charles,	Royal Navy,	A.B. Seaman
14	Brimble, Alfred,	2nd Wessex Territorials,	
15	Brimble, Alfred,	30th Batt. Welsh Rgt.,	
16	Brimble, Cecil,	South Midland R.E.,	
17	Brimble, Ernest,	2nd Wessex Territorials,	
18	Brimble, Joseph,	3rd Batt. Welsh Rgt.,	
19	Brown, Frank,	Somerset Light Infantry,	
20	Brown, Frederick,	Somerset Light Infantry,	
21	Burrige,	Albert, Royal Marine Light Infantry,	
22	Burrige, William,	South Wales Borderers,	
23	Burnell, William H,	Somerset Light Infantry,	Sergeant
24	Burge, Ernest,	2nd Monmouth Regiment,	
25	Butchers, Albert,	2nd Wessex Territorials,	
26	Butchers, Henry,	Royal Horse Artillery,	Gunner
27	Bye, George,	Bedford Regiment,	
28	Coombs, William,	17th Canadian Contingent,	
29	Colthurst, Arthur B,	14th Glos (Bantams),	Lieutenant
30	Cole, John,	Somerset Light Infantry,	
31	Coles, Theophilus	2nd Wessex Territorials,	
32	Coles, Thomas,	2nd Wessex Territorials,	
33	Cook, Henry,	2nd Wessex Territorials,	
34	Cox, Alfred,	12th Glos. Rgt (Bristol's Own)	
35	Cox, Wilfred,	Royal Garrison Artillery,	Gunner
36	Cutler, Frank,	Royal Field Artillery,	Driver
37	Daniels, Richard,	Royal Navy,	Stoker
38	Davis, William,	3rd Wilts,	
39	Derrick, William James,	Army Service Corps,	
40	Derrick, Leonard,	Royal Marine L.I.,	

41	Drewett, Harry,	N Somerset Yeomanry,	Sergeant
42	Durbin, Francis,	Royal Marine L.I.,	
43	Durbin, Arthur,	Rifle Brigade,	
44	Durbin, Gilbert,	R. Marine L.I.,	Q'master-Sgt
45	Durbin, Reginald,	Royal Horse Artillery,	Driver
46	Durbin, Wilfred,	Royal Field Artillery,	Gunner
47	Edbrook, James,	Somerset Light Infantry,	
48	Edbrook, William,	Royal Navy,	Stoker P.O.
49	Evans, Chas. E.,	Royal Naval Reserve,	Sub. Lt.
50	Evans, John,	12th Gloster Regiment,	
51	Gamlin, John,	11th Worcester Regiment,	
52	Garland, Charles,	Welsh Borderers,	
53	Garland, Henry,	Somerset Light Infantry,	
54	Gray, Ralph,	Royal Field Artillery,	Driver
55	Griffin, Arthur,	Duke of Cornwall's L.I.,	
56	Griffin, John,	2nd Wessex Territorials,	L/Cpl
57	Griffiths, John,	2nd Wessex Territorials,	
58	Gwilliam, Robert,	Royal Marine L.I.,	
59	Harvey, Frank,	Somerset Light Infantry,	
60	Harvey, Richard,	3rd Berkshire Regiment,	Major
61	Harrill, William,	2nd Wessex Territorials,	
62	Harris, John,	2nd Wessex Territorials,	
63	Harries, Bertram,	Army Ordnance Corps,	Lieutenant
64	Hedges, Frank,	12th Glosters (Bristol's Own),	
65	Hicks, Herbert,	Army Service Corps,	Driver
66	Hobbs, Walter,	Somerset Light Infantry,	
67	Hobbs, Percy,	Somerset Light Infantry,	L/Cpl
68	Holder, Ernest,	Somerset Light Infantry,	
69	Holder, William,	Somerset Light Infantry,	
70	Hooper, Bertie,	Royal Navy,	Eng. Room Artificer
71	Hooper, Wm Ernest,	Australian Contingent,	
72	Howe, Frederick,	Somerset Light Infantry,	
73	Hunt, Cecil Francis,	Royal Navy,	A.B. Seaman
74	Hunt, Frank,	13th Glosters,	
75	Iles, Clarence,	South Midland R. Engrs.,	Sapper
76	Iles, Lancelot,	11th Worcesters,	
77	James, George,	Royal Navy,	Stoker
78	James, Gilbert,	Royal Navy,	Stoker
79	Jarrett, John,	2nd Wessex Territorials,	
80	Jarrett, Wallace,	Royal Navy,	Stoker
81	Jarrett, William,	South Wales Borderers,	
82	Jones, Percy,	6th Glosters,	
83	Jones, Samuel George,	6th Glosters,	
84	King-Harman, Douglas,	Royal Navy,	Lieutenant
85	King-Harman, Lawrence,	R. Horse Artillery,	Lieutenant

86	Knight, William,	Somerset Light Infantry,	
87	Langworthy, Charles,	Royal Marine L.I.,	
88	Lewis, Evan P,	8th Wilts,	Captain
89	Lippiatt, Arthur,	Somerset Light Infantry,	
90	Lippiatt, Arthur,	Royal Army Medical Corps,	
91	Lippiatt, Lewis,	South Mid. R Engineers,	Sapper
92	Lock, Ralph,	South Mid. R Engineers,	Sapper
93	Lucas, Reginald,	Royal Naval Division,	A.B.Seaman
94	Luxton, Charles,	Royal Field Artillery,	Gunner
95	Luxton, Henry,	South Mid. R Engineers,	Sapper
96	Luxton, William,	Somerset Light Infantry,	
97	Luxton, Harry,	R. Field Artillery,	Bombardier
98	Luxton, William,	R. Garrison Artillery,	Gunner
99	Lynn, William,	Royal Navy,	P.O. 2nd Class
100	Marchant, Albert,	2nd Wessex Territorials,	
101	Marchant, Thomas,	2nd Wessex Territorials,	Sergeant
102	Martin, Arthur,	Canadian Contingent,	
103	Moore, George,	Royal Navy,	Ship's Steward
104	Morse, Gilbert,	2nd Wessex Territorials,	
105	Morse, Reginald,	Duke Of Cornwall's L.I.,	
106	Morton, Albert D,	12th Glosters,	
107	Neate, William,	Motor Transport,	Driver
108	Nurse, William,	Royal Field Artillery,	Gunner
109	Parsons, Charles,	Royal Marine L.I.,	
110	Pike, Gilbert Victor,	Army Service Corps,	Private
111	Priddle, Bertie,	Royal Field Artillery,	Gunner
112	Quince, Austin,	Royal Navy,	Sub.Lieut.
113	Raikes, George,	Royal Marine L.I.,	
114	Redgers, Samuel,	Royal Navy,	Stoker
115	Rendall, George,	Army Service Corps,	
116	Ritchens, Jesse,	Somerset Light Infantry,	
117	Richards, Elijah,	Canadian Contingent,	
118	Robbins, Gilbert,	2nd Wessex Territorials,	
119	Rosser, Morley,	Somerset Light Infantry,	
120	Rosser, Percy,	Nth. Somerset Yeomanry,	Trooper
121	Sandell, Ivor,	4th Glos. Hussars,	Corporal
122	Sevier, Frederick,	4th Glos. Regt.,	
123	Sevier, William,	12th Glos. Regt.,	
124	Sheppard, Hector,	2nd Wessex Territorials,	Corporal
125	Shepherd, Herbert,	2nd Wessex Territorials,	
126	Shepherd, Samuel,	2nd Wessex Territorials,	
127	Shepherd, Wallace,	Princess Patricia's Rgt,	
128	Shepstone, William,	Yorks and Lancs L.I.,	
129	Shipway, Christopher,	Royal Horse Artillery,	Driver

130	Shipway, Edmund,	Royal Field Artillery,	Gunner
131	Shipway, James,	Somerset Light Infantry,	
132	Skinner, Clement,	Royal Navy,	Signaller
133	Skinner, Sidney,	Somerset Light Infantry,	
134	Smallman, Edward,	2nd Wessex Territorials,	
135	Stokes, Leslie,	2nd Wessex Territorials,	
136	Stokes, William,	Royal Navy,	Stoker
137	Stuckey, George,	Bedford Horse,	Trooper
138	Summerell, Albert,	South Midland R. Engrs,	Sapper
139	Summerell, Charles,	2nd Wessex Territorials,	Sapper!
140	Summers, Henry,	Somerset Light Infantry,	
141	Summers, John,	19th Hussars,	Trooper
142	Summers, Jeffrey,	Royal Field Artillery,	Gunner
143	Swain, Arthur,	7th Gloster Regiment,	
144	Taylor, Douglas,	Motor Transport,	Driver
145	Taylor, Lewis,	2nd Wessex Territorials,	
146	Taylor, Stanley,	Australian Contingent,	
147	Thornberg, Frederick,	Motor Transport,	Driver
148	Toombs, Henry,	2nd Monmouth T'torials,	
149	Trace, William,	2nd Devons,	
150	Tucker, Frank,	2nd Wessex Territorials,	
151	Turner, Thomas,	4th Gloster Regt,	
152	Vowles, Charles,	19th Hussars,	Trooper
153	Vowles, John,	St John's Ambulance Corps,	
154	Wallace, Albert,	Army Service Corps,	
155	Watkins, Sidney,	2nd Wessex Territorials,	
156	Watts, John,	Grenadiers,	
157	Webb, Frank,	Royal Marine Light Infantry,	
158	Wheeler, Allan,	Duke of Cornwall's L.I.,	L/Cpl
159	Wheeler, Edward,	Somerset Light Infantry,	L/Cpl
160	White, Alfred,	12th Glosters (Bristol's Own),	
161	White, Charles Edward,	Army Service Corps,	
162	Winstone, William,	Somerset Light Infantry,,	Cpl.
163	Williams, Sidney,	Somerset Light Infantry,	
164	Willmott, Ernest,	2nd Wessex Territorials,	
165	Willmott, George,	Somerset Light Infantry,	
166	Willmott, Harry,	2nd Wessex Territorials,	
167	Wigmore, William,	14th Glos. (Bantam),	Bandsman
168	Winstone, Leslie,	Canadian Contingent,	
169	Yendole, Ernest,	2nd Wessex Territorials,	L/Cpl
170	Yendole, William,	2nd Wessex Territorials,	L/Cpl
171	Young, Herbert,	Royal Army Medical Corps,	

## *Editor's Note:-*

*This list came into my possession as the country is about to commemorate the 50th anniversary of the end of the Second World War. We must not forget those who fought 80 years ago.*

*In 1914 the population of Nailsea would have been about 1900. If one third were children there would have been only about 600 men of "eligible age" to volunteer. The fact that more than one quarter were serving within one year is surely a testimonial to the families that then lived in the village.*

*Typed by Peter Wright from a printed list provided by Mr J Luxton and passed to N&DLHS by Mrs Christine Milton for publication in Pennant. Text proof read by Mrs Phyllis Horman. The rank of "Private" has been omitted. The rank Sapper shown against no 139 might be incorrect as no other person is shown as "Sapper" in the 2nd Wessex Territorials.*

# The Coathupes - A Maritime Connection

**Henry Thornton Coathupe b 1834 d June 8th 1856**

**Frederick Augustin Coathupe b 1839 d Dec 23rd 1881**

**Gilbert Cutch Coathupe b 1840 d July 15th 1877**

**Edited by Peter Wright**

*I am indebted to Mr William Ferguson Knight who has provided the information on which this article is based and who has given the result of his researches to N&DLHS. The original text was too long to publish in Pennant. This shortened version will, I hope please not only my readers but also Mr Knight and Mrs P Horman and Mrs A.J. Codrington whose assistance he acknowledges.*

*This article is about three who were involved with the sea either in life or in death.*

"Birdcombe Court" also known as "The Tower House" stands to the north of what is now the main road from Nailsea to Wraxall and can be seen if one looks to the left just after passing the last cottage on that side of the road.

It was bought by William Coathupe in 1793 when he was a partner in the Nailsea Glassworks and later passed to his son Charles Thornton Coathupe who had been born there in 1801. Charles and his wife Ann (nee Bains born in Jamaica) produced fourteen children there.

When the research was done the family memorial which stands in Wraxall churchyard was said to be "rather scruffy, and overgrown with ivy and brambles". The inscriptions relating to Henry Frederick and Gilbert read



IN MEMORY OF HENRY THORNTON COATHUPE MEDICAL  
OFFICER ON BOARD THEMORNING STAR WHO DIED AT SEA  
JUNE 8TH 1856, AGED 22

Below this is

ALSO OF GILBERT GUTCH COATHUPE AGED 37 CAPTAIN,  
R.M.S.S. "ETEN" WHO WAS DROWNED IN THE WRECK OF HIS  
SHIP, OFF THE COAST OF VALPARAISO, JULY 15TH 1877, AND  
OVER ONE HUNDRED OF THE CREW AND PASSENGERS ON  
BOARD WERE LOST.

SONS OF THE LATE C.T. COATHUPE, OF THIS PARISH

On another side there are inscriptions relating to William  
Thornton who died in 1834 aged 3, Charles Thomas M.B.,  
M.R.C.S who died in 1862 at Clevedon aged 30, Alfred King  
who died in 1865 at Clifton aged 18 and

FREDERICK AUGUSTIN COATHUPE LIEUT. R.N.R. CAPTAIN  
R.M.S.S. AFRICAN WHO DIED AT CLIFTON DECEMBER 23 1881  
AGED 42

SONS OF THE LATE C.T. COATHUPE, OF THIS PARISH

## **HENRY THORNTON COATHUPE**

the fourth child of Charles and Ann was born at Birdcombe  
in 1834.

Henry the "medical officer" does not appear in the  
"Licentiate registers of the Society of Apothecaries 1815 -  
1856" (1) so the question arises as to what standard he had  
been trained. The answer is not available so maybe he was what  
might be termed a medical orderly.

The MORNING STAR could have been one of several that carried the name about 1856. It seems likely that Henry's vessel was one built at St John New Brunswick in 1854, Official No 3995 and registered in Liverpool on 27th March 1854 (2)

She was bought from the builders Francis and Joseph Ruddock by James Alexander in March 1854 and in the October fifty six /sixty fourths were sold to William and James Ferrie, Merchants and Captains. Both Alexander and Co and William and James Ferrie were involved in the emigrant trade.

## **GILBERT GUTCH COATHUPE**

born at Birdcombe Court in 1840 was employed by the Pacific Steam Navigation Company of Liverpool.

He passed his examination for a certificate as Master mariner in 1869 in Bristol and was appointed mate of the steamship AREQUIPA in 1870. He then became master of the QUITO prior to commanding the ill fated ETEN.

In Haydn's Dictionary of Dates "23rd Edition containing the history of the world to the end of 1903" there is an entry under "Wrecks"

"Eten, steam ship (English Pacific Steam Navigation Company);wrecked about 70 miles N of Valparaiso; about 100 (of 160) lost; many rescued by H.M.S. Amethyst 15th July 1877

The circumstances of his death were documented in the Western Daily Press where attention was drawn to the fact that his brother Edwin was Chief Constable. A considerable achievement in those days for one who had joined the Metropolitan Police force as a constable and did not have the benefit of a service commission.

Hockings "Dictionary of Disasters at Sea" states that the ETEN plied regularly between Valparaiso and Panama. Capt Coathupe was an officer well acquainted with the coast. The ship set her normal course and according to evidence kept to it throughout the night. There was however an extremely strong current running with a continual disturbance of the sea due to the effects of an earthquake and tidal wave on May 10th

## **FREDERICK AUGUSTIN COATHUPE**

born at Birdcombe Court in 1839 Frederick passed his masters ticket at Bristol during 1871 and was appointed mate of the liner CELT. He went on to serve as a mate in the EUROPEAN and SAXON prior to being appointed master of the BRITON in 1873 in which year he became master of the AFRICAN.

The AFRICAN was built in 1873 by Key of Kinghorn and was employed as a mail steamer between England and the Cape until 1881.

Frederick left the employ of the Union Line and joined their keen rival the Castle Line. He reappears in 1877 as Mate of the COURLAND, then, in the same year, the TAYMOUTH CASTLE and his final vessel appears to be the BALMORAL CASTLE in which he served as mate until 1879.

William Ferguson Knight finishes his researches with a number of questions:

Why did he leave the Union Line?

Why did he join the Castle Line?

What killed Frederick at the age of 42?

Why did three sons of a country business man end up in the Merchant Fleet?

### **Sources**

- (1) Guildhall Library - Miss Nicola Smith (
- (2) Mr Gordon Reade MA of Merseyside Museums and Galleries, and R.L. Dawson Esq. of H.M.C & E.

## **Who cut the Land Yeo?**

**by Keith S Gardner**

Following my talk to the Society in October 1994 on the subject of the Cadbury excavations, your editor very kindly invited me to contribute something for Pennant. My problem was what? I could of course reminisce in a light hearted way about excavations on the Wraxall Villa or on the Roman site at Gatcombe, but whilst that may well now be regarded as history in itself it could hardly be construed as constructive to the pursuit of knowledge.

There is however one local archaeological feature that comes to mind, one which involves every manor from Barrow Gurney to Clevedon and which could well form the subject of a group project, and that is the Land Yeo itself!

Much excellent work has already been carried out by Society members, and two special reports issued, on the subject of the mills on the Land Yeo. There appears to be one crucial question though that does not appear to have been addressed and that is -who cut the Land Yeo? Is it one grand concept or merely a disjointed series of leats of various dates? Did it serve Saxon(i.e. Domesday) mills, Monastic mills or is it as recent as the 19th century?

The natural drainage of Somerset's North Marsh relied on the River Banwell, the Congresbury Yeo (the old Saxon Wring), and the complex best referred to for the moment as the River Kenn and The Clevedon Yeo. These rivers themselves were never sufficient to drain the area, the natural state of which would, without the hand of man, remain as unrecovered marshland.

Each of these rivers have been improved by successive engineers over the past 1000 years at least, until with the support of sea defence banks we have the levels environment which we enjoy today.

The natural drainage of any river has to be the lowest point in the valley. The Land Yeo studiously avoids this principle and perfidiously clings to the advantageous contours of the valley sides. The questions must be:

1. Who constructed it?
2. When was it done?
3. Was it all done as one project or piecemeal?

Looking first at the natural drainage lines of the River Kenn and the Middle Yeo we need to start at Barrow Gurney and trace the stream (there referred to as the Yeo) down through the series of mill sites to the derelict Watercress Farm. En route the natural stream has been diverted into a number of mill leats in order to service the various mills, several of which may well be those referred to in Domesday and thus be of Saxon origin.

(Does the "*molendino de Radford .... in domino de Wroxale*" of the Augustinian compote rolls of c1500 also lie here?)

At Watercress Farm there are several interesting features other than the mill leat. North of the farm are a number of springs which feed a small but fast flowing stream away to the west. The natural line of this stream is now contained in a series of ditches

which would, if it were not for the embanked Land Yeo, feed into the lower stream south of Wraxall's mill complex and thus become the Middle Yeo.

The main stream combined with its mill leat runs along the north side of Watercress Wood, where at its north west corner the Land Yeo begins as an embanked channel. At this point a winterbourne ditch diverges and meanders round in an arc to meet up again with the embanked Yeo. This ditch is the parochial boundary between Backwell and Wraxall and it is suggested could mark the original course of a relict stream whose natural line would have followed the parish boundary to connect with the infant River Kenn at Backwell Bow.

The embanked Land Yeo curves round to leave Backwell and run NW to the old hunt kennels passing the Deserted Medieval Village site and serving as a mill leat to the N Mill at Wraxall House. The natural river line flows via a mill pond to the south of the house and could well have served an earlier (? Domesday) mill at this point.

Crossing the main Nailsea - Wraxall road the two streams join and continue along half way up the south side of the valley below the Roman villa site. The natural drainage line soon becomes active again first as a hedge ditch and shortly, having been supplemented by a series of springs, becomes a recognizable stream. This runs around the east side of the Trout Farm at Jacklands and manages to "cross" the later embanked Land Yeo by a pair of sluices (with sufficient drop to power a mill?) to become the acknowledged Middle Yeo.

From Jacklands Bridge the Land Yeo maintains its height by skilful engineering and manages to have gained at least 10 feet by the time it reaches the mill at Middleton. It can be inferred that some engineering work had been carried out improving the natural river course in late Saxon times as Domesday shows

Wraxall with two mills and Backwell with one. Wraxall House appears to have the facility for two mills, a southern one fed by the millpond derived from the original stream, and the northern one fed by the embanked Land Yeo. Does this provide us with a sequence implying that the southern one was earlier and the Land Yeo a secondary improvement on the sluggish Yeo? In Tickenham the raised Land Yeo feeds a mill which appears to have been the property of the Augustinian Abbey of Bristol. Did the Abbey construct the mill and the Land Yeo or was there an earlier hand? Tickenham's two manors did not possess a mill in Domesday so can we assume that the Mill and thus the Land Yeo were post Saxon? In 1086 Clevedon was held by Matthew of Mortaine and leased by him to one Hildebert. He held two other manors, Chelvey and Middleton. This Middleton was also leased to Hildebert and it had a mill. The Tickenham mill lies in the hamlet of Middleton.

Unfortunately there is some degree of confusion over the geographical location of certain Somerset Domesday manors and there are five Middletun (et var). The one held by Matthew is currently identified as Milton Clevedon in Bruton Hundred on the grounds that John de Clevedon held it as a Knights fee in the 13th century but the possibility of it being contiguous with Clevedon, with the same tenant and sub-tenant has never been pursued. If, and it is a very big if, Matthew's Middleton was adjacent to his Clevedon property then the Mill site and thus the Land Yeo may well be Saxon.

Passing on to the problem of dating Backwell's apparently featureless stretch of the Land Yeo what can we deduce from the field? Today 16.4 acres (6.63 hectares) of Backwell lies isolated beyond the Land Yeo in what may well be viewed as Wraxall territory. It could well be argued that the Backwell boundary pre-dates the cutting of the Land Yeo, a feature which today is so obvious that it would surely have been utilized as a boundary if it had been in existence.

Although we have no chartered Saxon boundaries for the whole of Backwell we can see the interface with Saxon Wrington that the present parish boundary in the south-east closely follows the Saxon manorial boundaries. If this can be said of the northern line then we not only have the manorial but also the Hundredal boundary following the old river line. Does this then tell us that the Land Yeo in Backwell is post Saxon?

Not necessarily, whoever cut the river through Backwell presumably had (1) A reason, and (2) permission.

The reason was surely something which had to be to the benefit of, and by permission of, the Lord of the Manor. Flood relief could as well have been achieved by banking the old river, on the other hand a mill site within the manor could well be served by such a cut.

We know from Domesday that Backwell had a mill and there appears to be evidence that there was a mill in the vicinity of Brook Farm and the Land Yeo but was it the Saxon one?

This article has not attempted to provide answers to the problems of the Land Yeo, and it is appreciated that different people are working on separate aspects relevant to the whole, but is this not a project that the Nailsea and District Local History Society could take under its corporate wing?



# **War Memorials at Christ Church Nailsea**

**by Bid Wheeler Christ Church Vicarage, Nailsea.  
October 1994**

There are three war memorials in the church, two in the form of tablets, and the third as windows.

The main memorial to those of the parish who died in the Great War, containing 41 names, was dedicated on Sunday 12th June 1921 at a moving ceremony. The tablet was thoughtfully chosen to be made of bronze in a dignified simple style. The church magazine for 1921 records "With the exception of a berried border, and a symbolic device of a cross, crossed swords and laurel wreath, the tablet has no so-called ornament, such merit as it will possess lying in the character and beauty of its lettering"

"There is cast bronze work of great merit being turned out today, and as our tablet will be a good example of it, it should stand the test of time and speak to future generations of the fact that we, of this generation, realised that we should never succeed in saying more than that those men of Nailsea whom we desire to honour and whose names we wish to remember died for their country. The more simply this were said the better, that is why this tablet will bear the inscription "This tablet is set for a memorial of the men of Nailsea who died for their country in the Great war 1914 - 1918".

The cost of the memorial was about £100.

At the Dedication Service, the Archdeacon of Bath told the congregation how such memorials should serve as reminders to the living, and commended to their thoughts the words of the hymn they sang "Lest we forget".

"Organist and choir had a hard part to play, for hearts are touched at such a service. We were all able to feel in the inner depths of our feeling, the great purpose for which we were all gathered together. The presence at the service in large numbers of every organisation in Nailsea afforded proof that the memory of those who fell is a treasured one. We were helped by the presence of the Clevedon Band, and by the men's march, so admirably organised by the officials of the various bodies taking part in the march, and to Mr Jakeways, the Secretary of the Comrades of the Great war, who kindly acted as Secretary. The Nailsea Boy Scouts sounded the "Last Post" and "Reveille", and we may be sure that the lessons of the day were not lost upon them."

The Memorial for those who died in the 1939 - 1945 War was dedicated in 1947 (date unknown). Parochial Church Council minutes for 1947 record: "The Vicar said the existing memorial was in bronze, so it pointed to the new one being of the same material. He showed a design made at Birmingham of the proposed size and form, and described its suggested position in church. We must not discriminate between the heroes of both wars, and the situation would best be met by having a small tablet on either side of the existing one to tie the whole together in one memorial. There are 18 names. The same material is available; the cost would be about £60."

The new memorial was paid for by people giving donations as a thank offering for the safe return of relatives, by relatives of the fallen, and by collecting boxes in shops as organised by Mrs Lister and Mrs Norman.

In addition to these memorials, new windows were given in 1925, paid for anonymously on the understanding that the work was given to Mr Arnold Robinson who had designed the Founders Window at Bristol University and other important work.

The renewal was in memory of the fallen in the War, and in gratitude for the return of the living.

The windows had the following text at their foot, Joel 1 verse3:

"These windows are humbly offered 1925. Tell ye your children of it and let your children tell their children, and their children another generation."